



Planning Committee

Wednesday, 7 November 2018 at 4.15 pm

Council Chamber, Capswood, Oxford Road, Denham

A G E N D A

Item

1. Evacuation Procedure
2. Apologies for Absence
3. Minutes *(To Follow)*

To approve the minutes of the Planning Committee held on 10 October 2018.

4. Declarations of Interest
5. Applications and Plans

The files for each application are available for public inspection at the Council Offices.

A. Committee decision required following a site visit and/or public speaking

17/01191/FUL 70 Ledborough Lane, Beaconsfield, Buckinghamshire, HP9 2DG (Pages 5 - 16)

18/00650/FUL Advanced Fabrications Poyle Ltd, 34 The Ridgeway, Iver, Buckinghamshire, SL0 9JQ (Pages 17 - 36)

18/00922/FUL South Buckinghamshire Golf Academy, Stoke Road, Stoke Poges, Buckinghamshire, SL2 4NL (Pages 37 - 74)

PL/18/2406/FA Burnham Beeches Golf Club, Green Lane, Burnham, Buckinghamshire, SL1 8EG (Pages 75 - 84)

PL/18/3103/VRC 75 St Huberts Close, Gerrards Cross, Buckinghamshire, SL9 7EN (Pages 85 - 90)

PL/18/3129/FA 2 Middle Road, Denham, Buckinghamshire, UB9 5EG (Pages 91 - 96)

PL/18/3148/FA Khalsa Secondary Academy Part, Pioneer House, Hollybush Hill, Stoke Poges, Buckinghamshire, SL2 4QP (Pages 97 - 102)

B. Committee decision required without a site visit or public speaking

None.

C. Committee observations required on applications to other Authorities

None.

D. To receive a list of applications already determined under delegated powers by the Head of Planning and Economic Development (Pages 103 - 140)

For information.

6. *Planning Appeals and Schedule of Outstanding Matters (Pages 141 - 146)*

For information.

Note: All reports will be updated orally at the meeting if appropriate and may be supplemented by additional reports at the Chairman's discretion.

Membership: Planning Committee

Councillors: R Bagge (Chairman)
J Jordan (Vice-Chairman)
D Anthony
M Bezzant
T Egleton
B Gibbs
P Hogan
M Lewis
Dr W Matthews
D Smith

Date of next meeting – Wednesday, 5 December 2018

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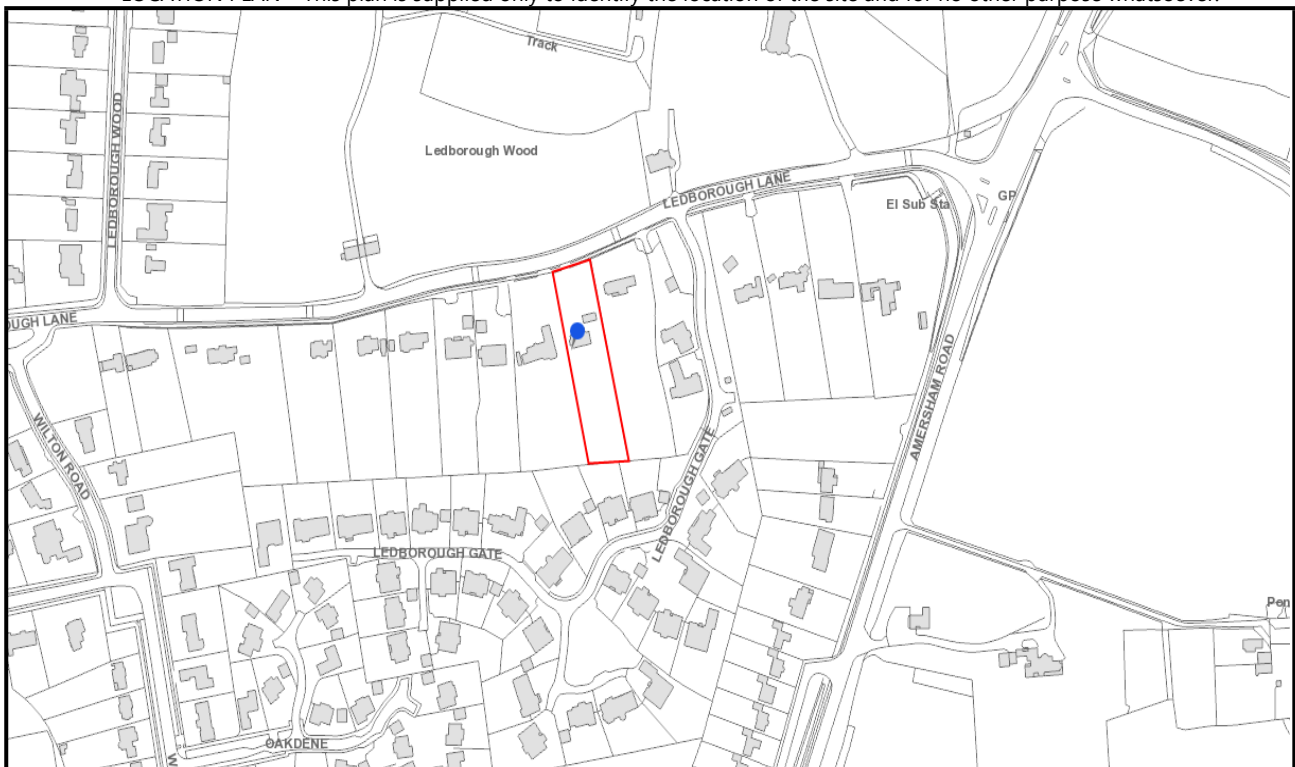
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PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 7th November 2018**Parish:** Gerrards Cross Town Council

Reference No:	17/01191/FUL
Proposal:	Redevelopment of site to provide detached building comprising five apartments, incorporating basement car parking, creation of vehicular access, access ramp, refuse store and landscaping works.
Location:	70 Ledborough Lane, Beaconsfield, Buckinghamshire, HP9 2DG
Applicant:	Mr Brendan Joy
Agent:	Mrs Julia Riddle
Date Valid Appl Recd:	26 June 2017
Recommendation:	PER
Case Officer:	Richard Regan

LOCATION PLAN – This plan is supplied only to identify the location of the site and for no other purpose whatsoever.



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NOT TO SCALE

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REASON FOR PLANNING COMMITTEE CONSIDERATION

The application is brought to planning committee on the grounds of the number of objections that have been received.

THIS APPLICATION WAS DEFERRED BY THE PLANNING COMMITTEE OF 10.10.2018 IN ORDER TO ALLOW FOR THE EXPIRY OF THE PUBLIC CONSULTATION PERIOD BEFORE THE APPLICATION WAS CONSIDERED.

SITE LOCATION

The application site consists of a two storey detached dwelling that is located on the southern side of Ledborough Lane. The plot is substantial in size, and is generally flat, with mature vegetation along the sites boundaries providing various levels of screening. The site is located within the developed area of Beaconsfield and an area designated as an 'Area of Special Character' and a having the topology of a 'Woodland Road', as set out in the Townscape Character Study.

THE APPLICATION

The application proposes the redevelopment of the site to provide a detached building within which there would be 4 x 2 bed and 1 x 3 bed residential apartments.

The proposed building has the appearance of a two and a half storey building with accommodation within the roof space. The existing vehicular access point would be retained and widened. The scheme would incorporate a basement, within which a majority of the car parking would be located. The basement parking would be accessed via a ramp located towards the eastern flank boundary.

The proposed building would have a max. ridge height of 10.5m. A minimum gap of 2.4m would be retained to the flank boundary with No.68A Ledborough Lane, a 4.75m gap between the actual buildings, whilst a gap of 3m would be retained to the flank boundary with No.72 Ledborough Lane at the front of the building, and a distance of 23m between the actual dwellings.

RELEVANT PLANNING HISTORY

16/00596/FUL Replacement detached dwelling with attached triple garage (Amendment to Planning Permission 14/01615/FUL). Conditional Permission.

14/01615/FUL Replacement detached dwelling with attached triple garage. Conditional Permission.

11/01802/XFUL: Replacement detached dwelling with attached triple garage. (Extension of time limit imposed on planning permission 08/01851/FUL). Conditional Permission.

08/01851/FUL: Replacement detached dwelling with attached triple garage. Conditional Permission.

TOWN COUNCIL

Object to this extremely large proposition which would result in an overdevelopment of the plot and would result in many additional traffic movements on what is an already extremely busy road.

REPRESENTATIONS

Letters of objection have been received from 13 separate sources, and 1 letter of support. Concerns raised within the objection letters include:

Adverse impact on neighbouring amenities including loss of light, loss of privacy and overdominance/overbearing;

- Impact on street scene and character of area;
- Out of character;
- Overdevelopment;

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- Oversupply of flats;
 - Feasibility of parking spaces;
 - Insufficient screening;
 - No provision of affordable housing;
 - Noise and disturbance from use of rame and shutter door;
 - Protected species - bats;
 - Impact/loss of protected trees and existing vegetation;
 - Adverse highway implications;
 - Urbanising of site;
 - Affect TV/satellite signals;
 - Flats inappropriate in this locality;
 - Congestion and disruption from construction traffic;
 - General noise and disturbance will be greater than that of a single dwelling;
 - Set a precedent;
 - Too large/out of scale;
 - Poor design;
 - Pressure on existing infrastructure;
- Public consultation period not expired.

CONSULTATIONS

Transport for Bucks:

No objections

Aboriculturalist:

No objections

County Ecologist:

No objections

SBDC Waste:

No objections

Landscape Officer:

No objections

Building Control:

No comments received

POLICIES

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

South Bucks Core Strategy Development Plan Document - Adopted February 2011: Saved Policies CP1, CP2, CP3, CP8, CP9, CP12

South Bucks District Local Plan - Adopted March 1999 Consolidated September 2007 and February 2011: Saved Policies EP3, EP4, EP5, EP6, H9, L10, TR5, and TR7

South Bucks District Council Residential Design Guide SPD - Adopted October 2008

South Bucks District Council Affordable Housing SPD - Adopted July 2013

Chiltern and South Bucks Character Townscape Study 2017

The revised NPPF was published on the 24th July 2018 and whilst this replaces the previous National Planning Policy, it does not replace existing local policies that form part of the development plan. It does

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state however, that the weight that should be given to these existing local policies and plans will be dependent on their degree of consistency with the NPPF. Therefore, the closer the policies in the development plan to the policies in the Framework, the greater the weight that may be given to them. With regard to this specific application, it is considered that all of the relevant local policies, as highlighted above, are in accordance with the NPPF, and as such, it is considered that they should be afforded significant weight and that it is considered appropriate to still assess this current application against the relevant local policies set out above.

EVALUATION

Principle of development

1. The site is located within the developed area of Beaconsfield where new residential development can be acceptable provided that it does not adversely affect any interests of acknowledged importance, which include factors such as the character and appearance of the area and the amenity of neighbouring properties.

2. The NPPF states that 'housing applications should be considered in the context of the presumption in favour of sustainable development (para 49). The NPPF also suggests that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area (para 53)'. This Council already has such policies in the form of policy H10 of the Local Plan, which resists the development of residential garden land. This application site does not fall within the designation (Residential Area of Exceptional Character) that policy H10 applies to, as it is not considered that its character and appearance warrants the special protection afforded by policy H10. The South Bucks Townscape Character Study does designate this site as a Woodland Road and an Area of Special Character Road, however, these designations do not preclude the erection of additional residential development in this locality, providing it does not adversely affect the character and appearance of the site or locality in general.

Design/character & appearance

3. The resultant density of the scheme still forms an important part of the overall consideration of the proposal. The proposal would result in a density of approx. 18.5dph. It is acknowledged that this is a high level of density when compared to the immediately surrounding residential properties. However, it is considered that new development of whatever density should not be viewed in isolation. Considerations of design and layout must be informed by the wider context, having regard not just to immediate neighbouring buildings, but the townscape and landscape of the wider locality. As such, it is considered that the density figure cannot be looked at in isolation and the impact on the character and appearance of the locality must be carefully assessed, especially in light of the fact the proposal promotes sustainable and efficient use of land.

4. The proposed development does maintain the layout of the existing and surrounding development by maintaining the presence of a building fronting onto Ledborough Lane in a generally linear fashion, and in a very similar position to that of the extant permission for a replacement dwelling on the site. It is considered that the proposed building has been designed so that it generally harmonises with the surrounding properties and would not appear so out of keeping within the existing street scene so as to be detrimental to its character and visual appearance. The building has been designed in a manner to replicate an appearance of a large detached dwelling, with one main entrance door on the front elevation. The ridge height of the new building would be 10.5m which, whilst higher than some, is considered comparable in height to several surrounding properties and not excessive for the locality. It is acknowledged that the proposed building would have a significant bulk and massing, typically greater than that of a single family dwelling, when viewed from the side elevations. However, such is the level of spaciousness that is retained between the proposed building and the flank boundaries, combined with the level of natural vegetation and trees that would remain in place and provide a natural screening for the development, as well as the significant set back of the building from the front of the site, it is considered that the proposed building would not appear over bearing or obtrusive within the street scene and that an appropriate level of spaciousness would be maintained compatible within the existing street scene. As such, it is considered that the proposed building

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would not look too large for the site or for the locality in general and it would not appear as a cramped overdevelopment of the site.

5. The scheme also involves the construction and presence of a ramp that would serve the basement parking. The presence of an access ramp serving the basement is not a common feature within the locality, but it is one that can be found elsewhere within the Beaconsfield area. In this instance, it is considered that the access ramp would not be substantial in size and due to its set back from the front of the site, and the presence of the mature front boundary screening, would have a minimal visual presence. On this basis, it is considered that it would not adversely impact upon the character and appearance of the locality. Further to this, the provision of basement parking ensures that parking for the flats would not be visible in the street scene.

6. The amount of hardstanding to the front of the site is not considered excessive for a plot of this size, with similar levels of hardsurfacing found at other properties within the area.

7. With regard to vehicular movements, whilst there would be extra vehicle movements associated with 5 apartments compared to 1 large house, the number of vehicle movements arising would not be significant and would be unlikely to have any perceptible impact on the character and appearance of the area, taking account of possible visual and audible effects. This view is based on the fact that there are a relatively small number of apartments being proposed and the fact that access is taken to a relatively busy road.

8. The proposed basement car park would provide sufficient parking for each apartment, ensuring that there would not be overspill parking. The proposed building would maintain the appearance of a single dwelling, preserving and maintaining the character and appearance of the area.

9. Overall, on balance, it is considered that the proposed development, would not adversely impact upon the character or appearance of the site or locality in general, nor would it prejudice the specific characteristics of the area as set out in the Townscape Character Study.

Residential amenity

10. With regard to the neighbouring property to the west, No.68a Ledborough Lane, the proposed building would project further to the rear than the dwelling at No.68a, in the form of 4m at two storey level, and a further 3m at single storey level. Notwithstanding this additional projection, the relevant light angles would not be breached by the proposed building, and minimum distance of 6m would be retained between the buildings themselves. Given these distances and juxtaposition of the two buildings to one another, combined with the boundary screening that would be retained, it is considered that the proposal would not appear overdominant or obtrusive when viewed from the rear of No.68a, nor would it lead to an unacceptable loss of light. It is acknowledged that there is a ground floor side window within No.68a which serves as the only source of light to that room, however, given the close proximity of this window to the existing boundary hedging, combined with the orientation of the application site being to the east, it is not considered that the introduction of the proposed building would lead to an unacceptable loss of light to this room. In terms of privacy, there would be two first floor side windows facing towards No.68a, however one would serve a bathroom, whilst the other would act as a secondary source of light. In these circumstances, it is considered that it is acceptable for these windows to be obscurely glass and fitted with a restrictive opening in order to negate any issue of overlooking. A 1.8m high artificial vegetation screen will be erected along the side of the rear balcony, and it is considered that this would prevent any unacceptable levels of overlooking.

11. With regard to the neighbouring property to the east, No.72 Ledborough Lane, in terms of privacy, there would be two first floor side windows facing towards No.72, however one would serve a bathroom, whilst the other would act as a secondary source of light. In these circumstances, it is considered that it is acceptable for these windows to be obscurely glass and fitted with a restrictive opening in order to negate any issue of overlooking. A 1.8m high artificial vegetation screen will be erected along the side of the rear balcony, and it is considered that this would prevent any unacceptable levels of overlooking. The proposed building would be sited much further within the plot than the dwelling at No.72, however so is the existing dwelling. It is acknowledged that the proposed building would extended further to the rear than the approved

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replacement dwelling on this site, however a distance of 23m would be retained to the dwelling at No.72 from the proposed building, which is greater than the approved schemes. It must also be remembered that for the majority of the depth of the proposed building, there is a line of 5m high fir trees which provide screening. Therefore, given the large size of the plots and the existence of substantial boundary screening, along with the fact that there is an approval for a very similarly sited and sized building, it is considered that the rear projection of the new building would not have a detrimental impact on the amenities of No.72 in terms of over dominance or loss of light.

12. Such is the distance retained to the neighbouring properties to the rear, there would be no impacts on the amenities of these properties.

Parking/Highway implications

13. A total of 12 parking spaces are being provided in total. In accordance with the Council's parking standards, 2 spaces are required for each unit in this instance, resulting in the need for 10 spaces to be provided. As such, the proposal exceeds the Council's parking standards by 2. These additional spaces would be used by either occupiers of the proposed units or their visitors. Overall therefore, it is considered that the number of parking spaces being provided is acceptable, and that there are no grounds to object to the scheme under policy TR7.

14. Following receipt of amended drawings, which increased the width of the vehicular access, the County Highway's Authority raise no objections to the proposals from a highway safety point of view. They consider that the widened access point is appropriate in size, and adequate visibility can be obtained from it. Its use by the level of vehicles associated with the proposed development would not lead to adverse highway implications. They also consider that the proposed parking spaces are of a suitable size and layout.

15. It is therefore considered that the proposal adheres to policies TR5 and TR7.

Affordable housing

16. CP3 of the Core Strategy sets out the affordable housing requirements. It requires that schemes of 5 or more units must provide 40% of the proposed units as affordable housing. If this cannot be achieved, then it would be for the applicant to demonstrate and justify this, providing a viability assessment setting out what they consider to be a more appropriate amount or justifying zero provision. The recently published NPPF (published on 24th July 2018) states in para 63 that the provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (which include the AONB). For housing, major development is defined in the glossary 10 or more homes, or the site has an area of 0.5 hectares or more.

17. The current application is for 5 homes and has a site area of 0.27 ha. The application site is not within the AONB. The proposed building would have a total gross internal floor area of approximately 1,165 m².

18. The NPPF states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses and also states that decisions should support development that make efficient use of land. Core Policy 3 also seeks to ensure that developments are not built at a low density to avoid the need for affordable housing. As such it is appropriate to consider whether the overall floorspace of the development is capable of accommodating 10 homes to meet the NPPF threshold such that affordable housing requirements set out in Core Policy 3 should be applied.

19. In terms of establishing the potential number of homes that the proposed building could accommodate, it is considered that the National Technical Housing Standards published by the Department for Communities and Local Government (March 2015) should provide the benchmark for the unit sizes. The document provides internal space standards, including the appropriate gross internal floor area, for new dwellings. The standards are organised by storey height and deal separately with one storey dwellings (typically flats) and two and three storey dwellings (typically houses). The standards also provide a range to account for the number of bedrooms and bed spaces. In this case the relevant standards are those that apply

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to flats (one storey dwellings) and the table below provides a summary of the range of floor spaces that are considered appropriate having regard to the number of bedrooms as well as an average for each type.

National Space Standards (DCLG 2015)		
Number of Bedrooms	Range (square metres)	Average (square metres)
1 Bed	37 – 58	47
2 Bed	61 – 79	70
3 Bed	74 – 108	91
4 Bed	90 – 130	110
5 Bed	103 – 134	118
6 Bed	116 – 138	127

20. The proposed building would have a total gross internal floor area of approximately 1,165 m². Having regard to the above National Space Standards it is considered that 10 flats (to meet the NPPF threshold) could easily be accommodated within the proposed floorspace without needing to increase the overall scale of the building or resulting in adverse planning impacts. It is therefore considered that Core Policy 3 should be applied in this instance.

21. In terms of meeting Core Policy 3 the applicant has submitted a Financial Viability Assessment which seeks to demonstrate that it is unviable for the scheme to provide 40% affordable housing on-site. An independent viability assessment has also been undertaken by the DVS. The outcome of this process has established that whilst the scheme cannot provide 40% on-site provision on-site, it can provide a financial contribution of £55,500 towards off-site affordable housing provision whilst remaining viable. The applicants have agreed to pay this financial contribution, which will be secured by way of a Legal Agreement. No objections are therefore raised with regard to Core Policy 3 subject to the completion of such a Legal Agreement.

Other matters

22. The Council's Arboriculturalist and Landscape Officer raise no objection to the proposals, considering that an acceptable level of landscaping will be maintained on site and that the existing trees to be retained on site can be adequately protected.

23. Whilst the comments of the Council's Building Control Section have yet to be received, it is considered that such matters can be dealt with at the Building Control stage.

24. Following the undertaking of the relevant ecology surveys, the County Ecologist is satisfied with this information and raises no objections.

25. Under Core Policy 6, education contributions will be sought for development proposals of 4 or more dwellings. However, due to the guidance set out within the NPPG re the situations when financial contributions can be sought, BCC have confirmed that due to the threshold of 11 units being set out in the NPPG, they will not be requesting any contributions from schemes of 10 units or less.

26. The Council's Waste Department raise no objections to the proposed development from a waste collection point of view.

27. In terms of the issue of precedent, it is acknowledged that each application should be considered on its own merits. In addition to this, as set out by Planning Inspectors, if no harm arises from a proposed development, then such a generalised concern would not justify withholding permission.

28. There is no evidence to suggest that the existing local infrastructure, including sewerage system, is not capable of serving the proposed development.

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29. The concerns raised over possible interference of neighbouring tv signals is not a material planning consideration. Construction traffic would be likely to result in some congestion, but this is only a temporary issue and would not form the basis of refusing an application.

30. With regard to the concern that there is an oversupply of flats in Beaconsfield, the Councils Housing policies encourage a mix of housing sizes, as well as seeking to concentrate new residential development within the most sustainable parts of the district, which Beaconsfield is. Beaconsfield is still predominantly made up of larger sized residential dwellings, therefore the introduction of smaller sized flatted developments such as this are appropriate for Beaconsfield.

Working with the applicant

31. In accordance with section 4 of the National Planning Policy Framework, the Council, in dealing with this application, has worked in a positive and proactive way with the Applicant / Agent and has focused on seeking solutions to the issues arising from the development proposal.

32. South Bucks District Council works with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service,
- updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions.

33. In this case South Bucks District Council has requested amended plans and these were considered to be acceptable.

34 The following recommendation is made having regard to the above and also to the content of the Human Rights Act 1998.

RECOMMENDATION:

APPLICATION 17/01191/FUL BE DELEGATED TO THE HEAD OF PLANNING AND ECONOMIC DEVELOPMENT TO APPROVE SUBJECT TO THE SATISFACTORY PRIOR COMPLETION OF A SECTION 106 PLANNING OBLIGATION AGREEMENT RELATING TO AFFORDABLE HOUSING. IF THE SECTION 106 AGREEMENT CANNOT BE COMPLETED, THE APPLICATION BE REFUSED FOR SUCH REASONS AS CONSIDERED APPROPRIATE.

Subject to the following conditions:-

1. The development to which this permission relates must be begun not later than the expiration of three years beginning from the date of this decision notice. (SS01)

Reason: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 (or any statutory amendment or re-enactment thereof).

2. **No development shall take place until a schedule of materials to be used in the elevations of the development hereby permitted have been submitted to and approved by the District Planning Authority in writing. Thereafter the development shall be carried out in accordance with the approved details. (SM01)**

Reason: To safeguard and enhance the visual amenities of the locality. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)

3. **Prior to the commencement of the development hereby permitted a specification of all finishing materials to be used in any hard surfacing of the application site shall be submitted to and approved by the District Planning Authority in writing. Thereafter the development shall be constructed using the approved materials. (SM02)**

Reason: To ensure that such works do not detract from the development itself or from the appearance of the locality in general. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)

4. The development hereby permitted shall be carried out in accordance with the landscape scheme, submitted and approved as part of this application, unless otherwise agreed in writing by the District Planning Authority.

Reason: To safeguard and enhance the visual amenities of the locality (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers).

5. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the development hereby permitted or the substantial completion of the development, whichever is the sooner. Any trees, hedgerows or shrubs forming part of the approved landscaping scheme which within a period of five years from the occupation or substantial completion of the development, whichever is the later, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the District Planning Authority gives written consent to any variation. (ST02)

Reason: To ensure a satisfactory and continuing standard of amenities are provided and maintained in connection with the development. (Policies EP3 and EP4 of the South Bucks District Local Plan (adopted March 1999) refer.)

6. The development shall be implemented in accordance with the arboricultural method statement submitted and approved as part of the planning application and under the supervision of a retained arboricultural specialist in order to ensure that the phasing of the development accords with the stages detailed in the method statement and that the correct materials and techniques are employed. (ST18)

Reason: To maintain the visual amenity of the area. (Policies EP4 and L10 of the South Bucks District Local Plan (adopted March 1999) refer.)

7. The first floor windows, in the east and west side elevations of the building hereby approved, shall be of a fixed, non-opening design below a high level opener which shall have a minimum cill height of 1.7 metres above the internal floor level and shall be fitted and permanently maintained with obscure glass.

Reason: To prevent overlooking and loss of privacy in the interests of the amenities of the adjoining property. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)

8. No further windows shall be inserted at or above first floor level in the east or west side elevation(s) of the building hereby permitted. (SD17)

Reason: To prevent overlooking and loss of privacy in the interests of the amenities of the adjoining properties. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)

9. Prior to the occupation of the development hereby approved, privacy screens, in accordance with the details submitted as part of this application, shall be fitted to the sides of the rear balconies. Thereafter the screens shall be retained and maintained.

Reason: To prevent overlooking and reduction in privacy for the neighbouring properties (Policy EP3 of the South Bucks District Local plan (adopted March 1999) refers.)

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10. The scheme for parking, garaging and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose. (SH46)

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway. (Policy TR7 of the South Bucks District Local Plan (adopted March 1999) refers.)

11. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approved drawings and constructed in accordance with Buckinghamshire County Council's guide note "Private Vehicular Access within Highway Limits" 2013.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development. (Policy TR5 of the South Bucks District Local Plan (adopted March 1999) refers.)

12. No part of the development shall be occupied until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 43 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access. (Policy TR5 of the South Bucks District Local Plan (adopted March 1999) refer.)

13. **No part of the development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the District Planning Authority in consultation with the Highway Authority.**

The Plan shall include details of:

- **Construction access**
- **Management and timing of deliveries;**
- **Routing of construction traffic;**
- **Vehicle parking for site operatives and visitors;**
- **Loading/off-loading and turning areas;**
- **Site compound;**
- **Storage of materials;**
- **Precautions to prevent the deposit of mud and debris on the adjacent highway.**

The development hereby permitted shall thereafter be carried out in accordance with the approved Construction Management Plan.

Reason: In the interests of highway safety, convenience of highway users and to protect the amenities of residents. (Policy TR5 of the South Bucks District Local Plan (Adopted March 1999) refer).

14. **No development shall take place until details of the method for disposal of material to be extracted to form the basement hereby approved have been submitted to and approved in writing by the District Planning Authority. Thereafter the disposal of extracted material shall take place in accordance with these approved details.**

Reason: To maintain the character and amenities of the area. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)

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15. The development hereby permitted shall be carried out in accordance with the details of mitigation and enhancement as set out in the Ecological Assessment, dated 26th April 2018, and Bat Survey Report, dated 2nd September 2016.

Reason: To protect and enhance the biodiversity and ecology of the site. (Core Policy 9 of the South Bucks Local development Framework Core Strategy (adopted February 2011) refers.

16. **No works or development shall take place until full details of the proposed finished floor levels of the building (including the basement) and of finished ground levels in relation to the surrounding buildings have been submitted to and approved in writing by the District Planning Authority. Thereafter the development shall be implemented and retained in accordance with these approved details.**

Reason: To ensure that construction is carried out at suitable levels having regard to the character and appearance of the area and the amenities of neighbouring properties. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)

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

LIST OF APPROVED PLANS

<u>Plan Reference</u>	<u>Date received by District Planning Authority</u>
17 LBG PE01 REV E	09.07.2018
17 LBG SP02 REV B	12.09.2017
17 LBG SP03 REV B	12.09.2017
17 LBG PE02 REV C	26.06.2017
17 LBG SL01 REV B	26.06.2017
17 LBG PE03	26.06.2017

INFORMATIVE(S)

1. **INFORMATIVE -It is the responsibility of the developer/applicant to ensure that the development proceeds in accordance with the approved details and in compliance with any conditions on the planning permission. The condition(s) on this planning permission that appear in bold text are known as conditions precedent. These are conditions which require compliance before any development whatsoever starts on site. Where conditions precedent have not been complied with any development purporting to benefit from the planning permission will be unauthorised and a breach of planning control. The Development Control section will not normally approve details required by a condition precedent retrospectively. A new planning application will usually be required under these circumstances.**

Conditions precedent must be formally confirmed as being complied with by the District Planning Authority prior to commencement of work. Formal discharge/compliance may also be required for other conditions. Any requests for the discharge/compliance of conditions must be submitted to the District Planning Authority in writing. Each such written request to discharge/compliance any conditions will require payment of a separate fee. (SIN02)

Classification: OFFICIAL

2. INFORMATIVE: Due to the close proximity of the site to existing residential properties, the applicants' attention is drawn to the Considerate Constructors Scheme initiative. This initiative encourages contractors and construction companies to adopt a considerate and respectful approach to construction works, so that neighbours are not unduly affected by noise, smells, operational hours, vehicles parking at the site or making deliveries, and general disruption caused by the works.

By signing up to the scheme, contractors and construction companies commit to being considerate and good neighbours, as well as being clean, respectful, safe, environmentally conscious, responsible and accountable. The Council highly recommends the Considerate Constructors Scheme as a way of avoiding problems and complaints from local residents and further information on how to participate can be found at www.ccscheme.org.uk. (SIN35)

3. INFORMATIVE The applicant is advised that the off-site works will need to be constructed under a section 184 of the Highways Act legal agreement. This agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 8 weeks is required to draw up the agreement following the receipt by the Highway Authority of a completed Section 184 application form. Please contact Highways Development Management at the following address for information or apply online via Buckinghamshire County Council's website at

<https://www.buckscc.gov.uk/services/transport-and-roads/highways-development-management/apply-online/section-278-/agreement/>

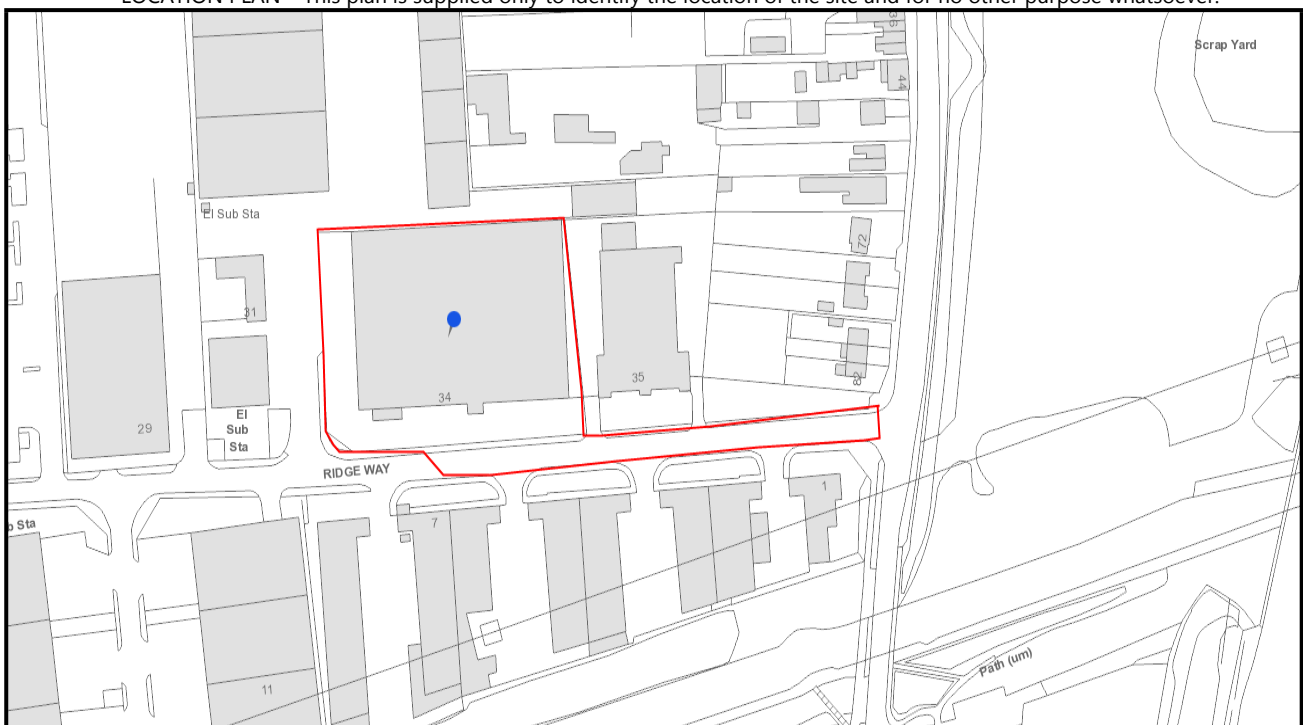
Development Management
6th Floor, County Hall
Walton Street, Aylesbury,
Buckinghamshire
HP20 1UY
01296 382416

PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 7th November 2018**Parish:**

Iver Parish Council

Reference No:	18/00650/FUL
Proposal:	Redevelopment of the site to provide a three storey storage facility with ancillary offices at part second floor and with associated landscaping, security access controls, lorry parking and servicing to ground floor 'under-croft' area and associated car and cycle parking.
Location:	Advanced Fabrications Poyle Ltd, 34 The Ridgeway, Iver, Buckinghamshire, SL0 9JQ,
Applicant:	Mr Tim Sutton
Agent:	Martin Fellows
Date Valid Appl Recd:	11 April 2018
Recommendation:	PER
Case Officer:	Melissa Turney

LOCATION PLAN – This plan is supplied only to identify the location of the site and for no other purpose whatsoever.



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NOT TO SCALE

Classification: OFFICIAL

REASON FOR PLANNING COMMITTEE CONSIDERATION:

This application has been reported to Planning Committee because it is a Major application and the Parish Council has raised a material objection.

Due to the size and scale of this application it is considered that value would be added to the decision making process if **MEMBERS** were to carry out a **SITE VISIT** prior to their determination of this application

SITE LOCATION

The application site relates to an area of approximately 0.63 hectares, situated within the Ridgeway Trading estate. The site is within the Colne Valley Park and is surrounded entirely by the metropolitan Green Belt. The building which was on the site has recently been demolished. The building which was previously on site consisted of a three storey flat roofed building within B2 use.

THE APPLICATION

Planning permission is sought for the redevelopment of the site to provide a three storey storage facility with ancillary offices at part second floor and with associated landscaping, security access controls, lorry parking and servicing to ground floor 'under-croft' area and associated car and cycle parking.

The proposed building would comprise a secure facility designed to meet the specific requirements of the applicant's business (Constantine Limited) which provides fine art logistics and secure storage.

The ground floor of the building would be split into 4 main areas:

1. Loading and transfer – where deliveries are received, transferred to other locations within the building and loaded for onward transfer
2. Transfer store – an area designated for deliveries which are to be held for a shorter period, for onward transfer
3. Front-of-house – an area dedicated to client-facing activity, and to the associated staff accommodation, along with the requisite accommodation stairs and lift to provide access to all areas
4. Secure storage – longer-term storage accommodation, but at ground floor also providing a flexible presentation space

The first floor is dedicated entirely to storage, with some open plan and some cellular storage space. The second floor is split between staff and office accommodation and secure storage, which makes up most of the area.

The proposed building is designed with a pitched roof with double gable and dual ridges. It would have an over-flying first floor providing a covered commercial vehicle yard and a canopy cover over the main entrance area. The elevations would be clad in panels of 5 randomly located shades of grey with the second floor offices in the south east corner served by aluminium framed fenestration. The site would be surrounded by security fencing which, on the north boundary will incorporate a retained existing masonry wall and elsewhere will be 3m high powder coated palisade style fencing. The proposal would also incorporate landscaping to the site, including semi mature trees.

The applicant states on the application forms that the site will employ 31 full-time members of staff.

The following documents have been submitted in support of the application:

- Planning Statement
- Transport Statement
- Surface Water Management Document

RELEVANT PLANNING HISTORY

95/00209/FUL - Recladding front and side elevation and alternation.

00/00386/FUL - Single storey extension to house compressor. Conditional Permission.

13/01538/FUL - Installation of 4 Microwave transmission dishes, 2 equipment cabinets and ancillary equipment. Conditional Permission.

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PL/18/2528/DM - Demolition of industrial building. No objection.

TOWN/PARISH COUNCIL

Response received and summarised as follows (Full response is attached as **Appendix 1**):

- The Iver Parish Council welcomes the change of use from industrial office / warehouse to a cleaner business in Iver. However there are concerns that the Traffic Assessment shows an increase in HGV traffic over the previous use. Another owner of and B8 use move into the unit in the future and could further increase HGV traffic.
- Objection to the reduced provision for parking.
- Personal permission or permission for this use should be granted due to policy relating to other B8 uses being more intensive and increase HGV movements.
- Iver Parish Council have also commissioned a report that reviewed the applicants traffic assessment;
- The report carried out its own TRICS report and concludes that the development will result in an increase HGV movement and not complaint with policy CP16.
- The applicant has based the parking short fall on existing premises which is located in Southwark.
- Public transport to and from Iver is more limited and also no restriction apply on car use in Iver therefore more staff may travel by car if relocated.
- SBDC parking standards indicate a far higher number of parking spaces will be required for a B8 use.

REPRESENTATIONS

None received

CONSULTATIONS

Environmental Health: No objections subject to conditions.

BCC Highways Authority (Full response attached as **Appendix 2**): No objections. The Highways Authority has reviewed the concerns raised by the Parish Council regarding the increase in HGV movements but concludes that the proposal would result in an overall reduction such that it would represent a planning gain.

County SuDs Team: No objection subject to conditions.

POLICIES

National Planning Policy Framework (NPPF)

The NPPF was initially published on the 27th March 2012 and then revised on in July 2018 and whilst this replaced the previous Planning Policy Statements and Guidance Notes, it does not replace existing local policies that form part of the development plan. It does state however, that the weight that should be given to these existing local policies and plans will be dependent on their degree of consistency with the NPPF. Therefore, the closer the policies in the development plan to the policies in the Framework, the greater the weight that may be given to them.

National Planning Policy Guidance (NPPG)

South Bucks Core Strategy Development Plan Document - Adopted February 2011: Policies: CP8, CP12 and CP16.

South Bucks District Local Plan - Adopted March 1999 Consolidated September 2007 and February 2011: Policies: EP3, EP4, EP5, TR5 and TR7

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EVALUATION

Principle of development

1. This application is for the redevelopment and change of use of the site to provide a new storage building (Use Class B8) with ancillary office space.
2. The site is situated within the Developed Area of Iver. Core Policy 10 of the Core Strategy outlines that important employment sites will be retained in employment use (B Use Class, Town and Country Planning (Use Classes) Order 1987 (as amended)). The Ridgeway Trading Estate within which the application site falls is considered an important employment site in the context of Core Policy 10 and has a long established history of commercial/industrial related uses.
3. Core Policy 16 states that the District Council will generally support appropriate employment generating development or redevelopment on Court Lane, Thorney Business Park and the Ridgeway Trading Estate. Particular encouragement will be given to uses that would result in a reduction in HGV movements.
4. The increase in B Class Use floorspace would ensure the scheme would maintain and most likely enhance the local economic prosperity of the area which the authority would look to support in line with Policy CP10. No objections are therefore raised with regard to the principle of the proposed development on this site.

Design/character & appearance

5. The proposed use is to be contained within one substantial building with a pitched roof with double gable and dual ridges and an over-flying first floor. The elevations would be clad in panels of 5 randomly located shades of grey. This design is considered to be compatible with the nature and appearance of the surrounding industrial buildings.
6. The building would have a height of approximately 15.1 metres. This would make it the tallest building within the Ridgeway Estate, being approximately 4 metres taller than the tallest building on the estate at present. It would also be much taller than the buildings on either side. However, it would be sited within the confines of the Ridgeway estate such that it would not appear unduly prominent if seen from the roads and countryside which surrounds the estate. Furthermore, when viewed from within the industrial estate it would be seen in the context of surrounding commercial buildings and would not appear out of character.
7. The site would also be surrounded by security fencing which, on the north boundary will incorporate a retained existing masonry wall and elsewhere will be 3m high powder coated palisade style fencing. Landscaping would also be incorporated to include semi mature trees and this would assist in softening the overall appearance of the development.
8. Overall it is considered that the development would be compatible with the character of the area and subject to conditions to control the use of materials and landscaping no objections are raised with regard to Policies EP3 and H11 of the South Bucks District Local Plan or guidance within the NPPF.

Residential amenity

9. The proposed development due to the similar surrounding uses and location is not considered to adversely affect the character or amenities of the buildings that immediately surround the site.
10. Furthermore, there are no residential properties in close proximity to the application site and therefore the proposed development would not have any impact on the loss of amenities or cause unnecessary disturbance to any residential property.

Parking/Highway implications

11. The comments of the County Highway Authority has raised no objection to the proposed B8 use in terms of highways safety or capacity grounds as it would result in a reduction of HGV movements compared to that which could occur under the existing B2 use.

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12. The Parish Council have raised concerns that if permission was granted for B8 Use, a different business to the applicant could occupy the building in the future and result in increase in vehicle movements. The Parish has therefore request that any permission is subject to planning conditions or a legal agreement which would restrict the use of the building to the personal use of the applicant and to the specific use/operation described in the planning application as well as limiting the size of vehicles. Conditions or Legal Agreements limiting the benefit of a permission to a specific company are normally considered inappropriate and would not meet the tests for conditions and Legal Agreements set out in the National Planning Policy Guidance. Notwithstanding this, the Highway Authority have undertaken a trip generation analysis of both the existing and the proposed use of the site using the nationally accepted database TRICS® and this takes into account the different types of operation that fall under a B8 use class. The Highway Authority are satisfied that they would not expect the trip generation for HGV movements to materially change under a different occupier if the building remained within a B8 use class. Any variation away from the B8 use class would require a new planning application to be submitted. The Highway Authority regards the reduction in movements of a significant number of HGVs in this location to be a highway gain. This reduction would also meet the aims of Core Policy CP16 to encourage a reduction in HGV movements. As such, no objections are raised with regard to highway safety or capacity grounds and it is not considered reasonable or necessary to subject any to attach restricting the development to a personal permission.

13. The Parish Council has also objected to the level of car parking being proposed. They refer to the lack of good public transport in Iver and note that the applicant's assumptions for future use of the development are based the applicant's two existing Southwark operations where the use of may be depressed by the effect of the London Congestion Charge and the availability of public transport.

14. The Council's parking standards are set out in Appendix 6 of the Local Plan. The standard for the previously existing use on site is 80 car parking spaces and 8 lorry spaces. The submitted Transport Statement indicates that the existing lawful use of the site provided 25 marked parking bays. It is also noted that there were no formal lorry bays marked out within the site. As such, the existing use already has a significant parking shortfall of 55 spaces and 8 lorry spaces to meet the Council's standards.

15. The proposed development would have a standard of 87 car parking spaces and 17 lorry spaces. The submitted plans indicate that the proposal would provide 12 car parking spaces and 9 lorry spaces. As such, it would have a shortfall of 74 car parking spaces and 8 lorry spaces.

16. Given the above it is acknowledged that the proposal would result in an increased parking shortfall on site when considered in relation to the Council's standards. However, Paragraph 105 of the NPPF sets out that local parking standards for residential and non-residential development should take account of the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; and local car ownership levels; together with an adequate provision of spaces for electric and other ultralow emission vehicles. The current standards set out in Appendix 6 are based upon car ownership data from the 1991 census and do not take into account local factors. As such, the standards set out in Appendix 6 of the Local Plan are not consistent with the guidance in the NPPF. As such, it is not considered that a reason for refusal based purely on these parking standards could be sustained in this instance. It is therefore necessary to consider the proposal with regard to the likely parking demand and site circumstances having regard to guidance in the NPPF.

17. The applicant has provided a transport statement which sets out the specific parking needs for the development proposed. It is stated that the level of parking proposed accounts for the specific demographic to be employed on site as well as the public transport links to be provided from Iver station. It is also stated that site based operational drivers of the secure lorries, of which there are nine spaces, will park any private cars that they commute to the site in within the spaces they vacate by their delivery vehicles. It is stated that this will ensure efficient use of the space and that it is consistent with the Applicant's existing operations, as well as its highly managed and secure environment. A Framework Travel Plan and Delivery and Servicing Plan have also been provided, setting out how the site will be managed on a daily basis.

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18. In addition to the above it is noted that the site is located approximately 15 minute walk from the Iver train station which provides services between Didcot and London Paddington. The route stops at Slough, Reading and Maidenhead, Southall and Ealing Broadway which provides link to London Underground. It is also noted that the Iver Station will also benefit from Cross Rail which is anticipated to become operational in December 2019. There is a bus stop located on Thorney Lane (North) approximately 8 minute walk from the application site. The bus route is no. 583 which travels from Slough to Uxbridge. Taking this into account it is considered that the site is in a sustainable location and is relatively well served by public transport links when compared to other parts of the District. It is also noted that the County Highway Authority has raised no objection with regard to the parking layout and has confirmed that all spaces are of adequate dimensions and that commercial vehicles will be able to turn within the site. The shortfall in parking is not therefore considered to result in any issues of highway safety.

19. To conclude on parking provision, it is acknowledged that the proposal would not meet the Council's parking standards. However, the previous development on site already had a significant parking shortfall and the Council's parking standards are also not consistent with the NPPF. Having regard to the information submitted regarding the parking need for this development as well as the sustainable location of the site it is not considered that an objection to the level of the parking could be sustained in this instance. It is however considered necessary to subject any planning permission to a condition requiring the development to be subject to a sustainable Travel Plan to encourage non-car modes of travel and reduce single occupancy journeys.

Sustainable Drainage

20. The SuDs officer raised an initial objection to the proposed schemes on the basis that there was not sufficient evidence submitted regarding surface water management. During the course of the application further details were submitted and this objection has been overcome subject to conditions.

Sustainable Energy

21. Core Policy 12 requires that all developments of 1,000sqm or more should provide at least 10% of their energy from decentralised and renewable or low-carbon sources, unless demonstrated that it is not viable or feasible. The submitted Planning Statement sets out that the development would utilise photovoltaic panels and it is estimated that this will provide some 35% of the overall maximum energy requirement. Full details can be secured by way of a condition.

Conclusions

22. It is considered that a fair and reasonable balance would be struck between the interests of the community and the human rights of the individuals concerned in the event of planning permission being granted in this instance.

Working with the applicant

23. In accordance with Section 4 of the National Planning Policy Framework, the Council, in dealing with this application, has worked in a positive and proactive way with the Applicant / Agent and has focused on seeking solutions to the issues arising from the development proposal.

24. South Bucks District Council works with applicants/agents in a positive and proactive manner by;

- Offering a pre-application advice service.
- Updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions.

In this case, South Bucks District Council has considered the details as submitted which were considered acceptable.

RECOMMENDATION: Conditional Permission

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Subject to the following conditions:-

1. The development to which this permission relates must be begun not later than the expiration of three years beginning from the date of this decision notice. (SS01)

Reason: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 (or any statutory amendment or re-enactment thereof).

2. Notwithstanding the details contained on plan number P112A. No development shall proceed above ground level until a schedule of materials to be used in the elevations of the development hereby permitted and the colour of the fencing have been submitted to and approved by the District Planning Authority in writing. Thereafter the development shall be carried out in accordance with the approved details. (SM01)

Reason: To safeguard the visual amenities of the area. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)

3. Notwithstanding any indications illustrated on drawings already submitted, no development shall proceed above ground level until there has been submitted to and approved by the District Planning Authority in writing a scheme of soft and hard landscaping. (ST01)

Reason: To ensure satisfactory landscaping of the site in the interests of visual amenity. (Policies EP3 and EP4 of the South Bucks District Local Plan (adopted March 1999) refer.)

4. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the development hereby permitted or the substantial completion of the development, whichever is the sooner. Any trees, hedgerows or shrubs forming part of the approved landscaping scheme which within a period of five years from the occupation or substantial completion of the development, whichever is the later, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the District Planning Authority gives written consent to any variation. (ST02)

Reason: To ensure a satisfactory and continuing standard of amenities are provided and maintained in connection with the development. (Policies EP3 and EP4 of the South Bucks District Local Plan (adopted March 1999) refer.)

5. **Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:**

- **Groundwater level monitoring over the winter period (November to March);**
- **Demonstration that the 1m freeboard between the proposed soakaway and highest groundwater level can be achieved;**
- **Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the hierarchy listed in the informative below;**
- **Permission from Thames Water to discharge to foul sewer network;**
- **Full construction details of all SuDS and drainage components;**
- **Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components;**

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- **Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site;**
- **Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance;**
- **Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites;**
- **Flow depth;**
- **Flow volume;**
- **Flow velocity;**
- **Flow direction;**

Reason: The reason for this pre-start condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 163 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

6. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme.

Reason: The reason for this pre-occupation condition is to ensure the Sustainable Drainage System is designed to the technical standards

7. **Prior to the commencement of the development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing by the local planning authority;**

i) **A preliminary risk assessment which has identified:**

- **All previous uses**
- **Potential contaminates associated with those uses.**
- **A conceptual model of the site indicating sources, pathways and receptors**
- **Potentially unacceptable risks arising from contamination at the site.**

ii) **A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground water and surface waters, ecological systems, archaeological sites and ancient monuments.**

iii) **The site investigation results and the detailed risk assessment (ii) should provide the basis for an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.**

iv) **Following completion of the measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to Local Planning Authority for approval. The approval monitoring and maintenance programme shall be implemented.**

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Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with risks to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risk to workers, neighbours and other offsite receptors.

8. Before any above ground works commence, full details of the measures to provide at least 10% of the energy supply of the development secured from renewable or low-carbon energy sources, including details of physical works on site, shall be submitted to and approved in writing by the Local Planning Authority. The renewable energy equipment shall be installed in accordance with the approved details prior to the occupation of the building and shall thereafter remain operational.

Reason: To increase the proportion of energy requirements arising from the development from decentralised and renewable or low-carbon sources.

9. The scheme for parking and manoeuvring and access indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and those areas shall not thereafter be used for any other purpose. (NH46)

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway. (Policy TR7 of the South Bucks District Local Plan (adopted March 1999) refers.)

10. No part of the development shall be occupied until a Travel Plan framework for the site has been submitted to and approved by the local planning authority. The Travel Plan framework shall set out measures to reduce single occupancy journeys by the private car and indicate how such measures will be implemented and controlled. The Travel Plan framework shall include a full analysis of the modal split at existing sites and indicate targets for modal shift in the forthcoming year. No part of the development shall then be occupied until the approved Travel Plan has been implemented and continued thereafter, subject to annual review as specified in the Plan. For the avoidance of doubt the Travel Plan framework must specify the appointment of a Travel Plan Co-ordinator.

Reason: In order to influence modal choice and to reduce single occupancy private car journeys and comply with national and local transport policy. (Policy TR5 of the South Bucks District Local Plan (adopted March 1999) refers.)

11. The development to which this planning permission relates shall be undertaken solely in accordance with the following drawings:

LIST OF APPROVED PLANS

<u>Plan Reference</u>	<u>Date received by District Planning Authority</u>
17156-13-B-G	09.04.2018
17156-13-E-GA	09.04.2018
17156-13-E-RS	09.04.2018
17489-13-B	09.04.2018
17156-13-T	09.04.2018
17156-13-T	09.04.2018
17156-13-T	09.04.2018

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P111A	09.04.2018
P112A	09.04.2018
P102A	09.04.2018
P103A	09.04.2018
P104A	09.04.2018

INFORMATIVE(S)

1. INFORMATIVE -It is the responsibility of the developer/applicant to ensure that the development proceeds in accordance with the approved details and in compliance with any conditions on the planning permission. The condition(s) on this planning permission that appear in bold text are known as conditions precedent. These are conditions which require compliance before any development whatsoever starts on site. Where conditions precedent have not been complied with any development purporting to benefit from the planning permission will be unauthorised and a breach of planning control. The Development Control section will not normally approve details required by a condition precedent retrospectively. A new planning application will usually be required under these circumstances.

Conditions precedent must be formally confirmed as being complied with by the District Planning Authority prior to commencement of work. Formal discharge/compliance may also be required for other conditions. Any requests for the discharge/compliance of conditions must be submitted to the District Planning Authority in writing. Each such written request to discharge/compliance any conditions will require payment of a separate fee. (SIN02)

2. INFORMATIVE: You are advised that consent under the Building Regulations may be required for the proposed development and the Building Control Unit at the Council should be contacted in this regard. (SIN41)
3. INFORMATIVE: Due to the close proximity of the site to existing residential properties, the applicants' attention is drawn to the Considerate Constructors Scheme initiative. This initiative encourages contractors and construction companies to adopt a considerate and respectful approach to construction works, so that neighbours are not unduly affected by noise, smells, operational hours, vehicles parking at the site or making deliveries, and general disruption caused by the works.

By signing up to the scheme, contractors and construction companies commit to being considerate and good neighbours, as well as being clean, respectful, safe, environmentally conscious, responsible and accountable. The Council highly recommends the Considerate Constructors Scheme as a way of avoiding problems and complaints from local residents and further information on how to participate can be found at www.ccscheme.org.uk. (SIN35)

4. INFORMATIVE: To comply with paragraph 080 of the Planning Practice Guidance (PPG) 'the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:
 - into the ground (infiltration);
 - to a surface water body;
 - to a surface water sewer, highway drain, or another drainage system;
 - to a combined sewer.'

APPENDIX 1 – IVER PARISH COUNCIL REPORT

**Application 18/00650/FUL 4, The Ridgeway,
Advanced Fabrications for Constantin.**

The Ivers Parish Council welcomes the change of use from industrial to office/ warehousing. The introduction of a state of the art office & storage facility to the Ridgeway has the potential to attract other 'cleaner' businesses to Iver with an eventual reduction in the size and volume of HGV traffic in Iver. However, there are concerns that the Traffic Assessment shows an increase in HGV traffic over the previous use. Another owner and B8 use could further increase HGV traffic.

Iver objects to the reduced provision for parking, contrary to Policy TR7. The lack of good public transport in Iver and the removal of the constraint of the London Congestion Charge could encourage greater car use by employees. Please see report page 3, Parking, in attached document for full explanation. It would be possible to increase the number of car parking places by redesigning the soft landscaping.

The change to B8 use, under a future new ownership, may lead to increases in HGV numbers and volumes and a requirement for more parking places. If minded to permit there should be a condition to limit HGV size and movements at the site and a legal agreement granting personal permission to Constantin as detailed in Mr Steven's report.

Iver Parish Council is indebted to Mr Jim Stevens for his review of the applicant's Traffic Assessment and help in formulating this response. Document follows:-
Report on Planning Application 18/00650/FUL

Report on Planning Application: 18/0650/FUL

18/00650/FUL | `Redevelopment of the site to provide a three storey storage facility with ancillary offices at part second floor and with associated landscaping, security access controls, lorry parking and servicing to ground floor 'under-croft' area and associated car and cycle parking. | Advanced Fabrications Poyle Ltd 34 The Ridgeway Iver Buckinghamshire SL0 9JQ

I have prepared this report to assist Iver Parish Council formulate its response to the Local Planning Authority and have used my best abilities to produce meaningful and accurate information in this report.

I recommend IPC fully satisfies itself with the content and accuracy of the report before using any of it for the purposes of its response to the Local Planning Authority.

INTRODUCTION:

The main transport issues as I see them are:

- Will the proposed development result in a reduction in HGV's on local roads as required by SBDC's Core Strategy Policy CP16.
- Has sufficient on-site parking been provided in accordance with SBDC's Local Plan Policy TR7: Parking.

I have carried out an analysis of the applicants Transport Assessment (TA) and Planning Statement (PS) and also made comparisons with B8 use trip rates contained within the St Gobain (Jewson's) Transport Assessment.

I have also considered the operational traffic and parking demand data supplied by the applicant from the company's existing operations based in Southwark, London.

From this analysis I have produced a number of conclusions for IPC to consider as part of their assessment of the planning application.

TRAFFIC GENERATION:

The planning application proposes a change of use from B1 to B8 and also an increase in the current floor area of building from 4400sqm to 9247sqm.

The TA uses an existing floor area of 4595sqm (not 4400sqm) to calculate the traffic generation from the former B1 use. The difference between the two in traffic generation terms is not significant and therefore I have used 4595sqm for the traffic calculations (I have assumed the difference could be due to measuring internal and external floor areas).

In order to demonstrate the proposed development complies with SBDC Policy CP16, the TA uses TRICS trip rates to establish the theoretical traffic generation of the previous B1 use on the existing floor area (4595sqm) and compares this with the proposed use on the larger floor area (9247sqm).

The TA does not use TRICS trip rates for calculating traffic generation for the proposed use on the basis of the "*unique nature of the development*" and instead uses actual data collected from the applicants existing operations in Southwark.

The TA concludes that the proposed use results in a lower traffic generation compared with the former B1 use. The TA goes onto say that the proposed development therefore meets the requirements of SBDC's Policy CP16.

In order to check this, I have analysed the data in the TA and also made comparisons with B8 trip rates contained within the St Gobain TA. This is shown below:

ALL Vehicles	Trip Rate (all vehicles)			Number (all vehicles)		
	am	pm	24hr	am	pm	24hr
Proposed use [operational data from applicant]	n/a	n/a	n/a	14	17	102
B1 use: GFA 4595sqm [TRICS data from applicant's TA]	1.14	0.95	5.38	52	44	247
B8 use: GFA 4595sqm [TRICS data from St Gobain TA]	0.21	0.21	2.61	10	10	129
B8 use: GFA 9247sqm [TRICS data from St Gobain TA]	0.21	0.21	2.61	10	10	120

OGV's	Trip Rate (OGV's)			Number (OGV's)		
	am	pm	24hr	am	pm	24hr
Proposed use [operational data from applicant]	n/a	n/a	n/a	5	3	30
B1 use: GFA 4595sqm [TRICS data from applicant's TA]	0.05	0.01	0.31	2	0	14
B8 use: GFA 4595sqm [TRICS data from St Gobain TA]	0.06	0.06	1.02	3	3	47
B8 use: GFA 9247sqm [TRICS data from St Gobain TA]	0.06	0.06	1.02	6	5	94

Note: OGV's are HGV's (i.e. all vehicles over 3.5 tonnes). See Appendix at end of report.

The points to note are:

The applicant's TA appears to correctly interpret the TRICS data, but has used 8-9am and 5-6pm data as the morning and evening peak hours. The actual morning and evening peak trip rates from the TRICS data occur at slightly different times to this, as do the morning and evening peaks from the existing Constantine operations in Southwark. The difference appears not that significant and so I have continued to use 8-9 and 5-6 as the peak hours.

The TA's contention that the proposed use will result in a lower traffic generation compared with the former B1 use is correct, but is only correct for 'all vehicles' (i.e. cars and lorries, 102 proposed compared with 247 previous).

However, when just the OGV traffic is similarly compared, the figures show the proposed use generates more than double the number of OGV's per day (30 proposed compared with 14 previous).

Therefore the proposed development is not compliant with SBDC Policy CP16.

If the applicant were to be granted an unrestricted B8 planning permission, then this would mean that another B8 use could occupy the building in the future without the need for planning consent, potentially generating far higher volumes of traffic and greater parking demand.

To help demonstrate this, I have calculated the traffic generation for a generic B8 use. It can be seen from the table above that such a use on the larger floor area will generate 3 times more OGV's than the applicants proposed use and 7 times more compared with the former B1 use.

As mentioned previously, the applicant's TA uses traffic generation data collected from existing operations based in Southwark to predict traffic generation from the proposed development. Whilst this data appears to be ok, I would add a word of caution here. The applicants existing operations, being within Southwark, are subject to the effects of the Congestion Charge and Low Emission Zone. Therefore this may have a dampening effect on the number of vehicle movements to the existing sites. If this is the case, then moving the applicants operations to Iver, where there are no such restrictions, could result in a general freeing up of traffic movements and potentially more OGV's and car traffic than predicted.

PARKING:

The applicant's TA indicates there will be 20 office based staff, 2 technicians managing the loading areas, and 9 site based drivers. The TA then goes onto estimate the number of car parking spaces required for the proposed development and makes the assumption that 65% of staff will travel to work by car and the rest by other means (based on census data for SB area).

The TA concludes that just 12 car parking spaces are required and that site based delivery drivers and loading bay technicians will park in the lorry loading bays. This latter assumption for the drivers and technicians is probably ok, but 12 car parking spaces for 20 staff plus visitors seems a considerable underestimate.

The TA's assumptions to justify 12 spaces are partly based on the applicant's experience at the two existing Southwark operations. As mentioned above, existing staff and visitor movements by car to these Southwark sites may be depressed by the effect of the London congestion charge and the attractiveness and availability of public transport into and out of London from all directions.

Public transport to and from Iver is more limited and also no restrictions apply on car use in Iver. So it is possible that more staff and visitors may choose travel by car to the relocated site in Iver compared with Southwark.

I acknowledge that the applicants travel plan could encourage travel by means other than private cars, but I still consider 12 spaces is an underestimate and there is no guarantee a travel plan will work successfully.

SBDC parking standards indicate a far higher number of parking spaces will be required for B8 use of the site (many tens of spaces) and so having just 12 spaces for this building raises concerns in my mind.

CONCLUSIONS:

This is quite a difficult application to come to a firm view in my mind.

If SBDC planning policy is the deciding factor on the acceptability of this application, then strictly speaking the proposed development does not meet the

requirements of Policy CP16 to reduce HGV movements and does not comply with Policy TR7 regarding parking standards.

Therefore if the application is permitted, such a decision could undermine these policies and potentially set a precedent. However, that said, whilst the proposed development doubles OGV traffic compared with the former B1 use, this equates to 16 additional OGV's per day and I would suggest IPC and SBDC should consider whether this is material when weighing all factors in the balance in determining this application.

Whilst any application should be treated on its merits, I would suggest any such decision to permit or refuse should be considered in light of previous similar objections on other sites (e.g. St Gobain) to ensure consistency of approach.

If the current application is refused, then at some stage in the future the building could come back into use and another industrial use could potentially generate OGV's that are more disruptive in Iver than the proposed development. Equally another change of use to B8 might be applied for.

None of this is certain, but there is a prospect that future uses of the building might be more disruptive and traffic intensive (and un-neighbourly) than the proposed development and maybe this should also be weighed in the balance.

The largest vehicles that the applicant uses are 10 tonne rigid vehicles and 7.5 tonne box vans. Both are classified as HGV's (see Appendix) and whilst there is no guarantee that the applicant will continue to limit vehicle sizes to these, other industrial uses of the building could generate larger OGV's and potentially articulated OGV's (i.e. 44 tonnes).

So, all in all a difficult one and if, for whatever reason, SBDC are minded to grant consent, then I would strongly suggest that any consent granted is subject to planning conditions or a legal agreement restricting the use of the building to (a) the personal use of the applicant only (b) for the specific use/operation described in the planning application documents and (c) limiting the maximum size of OGV's visiting and using the site to 10 tonnes.

I would also suggest that on-site parking provision is increased and the travel plan is fully monitored/reported and enforced.

Hope this helps, but please let me know if you would like me to clarify anything.

Rgds

Jim Stevens C.Eng. MICE MCIHT

APPENDIX: Lorry Types and Weights Guide - see overleaf

A SIMPLIFIED GUIDE TO LORRY TYPES AND WEIGHTS

Recommended Description		Identifier	UK Maximum Gross Weight (tonnes)	Shape	
LIGHT GOODS VEHICLES		2 axles	3.5	no rear side windows 	
LORRIES HEAVY GOODS VEHICLES (Vehicles over 7.5 tonnes gross require a Heavy Goods Vehicle Driver's Licence)	SMALLER 2-AXLE LORRIES	2 axles	Over 3.5 7.5		
	BIGGER 2-AXLE LORRIES	2 axles	Over 7.5 12		
	MULTI-	3 axles rigid	25 26*		
		3 axles artic.	26		
		4 axles rigid	30 32*		
		4 axles artic.	30 32*		
	AXLE	Vehicle and draw-bar trailer - 4 axles	30 36**		
		5 axles or more artic. See note (6)	40		
		Vehicle and draw-bar trailer - 5 axles See note (6)	40**		
		LORRIES	6 axles artic. See note (7)	41*	
			6 axles draw-bar See note (7)	41* and **	
			5 or 6 axles artic. See notes (8) and (9)	44* and ***	
	6 axles draw-bar		44*,** and ***		
	6 axles artic. See note (10) and (11)	44*			

APPENDIX: Lorry Types and Weights Guide.

This is an extract from a Department for Transport publication and shows the different types of OGV.

The point to note is that all vehicles heavier than 3.5 tonnes are classified as HGV's. The applicant has stated the proposed development will use 7.5 tonne 10 tonne HGV's.

APPENDIX 2 – COMMENTS FROM BUCKS COUNTY COUNCIL HIGHWAYS AUTHORITY

<p>Environment Services</p> <p>Service Director – Martin Dickman</p>	<p>Buckinghamshire County Council</p> <p>Highway Development Management Transport Economy Environment 6th Floor, County Hall, Walton Street, Aylesbury, Buckinghamshire, HP20 1UA Telephone: 0845 230 2882 www.buckscc.gov.uk</p>
<p>Mr. A. Ashcroft Interim Head of Planning & Economic Development Chiltern & South Bucks District Councils</p> <p>FAO Amit Patel</p>	<p>Date: 3rd October 2018 Your Ref: 18/00650/FUL</p>

Dear Mr. Ashcroft

• HIGHWAY AUTHORITY COMMENTS

• TOWN AND COUNTRY PLANNING ACT 1990

• Application no: → → → 18/00650/FUL

• Proposal: → → → Redevelopment of site to provide a three storey storage facility with ancillary offices at part second floor and with associated landscaping, security access controls, lorry parking and servicing to ground floor undercroft area and associated car and cycle parking.


• Location: → → → → Advanced Fabrications Poyle Ltd, 34 The Ridgeway, Iver, SL0 9JQ

Thank you for your consultation dated the 15th May 2018, regarding the proposed redevelopment of site at the above location.

The site is accessed via what appears to be an existing private access of The Ridgeway, which is an industrial road subject to 30mph speed limit changing to 40mph limit to the east when connected to Thorney Lane South. The Ridgeway has a partial footway provision and no on-street parking restrictions.

Proposals include the redevelopment of site to provide a storage facility with ancillary offices and car/cycle parking. The applicant has submitted a Transport Assessment (TA) to accompany the application. This TA includes TRICS data related to both the existing and proposed uses of the site.

The applicant has undertaken a trip generation assessment for the existing B2 use which is to be lost. Having considered the parameters used for selection by the applicant when undertaking this assessment, I find that whilst I would concur with the applicant in terms of the comparable locations of the sites selected, it should nevertheless be noted that some of the parameters used include inappropriate selection criteria.



For example, the gross floor area range selected exceeds the +/-50% range that would bring up comparable sites. The surveys also appear to consist of B1 units and include lower levels of car ownership that would be expected of Buckinghamshire. Nevertheless, I have also undertaken my own TRICS® assessment, which is broadly in line with that of the findings of the applicant. For clarity, my assessment finds that the trip generation for the existing B2 unit would have the potential to generate in the region of 176 vehicle movements (two-way) per day, of which 113 movements would be HGVs. In contrast, having also undertaken a TRICS® assessment for the proposed B8 use on the site, I find that this use would have the potential to generate in the region of 163 vehicle movements (two-way) per day, of which 54 would be HGVs. The reduction in movements of a significant number of HGVs in this location is deemed to be a highway gain. ¶

I note that a new access would be proposed off Ridgeway, which would provide parking for nine commercial vehicles and four staff/visitor parking spaces. I can confirm that both the proposed visitor parking spaces and lorry parking spaces are of adequate dimensions, and that commercial vehicles are able to turn within the site. This, however, would be dependent on multiple manoeuvres within the site. Given that the Ridgeway is a private road however, this would not result in a highway safety issue. ¶

I note that representation has been received from Iver Parish Council relating to the HGV generation potential of the site. This document puts forward that whilst the proposed use of the site would result in an overall reduction in vehicular movements, there would be an increase in HGV movements to and from the site in direct contravention of South Bucks Policy CP16. It also makes the argument that if the applicant were to be granted an unrestricted B8 permission, then this would mean that another B8 use could occupy the building in the future without the need for planning consent, potentially generating far higher volumes of traffic and greater parking demand. ¶

I have undertaken my own trip generation analysis of both the existing and the proposed use of the site using the nationally accepted database TRICS®. As set out above, I am satisfied that the change of use from B2 to B8 would result in an overall reduction of vehicular trips, including HGV movements. Whilst I would note that any restriction of the site would be a matter for the Local Planning Authority to consider, it should be noted that TRICS® takes into account different types of operation that fall under a B8 use class. Therefore we would not expect the trip generation in terms of HGV movements to materially change under a different occupier, given the B8 use class remains extant on the site. Any variation away from the B8 use class would require a new planning application to be submitted. ¶

Furthermore, the document also makes reference to an existing B1 use on the site, when it is my understanding that the existing site currently operates under a B2 industrial use. This is likely to have led to the assumption that the proposal would result in an increase in HGV trips, as a B1 use class would not be expected to generate the same level of HGV movements as a B2 use. ¶

The National Planning Policy Framework states that 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. On the basis that the B8

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use would result in a reduction of movements than that which could occur under the existing B2 use, the Highway Authority would be unable to object to this application on highway safety or capacity grounds. ¶

¶

Mindful of the above I have no objection to the proposals and, in this instance, I have no conditions to suggest be included on any planning consent that you may grant. ¶

¶

Yours sincerely ¶

¶

Tristan Higgs ¶

Highway Development Management Officer ¶

Transport Economy Environment ¶

Buckinghamshire County Council ¶

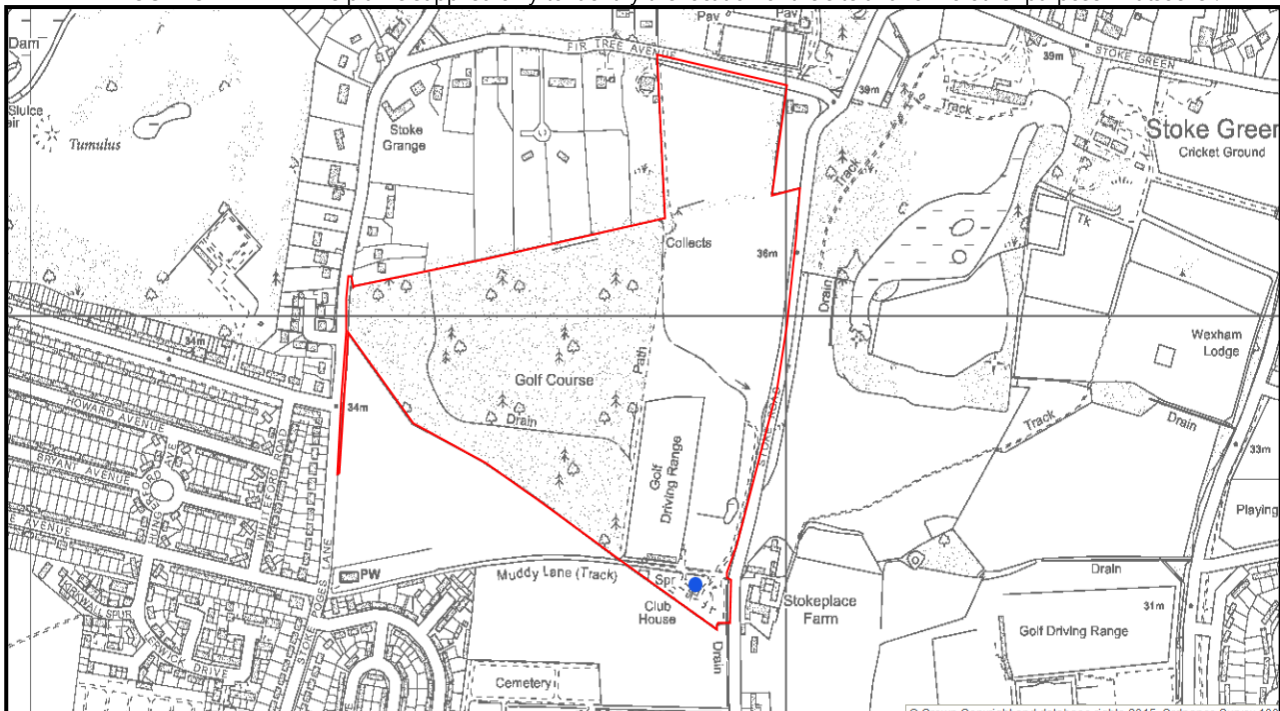
¶

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PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 7th November 2018**Parish:** Stoke Poges Parish Council

Reference No:	18/00922/FUL
Proposal:	Proposed Country Park involving the demolition of the driving range and remodelling of the former golf course and driving range with creation of a sculptured landscape with informal and formal sports and recreational facilities, including construction of Mountain Bike Trail, BMX Pump Trail, Bike Circuit, Children's Play Area and Amphitheatre. Demolition of the water tank and former club house and construction of detached single storey building comprising ancillary cafe, meeting space and retail unit. Creation of additional car parking and associated landscaping and infrastructure.
Location:	South Buckinghamshire Golf Academy, Stoke Road, Stoke Poges, Buckinghamshire, SL2 4NL
Applicant:	South Bucks District Council
Agent:	Ms Amanda Stobbs - EPD Parkwood
Date Valid Appl Recd:	20 June 2018
Recommendation:	PER
Case Officer:	Mrs Tracey Francis

LOCATION PLAN – This plan is supplied only to identify the location of the site and for no other purpose whatsoever.



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NOT TO SCALE

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REASON FOR PLANNING COMMITTEE CONSIDERATION

Referred to Planning Committee as the proposal is on the Council's own land and they are the applicant.

It is a Major Application.

Due to the nature of the application it is considered that value would be added to the decision making process if **MEMBERS** were to carry out a **SITE VISIT** prior to their determination of this application.

SITE LOCATION

The site extends to 23 hectares and comprises the former South Buckinghamshire Golf Academy. It is now disused and has been for around 2 years. It lies in open countryside to the north of Slough and is within the Metropolitan Green Belt.

There is an existing vehicular access off the B416 Stoke Road at the south-east corner of the site giving access to a small car park and small ancillary club house building of brick elevations and tiled pitched roof. A public bridleway (STP/1/1) known as Muddy Lane crosses the southern tip of the site from this point to Stoke Poges Lane (at its junction with Granville Avenue) to the west of the site. A second public footpath (STP/2/1) crosses the site north / south through the middle of the golf course linking Muddy Lane to Fir Tree Lane to the north of the site.

The former golf course is overgrown with mature trees around the perimeter of the site as well as a large area of trees within the site itself and further small belts running along the former fairways. The former driving range, which is located in the south-eastern part of the site, is surrounded by high fencing of about 6m height. It was floodlit (see planning history details).

The site is adjoined to the south-west by the Singh Sabha Slough Sports Centre and its associated playing fields; to the west by residential properties along Stoke Poges Lane; to the north by further residential properties mainly comprising large detached dwellings set in extensive treed grounds; to the east, on the opposite side of the B416, the extensive grounds of Stoke Place (a Registered Park and Garden) and a small group of residential / commercial properties which lies opposite the site entrance; and to the south, an open field in respect of which permission had been recently granted for an extension to Slough Crematorium which lies to the south. This land and the sports centre / playing fields to the south lie within Slough Borough, the boundary between the districts / counties lying to the south and south-west of the site.

There are a number of settlements within the rural areas to the north, west and east of the site including Stoke Green and Wexham to the east, Stoke Poges to the north and Farnham to the north-west. There are also a number of golf courses including Wexham Park Golf Centre, Stoke Park and the South Buckinghamshire Golf Course.

The wider area has a number of environmental sites including Burnham Beeches SAC to the north-west circa 3km; SSSIs at Stoke Common (circa 2.5k to the north), Black Park (circa 3k to the north-east) and Burnham Beeches, which is also a National Nature Reserve, and 4 Local Nature Reserves at Black Park, Cocksherd Wood (circa 2.8k to north-west, Haymill Valley (circa 3k to west) and Herschel Park (circa 2.5k to south).

There are also a number of heritage assets within the wider area: three Registered Parks & Gardens (RPGs) lie within 3 km of the site, Stoke Place (as noted above), Stoke Poges Gardens of Remembrance (about 300m from the north-west boundary of the site) and Stoke Park (about 200m to the north west). There are two scheduled ancient monuments, a bowl barrow in Stoke Park and Montem Mound a motte about 2k to the south-west. A number of listed buildings are also located within the area, the nearest being the gates at Stoke Place, about 15m from the eastern boundary of the site. Two conservation areas also lie nearby, Stoke Green Conservation Area (to the north east centred around Stoke Place and the village of Stoke Green) and Stoke Park Conservation Area.

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THE APPLICATION

The new Country Park would be created through the remodelling of the former golf course and driving range to create a new sculptured landscape with informal and formal sports and recreation facilities with associated club house and car parking. It would utilize the existing vehicular access off Stoke Road which would be widened and new footway provided.

There is no change of use involved in this application. Both the former South Bucks Golf Academy and the proposed Country Park fall within the use class D2 (Assembly and Leisure) of the Town and Country Planning (Use Classes) Order 1987 (as amended). Planning permission is however required for the operational development proposed namely the re-sculpturing of the landscape which is an engineering operation requiring planning permission and for the associated hardstanding/surfacing - including car parking, new "community hub" building and amphitheatre.

The sculptured landscape, described by the applicant as a 'time and seasons' design, would extend over much of the site although a buffer would be retained from the site's boundary to enable the retention of existing boundary trees and hedgerow. The sculptured landscape would appear as raised mounds with integrated sports and recreational facilities, and comprise 12 planted linear mounds. The mounds will raise to around 5 / 6m in height above existing ground levels in the form of a clock face, radiating from the centre of the site which would comprise a community space with 'amphitheatre'. These radial mounds form the necessary undulations along/across the closed-circuit track, the challenging features of the pump track, mountain bike trail, green gym and trim trail, and the land form through/over which the alternative play features are designed, feathering out to the series of interconnecting pedestrian/jogging paths.

The mounds would be formed from existing soil from the site as well as 'clean' soil imported from off site amounting to 400,000 tonnes under the CL:AIRE protocol requirements demonstrating the origin and standard of the material. (CL:AIRE is an independent body that promotes sustainable remediation of contaminated land and groundwater. As part of its work, it has developed a Code of Practice (CoP) to provide a clear, consistent and efficient process to enable the reuse of excavated material without it being classified as a waste.) The mounds would be planted up with different plants and landscaping to reflect the 12 months of the year.

Based on the notion that all material is proven to be required for the purpose of clear intentional design (and not primarily or solely as deposit) and would meet CL:AIRE protocol, the provision of the material for a demonstrated need relating to an engineering operation directly resulting from the primary function of providing a public recreational facility is not, in this instance regarded as the importation of waste.

The remodelling of the landscape is specifically designed to include the following specific sporting / recreational elements:

Main park area of the site:

- Closed circuit track – a tarmac track of circa 1.7 km length varying between 3 and 6 metres and incorporating cambers, gradients and internal loops; perimeter fencing of 1.2m height to prevent unauthorised access with directional lighting on columns; to be open to the general public except when booked out by clubs or for events / competitions, to a maximum of around 40 users.
- Pump track – 140m in length and 2m width, tarmac, incorporating trick tables and jumps, for non-motorised wheeled sport use (BMX, roller and in-line skaters, skateboarders); open to general public with capacity of around 20, self-regulating.
- Mountain Bike Track – 1.3m long and about 1m wide stone surfaced, providing features for beginners and more advanced riders; open to general public, capacity of around 20, self-regulating.
- Jogging / walking path – circa 1.8km long and 2m width, compacted gravel, around perimeter of site and passing through middle
- Green gym and trim trail – circa 400m long and 1.5m wide, compacted gravel surface, with outdoor exercise equipment at intervals;

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- Alternative play area – comprising naturalistic grass mounds, bridges, stepping stones, slides, large boulders, aimed at children of 10 years and over;
(All the above would be open to the general public, self-regulating, expected peak nos. of around 40)
- Amphitheatre – three-staged semi-circular area constructed of gabion baskets built into the sculptured landscape, with 1m grass covered treads between, with seating on the gabions of either recycled plastic, wood or stone; likely to be used by local schools, groups and for small scale events; open to the general public except when booked for a special event, generally around 30 persons using, but could be up to around 250 for special events.

The following elements would all be located in the south-east part of the site adjacent to the site entrance:

- Sensory garden comprising enclosed, formally landscaped garden with raised planted beds with paths between and seating, enclosed by 1.2m high fencing;
- Toddler play area – enclosed area circa 307 sq.m. located adjacent to the community hub, comprising individual play equipment with rubberised safety surfacing, with 1.2m fencing.
- Car park – 70 spaces plus 5 for mobility impaired on the existing hard-surfaced area, plus overflow car park totalling 100 spaces on reinforced grass with no marked bays;
- Cycle parking adjacent to community hub for 23
- 2 coach spaces with turning to be provided to the north of the entrance;
- Directional lighting and CCTV would be installed in this area with new signage at the entrance;
- Likely to be about 6 persons employed in the community hub and a further 4 associated with ground maintenance.

A Community hub building – replacing the existing building, is also proposed. The plans of the “hub building” comprise a module flat roof design providing café, ancillary retail, meeting space, public toilets totalling approximately 240 sq.m in floor space. (The existing building by comparison is some 100 sq.m designed with a pitch roof of 5.3m height to ridge).

As originally submitted the application did not include details of the proposed building, and supporting information submitted with the application refers to plans of the building to be developed as work takes place on the construction of the Country Park. However this is a full application and as such detailed plans were requested.

The existing public footpaths across the site will be retained, though STP/2/1 would cross over some of the planted mounds once the scheme is completed. This footpath would need to be diverted during construction.

A new pedestrian entrance would be created off Stoke Poges Lane to the north of the site to link to the adjoining residential

Construction is anticipated to take approximately 3 years and would be undertaken in 5 phases:

Phase 1 – Site set up and preliminary works

Phase 2 – Ground modelling, including importation of materials over a 2 year period

Phase 3 – Civils-based construction works

Phase 4 – Landscaping and construction

Phase 5 – Demolition / rebuild ancillary building and car park works

All construction works would be subject to a Construction Environmental Management Plan and the soils re-used and brought onto the site in accordance with a Materials Management Plan.

In respect of construction traffic movements, the transport assessment states that based on 10-12m³ per load this equates to between 33,000 and 40,000 HGV over a 2 year soil importation period, within a 3 year construction programme. Considering daily delivery hours of 06.30 to 18.30 (12-hour day), generating circa 67-80 loads per day (134 – 160 HGV movements per day) this equates to 6-7 loads per hour (12-14 HGV

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movements per hour). To avoid the AQMA in Slough the proposed route for construction traffic will be from the M40 Junction 2, south along the A355 to Farnham Royal, east along the B416 Park Road to the B416 Greys Park Road, and south on the B416 Greys Park Road/Stoke Road to the site. Modelling has been undertaken for a forecast year of 2023, five years after the registration of the application. For this assessment it is assumed that the development will be fully occupied in 2023.

A Planning Statement and Design and Access Statement have been submitted to accompany the application and additional information includes the following:

- Landscape and Visual Assessment
- Air quality assessment
- Arboriculture Report
- Ecology Report (a further Ecological Impact Assessment has also been submitted in response to Consultation responses)
- Transport Assessment
- Daylight and Sunlight Statement
- Flood risk Assessment
- Noise Impact Assessment
- Ground Condition Assessment
- Renewable Energy Statement

The submitted planning statement notes that the proposed use has been formulated at the same time as the Council's preparation of 'Helping Build a Better South Bucks, Community and Wellbeing Plan 2017-2020' (C&WP) which seeks through community participation to achieve a number of aims including supporting services to enable integration into the community, improving health and wellbeing for all, creating safe and attractive environments, stimulating the economy whilst protecting environment. It is suggested that the proposal would specifically support Aim 3, Action 5 which seeks "the provision of the South Buckinghamshire Golf Course and redevelopment of the original Golf Academy site into an open space leisure facility."

The applicant's agent also refers to Public consultation exercise carried out before the formulation of and submission of this application which was undertaken December 2017 / January 2018 on the initial masterplan – details of which are included in the applicants "Consultation Statement" statement submitted in support of the application. The applicants agent refers to the strong support for the application including from wide range of sports and community groups with all age categories represented.

Further information submitted in response to consultee comments:

Following the initial review of the application and the receipt of some consultation responses, further information was provided by the applicant in the form of additional clarification and 3D plans to illustrate how the mounds would appear. The following matters were clarified:

- It is considered unnecessary to limit the hours of use to those suggested by Environmental Health as there are sufficient safeguards within the Considerate Construction guidelines that are to be followed in any event.
- The exact layout of the community hub building will be determined by the eventual operator and whilst it is envisaged that suitable extraction will be needed, request that the exact details be secured via condition. Similarly regarding bin storage.
- Lighting is proposed around and on the community hub building and car park and around the closed circuit track; these are intended to be low level and their use restricted to certain hours; it is considered that they will be less intrusive than the floodlights permitted at the driving range; full details can be secured by condition.
- The sculptural mounding will add interest and challenge to the cycling facilities which will be over part of lower, more gradual slopes. It is not considered that these will adversely affect openness.
- The bridleway (part of Muddy Lane) at the entrance is intended to be widened to 1.5m as requested – the barrier has been there for some years.

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- With regard to the recommendation to surface the whole of Muddy Lane (which from the access to the site crosses the southern tip of the site and then on outside of the site to Stoke Poges Lane) it is questioned whether this is necessary to make the development acceptable; it would involve land outside the site and the Council area.
- Concerns noted by the LLFA are being discussed directly with them.
- Content with conditions suggested with few amendments.
- Offer to reduce the construction working hours to 07:30 – 18:00 (Mon to Fri), 08:00-12:00 (Saturday); this would in turn reduce the soil loads to 40,000 over a 2 year period, equating to 73 loads per weekday and 7 loads per hour.
- Conditions regarding a CEMP and full details of the parking area acceptable.
- Further information on air quality provided .
- Further landscape comments are provided.
- Additional ecology information submitted.

RELEVANT PLANNING HISTORY

SBD/693/90: 9 hole course and clubhouse. Conditional Permission.

92/0686/F3: Construction of practice area, water storage tank and pumphouse. Conditional Permission.

93/01074/F3: Erection of enclosed bays to practice area. Conditional Permission.

94/0233/F3: Erection of a temporary 6m high fencing at rear of Glenwood. Conditional Permission.

94/0235/F3: Retention of 1.8m high fence. Conditional Permission.

05/01586/FUL: Lighting to the driving range practice area. Conditional Permission.

09/01189/FUL: Rebuilding of driving range. Conditional Permission.

09/01617/FUL: Golf Ball fencing. Withdrawn.

10/00322/FUL: Construction of ball stop netting around the existing driving range. Conditional Permission.

11/00475/FUL: Provision of secure steel container (for use in connection with the golf course). Conditional Permission.

16/00114/ADV: Two facility entrance signs. Conditional Consent.

STOKE POGES PARISH COUNCIL

No objection.

REPRESENTATIONS

Three letters of support have been received including two from Cycling Clubs:

- Beaconsfield Cycling Club largest club within close proximity to the proposed country park and its cycling facilities. The adult section of the club has grown steadily since 2014 with a focus on road cycling though members also take part in mountain biking and track riding. It is the junior section, started under a year ago, that is showing significant growth even though we have no traffic free cycling facilities that the children can use on a regular basis. The children currently train on grass at the local rugby club or in the local station car park which while suitable for the very young is not appropriate for older children. Having reviewed the plans in detail we are very supportive of not only the concept and design of the park but of the proposed cycling facilities. Our primary focus is to be able to offer a safe traffic free environment for both children and adults for road and mountain biking. We feel that the proposal would address these requirements very well. We feel that the road cycling circuit could be improved

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significantly with the addition of some 'link' roads to enable the circuit to be split into 2,3 or even 4 smaller circuits. The challenge from a coaching perspective is that young children in particular need to be kept in view and they have not yet developed the stamina to effectively use a 1.6km circuit. The ability to divide the circuit would also allow multiple coaching sessions to take place simultaneously across different age groups. Believe that the plans are well considered and will offer a much needed facility that will be of value to both the public and cycling clubs.

- I run a cycling club of 550+ members based in west / south west London and there is great interest amongst our members for such a facility. For many years the only similar facility to the west of London has been the Hillingdon Circuit just north of Heathrow but it's a very old circuit and often booked out many months in advance making it almost impossible to find track time. Beyond our self-interest with regard to cycling, the plans for the site in general look fantastic and if permitted to come to fruition ought to provide a great community asset.
- Sports are an inspiration for many people and for me bike racing has helped me achieve a lot in terms of my health and my application to my desk job. It has taught me that having goals combined with hard work can pay off. I think the Bucks area needs a facility that can host bike races as currently I travel to Essex, Kent and Milton Keynes to circuit race.

One letter of comment has been received from a local resident relating to the new 4m wide shared pedestrian /cyclist access to the Country Park proposed at the western corner of the site, north of Journeys End. (Section 4.9. of the Transport Assessment Document and as shown on PFA drawing S622/05 reproduced at Appendix F of the Transport Assessment document.)

- The speed limit at the proposed pedestrian/cyclist crossing is 40mph and changes to 30mph approx. 60 metres south of the location of the access. The traffic analysis of stopping distances and required sightlines concludes that visibility sightlines can be achieved. (4.10, 4.11 Traffic Assessment Document). However this assumes drivers are alert and aware. Drivers are also driving directly south into the sun when in the 40mph zone. 'The Rospa (Royal Society for the Prevention of Accidents) Road Safety Fact Sheet: Inappropriate speeds' states "Multiple studies have shown that pedestrians are more likely to be severely or fatally injured when hit by a car travelling at higher speeds, and particularly when the car is travelling more than 30mph." If this proposed pedestrian and cyclist access from Stoke Poges Lane was to go ahead, serious consideration would need to be given to ways of making drivers aware of the approaching crossing point for pedestrians and cyclists by road signs, road markings or any other means available. Appropriate ways of slowing down cyclists and pedestrians as they exit the park onto the road should also be considered.

One letter from a local resident objecting to the Planning Application:

- Intrusion into Countryside
- Loss of View
- Loss/Damage to Trees
- Noise/Disturbance

The amphitheatre would lead to an increase in noise. Not convinced by noise abatement report, would question objectivity based on them being paid by developer.

The inclusion of bike trails and play areas would also impact on noise.

Children by their nature will not remain in one area and noise will come from all areas of park

- Impact on users of above from noise and traffic.Traffic/Parking
- Capacity.

No mention made of capacity. The inclusion of a coach park leads me to infer the park will be visited by large numbers.

This will have a detrimental effect on traffic, noise and air pollution.

- Location
Would query location next to a cemetery and crematorium.
- Loss of open aspect

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Plan increases density.

CONSULTATIONS

Bucks County Council Strategic Planning Policy Officer:

Country Parks / Green Spaces

While BCC supports the proposals we have concerns about the long term viability of the project as the application has no details of the long term maintenance proposals for the facility; nationally funding for parks is at an all-time low and there is no obvious funding to support future maintenance. In our view the proposed park facilities are likely to be maintenance intensive and would cost between £1,500 and £2,000/acre/year to maintain meaning an annual cost of between £85,500 and £114,000/year for the whole site.

The projected visitor numbers of 200,000 by 2020 are hugely optimistic with other larger, well established, country parks in the area, Denham and Langley Park, only attracting 161,000 and 210,000 visitors per annum respectively. Equally, experience has shown that new café facilities can also be very slow to develop trade; in a park with an established visitor base, gross turnover took over 3 years to move from £75k to £100k and the rental income had to reflect the slow pace of development. If the business case is based on the projected visitor numbers and café income then this further raises concerns about the long term viability of this facility.

Waste and minerals

Minerals – site is unlikely to be viable for any extraction of sand and gravel.

Waste - The proposal would involve importation of 400,000 m3 of soils. Currently, as stated by the applicant, the source of waste is unknown and we therefore unable to comment in relation to appropriateness of the use of the waste and if the use of the waste is Best Practicable Environmental Option for the waste stream used for the project.

The proposal would potentially divert inert waste material needed for the restoration of quarries in the area. The quantity of waste to be deposited is considerably greater than the 100k tonnes indicated in the CLG letter to Chief Planning Officers (20 Jan 2009) "Large –scale Landscaping Development Using Waste":
(...) Both CLG and Defra consider that landscaping developments of the scale of the current examples involving importing over 100,000 tonnes of waste would not have been undertaken if the material used to construct the landscaping were not waste. Therefore, given the quantity of waste being used such developments are unlikely to constitute recovery operations, but are more likely to be waste disposal operations (...).

It is also noted that Chiltern and South Bucks Districts in their representation to the draft Buckinghamshire Minerals and Waste Local Plan raised concerns over lack of inert material which is necessary to complete the restoration of the existing extraction sites. Concerns were raised over shortage of fill material available for site restoration.

We would also bring to your attention policy CS22 of the Minerals and Waste Core Strategy which requires minerals and waste proposals to be sustainable and minimise the distance materials are transported by road by transporting them in more suitable way. The 400,000 m3 will generate a significant amount of HGV movement (as suggested by applicant between 33,000 and 40,000 HGV trips) and this issue will be addressed by the Highways officer in their response. We do acknowledge that the intention is to use recovered material, the potential multiple source sites increases the risks of waste material being disposed of. The material to be disposed of is understood to undergo a recovery process off site. If that is the case, the recovery process should happen on an EA licenced facility and not at application sites, and the applicant should provide details of the operator/s and destination of waste. Para 4.67 of the Planning Statement suggests that the Materials Management Plan (MMP) will be carried out following any grant of planning permission. BCC is not satisfactory assured that the material would meet the appropriate CLAIRE standard. If this is not met the deposited material would still fall within waste category. To ensure that the material deposited on site no

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longer constitutes waste we would request that the MMP is secured via a condition and the soils are tested before entering the application site to ensure that the material deposited does not constitute waste.

(OFFICER NOTE: The application has been submitted to South Bucks District Council as the relevant planning authority on the basis that the materials being brought onto the site do not fall to be considered as "waste". If the materials brought on to the site did not meet the appropriate CLAIRE standard, then the development would not be in accordance with the terms of the permission which is sought, as such it is not considered appropriate to control this by way of a condition, but in the event that planning permission is granted an informative is recommended to draw to the applicants attention that any importation of waste would not be in accordance with the terms of this permission and would be in breach of planning control. A further full application would be required)

Bucks County Council Highways Officer:

Development Proposal

The site is currently an unused 18-hole golf course, with associated driving range. Proposals include the demolition of the driving range, existing clubhouse building, and remodelling of the golf course to provide a 23 hectare Country Park with associated features and facilities, with 75 parking spaces provided, which would include 5 disabled parking spaces.

A Transport Assessment (TA) has been submitted with the application to address the highway implications of the proposed development on the surrounding highway network.

Site Location

The site is currently accessed via the existing access point from Stoke Road, which is to be retained to provide access for the Country Park. Stoke Road is classified as the B416 and in this location is subject only to the National Speed Limit in the vicinity of the site. Within the vicinity of the site access, there is a 1.5m pedestrian footway present along the eastern edge of the carriageway; however there is no designated pedestrian crossing point from this footway to the site. Approximately 264m south of the boundary of the site past Slough Cemetery, is the Buckinghamshire border with Slough.

Traffic Generation

Within the submitted TA, the applicant has undertaken a TRICS® assessment in order to ascertain the potential trip generation that both the existing and proposed use of the site would be expected to generate. From the data submitted, the existing site as an 18-hole golf course and driving range would have the potential to generate in the region of 320 vehicular movements (two-way) per day. The proposed use of the site as a Country Park would have the potential to generate in the region of 478 vehicular movements (two-way) per day. Given the limitations of the TRICS® database, and having undertaken my own TRICS® assessment, I find my own assessment to be broadly in line to the findings of the applicant, and the site would be subject to an intensification in use, in the region of 157 vehicular movements. I would also note that the majority of traffic generated by the development would be made at weekends, off-peak from the traditional network peaks.

Traffic Flows/Distribution/Impact

Automated Traffic Counts (ATCs) were recorded over a seven day period, commencing on the 27th January 2018. The traffic flows submitted demonstrate that an average of 7,383 vehicles use Stoke Road in the vicinity of the site, with 3,784 vehicles travelling north-bound and 3,599 vehicles travelling south-bound towards Slough. These traffic flows were used to distribute the potential trip generation out onto the Local Highway Network in the vicinity of the site. The development traffic would be split 51% north-bound and 49% south-bound, in correlation with these traffic flows. As there would be 157 additional vehicular movements associated with the proposals, this will need to be split 51/49% onto the Local Highway Network. This would result in 80 vehicular movements travelling north-bound towards Buckinghamshire and 77 vehicular movements travelling south-bound into Slough. This level of vehicular movements can safely be accommodated onto the Local Highway Network in the vicinity of the site.

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Whilst the proposed level of vehicle movements is considered immaterial in the context of existing flows on the B416, the applicant has also undertaken a forecast year of 2023 for the site access, using predicted local growth figures from TEMPRO. This assessment shows that in 2023, when the Country Park is anticipated to be in full operation, the development would have a maximum of a 2.5% impact on traffic in the vicinity of the site.

For completeness, the applicant has also undertaken a PICADY assessment of the site access. For reference, a junction is considered to exceed practical capacity when the ratio to flow capacity (RFC) exceeds 0.85 (85%). Theoretical capacity is reached when the RFC is 1 or above (100%). RFC is a measure of the volume of traffic which is making a turning movement at the junction, compared to the capacity that the junction is physically able to accommodate.

The analysis shows that all arms of the priority junction would operate well within capacity with minimal queuing and delay, taking into account the additional traffic generated by the development.

Sustainability

The site is located outside of the built-up area; however bus stops are available within walking distance from the site access point, with one bus stop located directly outside the vehicular access point. This stop provides two services, WP1, which provides a good service every 30 minutes from 7am to 11pm, linking the Wexham Park hospital site to Muddy Lane, and the No. 353, which links Amersham/Slough to Muddy Lane. This bus service runs every two hours on weekdays and only provides one early morning service on weekends. A further bus stop is located 450m south of the site boundary on Stoke Poges Lane, which would serve bus route No. 12, which provides a good service from Slough and Burnham every 30 minutes, from 7:45 – 18:21pm on Saturdays. In terms of walking, the site is situated approximately 1.1m (22 minute walk) from Slough railway station, which provides a direct link to London, Didcot and Reading. I find this walking distance acceptable and reasonable in line with CIHT guidance 'Providing for Journeys on Foot.'

The site is proposed to be largely used by cyclists therefore we recommend further cycle spaces than that proposed should be provided.

Proposed Access

It is proposed that vehicular access to the site will remain in its current location, however will be improved in order to introduce a 2m wide footpath around the southern radii to allow for an uncontrolled pedestrian crossing with Stoke Road.

When considering visibility splays from the proposed access point, whilst I acknowledge that Stoke Road is subject to the National Speed Limit in the vicinity of the site, I also note that the applicant has undertaken a speed survey to show the true speed of vehicles in this location. The speed survey has demonstrated that vehicles are travelling in the region of 44mph in both directions on Stoke Road, and as such visibility splays of 2.4m x 92m are considered applicable, commensurate with current Manual for Streets guidance. I can confirm that these splays are achievable in this location.

The access point would measure in the region of 5.2m, which I can confirm would allow for the two-way flow of vehicles in this location. As previously stated, the existing access point will be improved in order to provide a 2m wide footpath around the southern radii to allow for a pedestrian crossing point onto Stoke Road, in order to link with the existing footway/public transport facilities on the opposite side of the road. The Highway Authority would wish for an amended scheme to be submitted for off-site highway works, to include a safe and suitable crossing point. I note that this could ultimately be secured by way of condition. The radii of the site access junction with Stoke Road will also need to be improved, in order to allow for vehicles to enter/exit the site effectively and efficiently.

I also note that a new 4m wide shared pedestrian/cyclist access is provided to the western boundary of the site, adjoining Stoke Poges Lane. Whilst I can confirm that this access is of appropriate width, I would also raise concerns with this access point being safe for all users. Tactile crossing points are provided onto this road, which currently does not have a footway fronting the site. There appears to be a significant level of

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vegetation along the site frontage, which will need to be kept clear. A safe pedestrian crossing point will also need to be provided at this access point, which again, I trust can be dealt with by way of condition.

Construction Management Plan

As part of the submitted TA, the applicant has put forward a Construction Management Plan. The submitted TA states that the landscaping across the site has been calculated to require the removal of 400,000m³ inert material. The TA states that the vehicles used would be capable of accommodating between 10-12m³ per trip, and as such, would equate to between 33,000 – 40,000 HGV movements over a two-year period, within a construction period of three years. Using the suggested daily delivery hours in the TA of 06:30 – 18:30pm, this would have the potential to generate 67 – 80 loads per day, and 6 – 7 loads per hour. The applicant has suggested a routeing agreement to be entered into, which would be required to avoid the air quality zones in Slough. It is proposed that construction vehicles would approach from Junction 2 of the M40, then travel south along the A355 towards Farnham Royal, east along the B416 Park Road to Greys Park Road, before heading south along the B416 to the site. The Highway Authority recommend that a further detailed Construction Management Plan is provided for review prior to this development commencing as the submitted details do not suffice.

Conditions

Conditions to require full details of the proposed access, to include pedestrian access, to be implemented before any occupation; the submission for approval of a Construction Management Plan and its implementation in accordance with the approved scheme; the provision of on-site turning and parking.

Bucks County Council Strategic Access Officer:

Notes the existing public rights of way crossing the site and that these are likely to be well used and the establishment of a country park will be complementary to the existing walking and cycling access offered by them. It is noted that the bridleway is largely unaffected but the existing bollards and gate / barrier at the site entrance which prevent unlawful access would need to comply with law relating to such structures to avoid an obstruction and provide an appropriate width. In any event the width to the side of the gate is insufficient and should be increased to 1.5m.

Access from Granville Avenue and Stoke Poges Lane direction could be improved / encouraged by resurfacing Muddy Lane along its entire length to a width of 3m, creating an attractive corridor for walkers and cyclists and increasing its use by commuters; a Sustrans style route is suggested with water permeable bitumen surface. A condition to this effect is recommended namely:

Bridleway STP/1 and Slough BC bridleway works: a new cycleway surface along the 509 metre length of Bridleway in Buckinghamshire (STP/1) and Slough BC, at 3 metres width, laid out and constructed with a bitumen surface and coloured surface dressing in accordance with details to be approved..

Further comments following receipt of further information from the applicant:

Gate: The route is already a public right of way in terms of the status as public bridleway. The gate is therefore not lawful unless permission granted for agricultural use (stock control) – access needs to be available and unobstructed 24-7 not just during the day and the 1.5m gate is irrelevant in this case as the whole width should be available.

Muddy Lane: If outside red line we would accept a s106 contribution, or if no 106 Agreement, works can be covered under a s38/278 highways agreement as works off site. These have the support of BCC Highways, as the main access from residents by walking and cycling is from the west.

Bucks County Council Local Lead Flood Authority (LLFA) (SuDS Officer):

The LLFA objects to the proposed development due to insufficient evidence that infiltration is a feasible method of surface water disposal. The LLFA note that it is proposed to manage this through a series of ditches, swales, filter drains and a pond will be discharged to a depression for infiltration. However, the results of infiltration testing may show that this is unfeasible. The testing undertaken was not fully in accordance with BRE 365 Standard and other results show that conventional soakaways may not work and another method should be considered.

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The applicant was advised of this objection and submitted further information.

Buckinghamshire County Council as Lead Local Flood Authority has reviewed the additional information provided in the Flood Risk Assessment (S622-DOC01-FRA, April 2018, PFA Consulting) and as of consequence the LLFA withdraws their objection subject to the following conditions subject to conditions relating to surface water drainage and verification report.

Bucks County Council Archaeology Officer:

Note a number of local records including medieval ditches etc found at Slough Cemetery and possible bronze age round barrow in Stoke Park as well as historic landscapes, areas and areas of high archaeological potential. The submitted Heritage Desk Based Assessment is noted and that it concludes that there is considered to be good potential for archaeological remains to be present within the site. If planning permission is granted it may harm the significance of a heritage asset so a condition is recommended to secure appropriate investigation, recording, publication and archiving in conformity with NPPF para. 141.

Recommend condition to secure implementation of programme of archaeological work.

Council's Ecology Consultant:

Having reviewed the ecological impact assessment (Grassroots Ecology, May 2018) concerns were raised over the ecological impact of the proposed development and requested further information and clarification of several points.

Net Gain

In accordance with local and national planning policy a measurable net gain in biodiversity is expected as a result of the development. While the retention of boundary features and planting of new, species-rich habitat, is encouraging, I am concerned that overall the proposals will result in a net loss of habitat for wildlife. Given the presence of public access throughout the majority of the proposed site (as shown on drawing 17-0065-003-C) and the incorporation of a bike circuit for example, the availability of publicly inaccessible space appears low. I therefore request details of areas which will be designated for wildlife (no public access) and measures to ensure no net loss of biodiversity, utilising biodiversity offsetting metric calculations. Provision of swales, as mentioned within the report, will also need to be confirmed.

Survey Effort

Clarification is required in respect of bats, with surveys only undertaken between August and October. In accordance with best practice guidance (BCT, 2016), moderate suitability habitat requires a recommended single survey per month between April and October, along with static surveys at two locations over five consecutive nights per month between April and October. While surveys in September and October are acceptable, they are outside of the optimal seasonal period for bat activity survey work. Further clarification is therefore required as to the rationale behind the surveys and additional information submitted in respect of bat presence/likely absence prior to determination.

As detailed within the ecological assessment a single waterbody is located within the grounds of the Stoke Place Hotel, which was ruled out based on anecdotal evidence of fish presence. Please confirm whether the ecologist has assessed this waterbody, as anecdotal evidence cannot be relied upon in the absence of an assessment by a suitably qualified ecologist. Fish presence alone does not rule out the presence of GCN. Stoke Road is also not considered to act as a significant barrier to dispersal therefore a more detailed assessment is required.

The report states that reptile and breeding bird surveys have been undertaken in the 2018 survey season, however the results of these have not been included.

Additional information has been submitted by the applicant to address the concerns raised above and a site visit undertaken to assist in evaluating the ecological impact of the proposed development.

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Based on an updated Ecological Impact Assessment (October 2018) the Council Ecologist now confirms: The updated Ecological Impact Assessment (October 2018) now addresses concerns raised within the original holding objection. Additional information on updated survey effort within the 2018 survey season has now been provided along with further details in respect of delivery of net biodiversity gain.

Subject to conditions, officers are satisfied that sufficient information has now been provided in respect of ecology.

District Strategic Environment Teams (Air & Land Quality, Major Development , Sustainability, Carbon Reduction, Radioactivity) and (Environmental Health, Sustainability and Resilience):

Contaminated Land / Soils

The site is currently a golf course and driving range. The land is most likely to have had an agricultural use; Stoke Place Farm is shown nearby on the historical map for the 1898-1899 epoch. The site does not appear to have had a previous potentially contaminative use.

This site was developed in the early 1990s, prior to the introduction of Part IIA etc. It was not uncommon for waste materials to be imported for use in profiling, re-profiling and grading exercises on golf courses. This may have occurred at this site. Some made ground is likely to be present. There is a water tank onsite and an oil interceptor under the car park.

The proposed development will involve remodelling of the site with the creation of a sculpted landscape following demolition of the club house, driving range etc. The development will utilise site won materials (from bunkers, raised tees etc) and use imported materials. The Planning Statement indicates that 400,000m³ of soils are to be imported under the CL:AIRE DoW CoP. It is indicated that these soils will come from donor sites.

The CL:AIRE DoW CoP allows the reuse of site won soils that are suitable for use or will be following onsite treatment, the direct transfer of clean naturally occurring soils from another development site, and the use of soils from cluster projects. Cluster projects facilitate remediation and/or development of a number of sites that are located in relative close proximity and share a decontamination/treatment facility located on a single site (a hub site).

For soils to be reused it must be demonstrated that they are non-waste by evidence of suitability for use. Where contamination is not suspected the following approach should be adopted: desk top study, site investigation, appropriate assessment to verify materials suitability, verification report. A Materials Management Plan (MMP) is required, which would include a verification plan. To demonstrate whether soils are waste or not, the chemical properties have to be proven to be suitable and that they meet the relevant specification for their use.

I would expect a site investigation to be carried out, to fully characterise the site and to assess the suitability of materials on site for re use. Imported material should be independently sampled. The number of samples, testing schedule and assessment criteria would need to be agreed with the relevant Authority.

Based on this, conditions are required relating to potential contamination risks and a materials assessment and management plan. A number of informatives are also suggested.

Flood Risk & SuDS

I have reviewed the FRA. The site falls within Flood Zone 1, which has the lowest probability of flooding. It is considered that infiltration features will provide a suitable means of draining surface water run-off from the development (meeting SUDs objectives). The proposed drainage strategy would ensure that surface water arising from the developed site would be managed in a sustainable manner mimicking the surface water flows arising from the site prior to development whilst taking into account climate change.

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The proposed drainage measures would ensure that no flooding of property occurs as a result of a one in 100 year storm event, taking into account climate change and that the proposed development would have adequate flood protection for extreme events over the lifetime of the development.

Air Quality

The impact of HGV movements on air quality has not been considered during the construction phase. I understand from the transport assessment that based on 10-12m³ per load this equates to between 33,000 and 40,000 HGV over a 2 year soil importation period, within a 3 year construction programme. Considering daily delivery hours of 06.30 to 18.30 (12-hour day), generating circa 67-80 loads per day (134 – 160 HGV movements per day) this equates to 6-7 loads per hour (12-14 HGV movements per hour).

To avoid the AQMA in Slough the proposed route for construction traffic will be from the M40 Junction 2, south along the A355 to Farnham Royal, east along the B416 Park Road to the B416 Greys Park Road, and south on the B416 Greys Park Road/Stoke Road to the site. Evidence is required that the impact of construction traffic on sensitive receptors along this route has been considered.

Modelling has been undertaken for a forecast year of 2023, five years after the registration of the application. For this assessment it is assumed that the development will be fully occupied in 2023. Yet the impact of traffic during the operational phase has been assessed for 2022 using the data forecasted for 2023 in the Transport Assessment. Clarification is required on why the year 2022 was chosen for the air quality assessment and why it differs from the forecasted year in the Transport Assessment.

The predicted Annual Mean NO₂ concentrations in South Bucks are below the annual mean objective of 40µgm⁻³. However, the modelled the effects on receptors on the A4/A412 roundabout in Slough at both the Do Minimum and Do something predictions are over the 40µgm⁻³. Slough has already declared this area as an AQMA.

Noise / Construction

Operation - Provided the assumptions and supporting calculations in the NIA are correct, no additional comments to make on sound noise and vibration.

Construction - Conditions related to hours of use and the submission of a Construction Environmental Management Plan suggested to reduce the likelihood of complaints specific to this development.

Further Comments have been received in response to the applicant's submissions on air quality resulting from construction traffic:

The applicant's response has been noted and goes some way towards addressing the issues. Some of the air quality outcomes are linked with the highways authority requirements. It is understood that a construction traffic management plan will be required before works commence and it is recommended that both county and district officers have an opportunity to review and comment on the document to ensure, as far as reasonably practicable, minimisation of impacts and best outcomes for residents.

District Tree Officer:

The AIA and Tree Protection Plan have been reviewed. The submitted tree report appears to be a fair representation on the quality of trees on site and the AIA recommends and AMS if planning permission is permitted to ensure the successful retention of retained trees. In my opinion it would be possible to redevelop the site in accordance with national BS 5837 guidance.

No objection in arboricultural terms and recommends a number of conditions.

District Historic Buildings and Conservation Officer

Whilst there are currently no known heritage assets within the site surrounding the site to the east and west there are numerous heritage assets (designated and non-designated). These include:

□ Stoke Park Registered Park and Garden, Grade II

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- Stoke Poges Garden of Remembrance Registered Park and Garden, Grade II*
- Stoke Place Registered Park and Garden, Grade II
- All the Registered Parks and Gardens also fall within the Archaeological Notification Areas.
- Bowl and Barrow in Stoke Park Scheduled Ancient Monument
- Stoke Green Conservation Area
- Stoke Park Conservation Area
- Boundary walls and gate piers at Stoke Place, Grade II
- Stoke Place entrance gates, Grade II
- Barn and open stalls at Stoke Place Farmhouse, Grade II
- Stoke Place Farmhouse, Grade II
- Open cart shed within Stoke Place Farmyard, Grade II
- Entrance gates, lamps and lodges to Stoke Park, Grade II*

The site has historically remained undeveloped and was most likely used for agricultural purposes. The historic field boundary can still be recognised with a tree lined boundary treatment along the northern boundary of the site, running west to east and road layout surrounding the site.

Overtime it has formed part of the wider estate (under ownership) of Stoke Place. It is sandwiched between the historic estates of Stoke Park and Stoke Place and forms part of a historic rural landscape. The site historically and today acts as buffer between the two estates, significant to preserving the setting of the estates.

Impact to heritage assets

An assessment of the proposal on surrounding heritage assets would consider impact to settings and views to and from surrounding heritage assets.

The use of the site as a country park would retain the open character of the site and 'buffer' between the adjacent historic estates. Views from the Registered Park and Gardens have not been included and it would have been useful for such an assessment to be made. However the wider nature of the scheme in terms of the country park, the proposal would not be considered to have any detrimental harm to the setting of the surrounding heritage assets.

There would be some concerns regarding the proposed 'community hub', access and car park due to its proximity to the group of listed building at Stoke Farm. Opportunity to enhance on the current appearance of the place by the inclusion of further planting is strongly recommended. A signage scheme for the entire site should be adopted and carefully designed, appropriate for a country park, particularly where located at entrances in close proximity to heritage assets. Details would need to be submitted and would need to be appropriately conditioned.

The similar approach would need to be considered in terms of boundary treatments, access gates and lighting however this can also be covered by way of a condition.

District Building Control:

The fire brigade access appears to be adequate. This is based on the 'construction of detached single storey building comprising ancillary café, meeting space and retail unit' being labelled as the community hub on the masterplan.

Council's Independent Landscape Consultant (LVIA review):

Has fully reviewed the LVIA accompanying the application, the main points of the review are summarised below:

The site is described as being within an area of 'flat lowland topography' landscape character however no explanation of the rationale for the significant mounding across the site is given. The significant changes including tree removal will not be compensated for by the new planting by year 15 and there is unlikely to be a beneficial effect at this stage as suggested.

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Notes the applicants LVIA states that "The proposals are similar in scale and nature to the existing neighbouring landscape and/or development and hence the study area was taken to comprise the area from which features on or adjacent to the Site are currently visible."

However, the proposals include large scale felling of semi-mature tree blocks, removal of grass and existing landscape structures and re-grading with the importation of large amounts of subsoil to create a mounds up to 5m or more in height have are not similar to any of the neighbouring development or existing landscape.

Effects on Landscape Character

The effects on landscape character are shown in Table B2 which is a good way to establish the rationale behind the overall effect. However, this table fails to include any summary of the effects over the consecutive years, as described in the methodology - from construction to year 15.

The national and regional character assessments describe the landscape as 'flat lowland topography' or "flat and low lying land". The proposals will introduce a series of 5m plus mounds on which will be located trees which may reach a further 30-30m with maturity, plus in places a 2m mound and fence line to divide the cycle route from the public. Effectively the proposals impose a large amount of vertical change on the existing fairly flat landscape which is concomitant with the recognised landscape character assessments. The golf course which was constructed over the (assumed) fairly flat greenfield site has only introduced slight bunkers and sloping fairways. The assumption that "these mounds will provide greater visual interest than exists currently" is a biased objective comment which is not substantiated.

In some cases, the effects appear to be understated e.g. para 7.3 lists the activities which will take place over the two years of construction including soil importation, traffic increase, construction on site, building and transformation of the landform. And yet, for an area undergoing a radical groundworks transformation, the overall effect is given as 'minor adverse'. This has been hugely understated – the amount of change and disruption being caused will be substantial.

At year 15 the effects are judged to be minor beneficial, however uprooting one, albeit man-made landscape and replacing with another does not automatically construe a positive benefit.

Effects upon views

Para. 7.7 states that the views for most receptors during construction will be moderate or minor adverse. I believe the view during construction, if the footpath is kept open, will be one of a construction site, with the central trees removed, grass and topsoil moved, subsoil imported and movements of large earth moving machinery. I believe the effect will be significantly more adverse than moderate or minor adverse, but as stated above, the rationale for these effects is not shown.

On completion, the ground modelling will be complete, and there may be grass in place but any vegetation will be very small, so the loss of the existing trees will not yet be mitigated for, resulting in an effect worse than the predicted neutral to minor beneficial. Also believe that it will take longer than 15 years to achieve the same level of maturity as is experienced at present.

Vegetation

Is identified as a valued aspect of the character of the site, this is true of the boundary planting plus also the bands of trees and shrubs which run through the existing golf course bunkers and which are just reaching maturity after nearly 30 years of life. The golf course is a pleasant, open landscape with pleasant vistas, the grass becoming meadow-like and more naturalised and the planting becoming mature. Although the boundary planting will be retained, all of the trees and vegetation in the centre of the site will be lost, to be replaced with formal linear rows plus additional native woodland planting. It is likely that even at year 15 the new planting will not have matured enough to compensate for the loss of the vegetation on site.

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Conclusions

The proposals shown will not cause harm to the Green Belt in which they stand. However, the LVIA has seriously underestimated the disruption to the landscape character and visual amenity of the site and of those receptors who view the site or are close to it. There will be a huge amount of disruption during construction, including large numbers of traffic movements to deliver subsoil, large machinery movements and noise and the destruction of an existing pleasant, albeit man-made landscape which is just reaching maturity in order to create another man-made landscape which does not relate to the recognised landscape character of the surrounding area.

The applicants LVIA para 7.3 states during construction there will be a minor adverse effect on landscape character. I would argue that the complete removal of the central bands of trees, clearance of soil, importation of subsoil, regrading and replanting is going to have a major negative effect on the landscape character of the site. This statement seems to be overly biased towards the proposals rather than trying to give an objective view. The LVIA also appears to have a presumption that the introduction of the mounds with their planting will automatically be an improvement on the existing landscape. Without justification of this thinking, the creation of an artificial mound in an area which is defined as being low lying and flat is neutral, and probably has a negative effect.

With regard to visual effects, I am not sure the full height implications of mature trees on top of the mounds have been considered. Section D-D of drawing 0004A shows an approximately 2m high fence on top of the 5m mound. The location of this is not shown on the plans and it is not mentioned in the LVIA but I believe it extends along the side of the cycle track to prevent unauthorised access and this could be a significant visual element that should be considered. Although the 5m high mounds are likely to only be viewed from immediately adjacent areas, the trees growing on top will become very visible with time, and this will eventually appear as a small hill in an otherwise flat landscape from a longer distance, probably more visible from further afield than at present. This is not necessarily a negative aspect, but requires consideration.

The LVIA assumes that the view of the seasonal clock be positive, thereby assuming that the view will be better than it is currently. It also mentions that the view of pedestrians will be beneficial. Currently the view is of a pleasant almost mature landscape, albeit it of overgrown grass and bunkers. This is not a degraded or damaged landscape, the views are currently pleasant from the footpaths and the installation of a hill with associated movement of people and bikes at a high level is not automatically beneficial.

In summary: The impact on landscape character has been hugely understated and will be substantial, though it is possible that there would be an overall beneficial effect on biodiversity, and the effect on views is considered to be significantly more adverse than stated. Effects during construction will be much greater than stated and the impact of new planting will take considerably longer than suggested. Overall however the openness of the site would be preserved, though the new mounding may fore-shorten certain views.

Environment Agency:

No objections.

Would appreciate any efforts to attenuate water to reduce the risk of flooding downstream. The natural flood management maps indicate flooding in the Salthill Stream can be mitigated by tree planting and attenuation features (slowing the flow by holding water in features). It would be beneficial if the park design can include wooded areas and features to slow the flow of water downstream. This should help attenuate the short intense rainfall storms and consequent flooding. Any additional culverting is actively discouraged.

National Grid (Cadent – Electricity and Gas Network):

An assessment has been carried out with respect of gas, national grid electricity and national grid gas apparatus. Searches have identified that there is apparatus in the vicinity that may be affected by the proposed activities. (low or medium pressure gas pipes and associated equipment). The developer will need to contact Plant Protection before any works are carried out to ensure that the apparatus is not affected. Further details are provided.

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Sport England:

Considers that the proposal relates to the provision of an alternative sports facility. Sport England has consulted on the proposed loss of the golfing facilities; England Golf comment on whether there would be any opportunity to retain any golf facilities given that the informal facilities previously existing (last use) are considered few and far between in the home counties. Question whether the proposals are supported by strategy developed in accordance with Sport England guidance. Would expect the facilities to comply with British Cycling technical guidance. Has no objection.

British Cycling

British Cycling encourages the development of cycling facilities capable of driving sustainable participation and is fully supportive of this proposal.

We are currently developing a facilities strategy to take cycling forward and the central and southern regions, due to the population and demographics are under catered for in terms of cycling facilities.

British Cycling has been liaising with epd-Parkwood around the design of proposed cycling facilities at the former site of the South Buckinghamshire Golf Academy, providing guidance on the track designs and associated facilities. The proposed design contains varied terrain cycling circuits including closed circuit, mountain bike and pump tracks, all of which require features of varying heights and gradients essential to attract and cater for cyclists of all abilities. The heights, gradients, lengths and configuration of the proposed circuits should provide enough interest and challenges for more technical cyclists as well as incorporating routes designed in such a way as to cater for both recreational and newer cyclists. The configuration of the cycle circuit track provides flexibility and helps with coaching and improving the riding skills and confidence of individuals going forward.

The provision of a cafe meeting area will also provide a focal point for users of the facility, this will help with coaching, meetings and general dissemination of information relating to cycling events regionally, locally and on site.

The attraction of this facility is the diversity it offers on one site, it is unusual for the various disciplines included in the cycling fraternity to be available on one site road circuit, MTB and pump tracks coupled with a central 'Hub' facility.

British Cycling will continue to support proposals on this site towards the eventual development of what will hopefully be a unique experience for all ages and abilities.

Natural England

No objection – based on the plans submitted NE considers that the proposed development will not have significant adverse impacts on statutorily protected sites or landscapes. (General advice provided).

Historic England

Do not wish to offer any comments, suggest that views of specialist conservation and archaeology advisers are sought.

CPRE

No comments received

Slough Borough Council

No comments received

TVP Architectural Liaison Officer:

No comments received

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POLICIES

National Planning Policy Framework (Revised July 2018) (NPPF)

National Planning Policy Guidance (NPPG)

South Bucks Core Strategy Development Plan Document - Adopted February 2011: Saved Policies CP5, CP6, CP7, CP8, CP9, CP12 and CP13.

South Bucks District Local Plan - Adopted March 1999 Consolidated September 2007 and February 2011: Saved Policies GB1, GB4, L10, EP3, EP4, EP5, EP6, R6, R8, R9, R10, TR5 and TR7.

EVALUATION

1.0 Principle of development

Whether inappropriate development in the Green Belt

1.1 The site lies in the Green Belt where development is strictly controlled. Policy GB1 sets out the types of development that may be permitted in the Green Belt and these include:

(b) essential facilities for outdoor sport, outdoor recreation or outdoor leisure, in accordance with the policies in Chapter 7 of this plan (Leisure, Recreation and Tourism);

(g) other uses of land and essential facilities for them which would not compromise the purposes of including land in the Green Belt and which would permanently retain its open and undeveloped character;

The policy goes to state that such development will only be permitted where it would not adversely affect the character or amenities of the Green Belt, nearby properties or the locality in general and would be in accordance with policy EP3.

1.2 The NPPF contains the most up to date national policy. Para. 133 states that the Government attaches great importance to the Green Belt and that the fundamental aim is to prevent urban sprawl by keeping land permanently open. The essential characteristics are its openness and permanence.

1.3 Para. 143 states that inappropriate development is by definition harmful to the Green Belt and should not be allowed except in very special circumstances. Para. 145 sets out that new buildings will be considered inappropriate, subject to a number of exceptions. This includes the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries, and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. In terms of buildings proposed, the only building proposed is the "community hub" building. It therefore remains to be considered if the building by reason of its size and scale and siting is considered "appropriate" and what impact that building has in terms of openness and whether there is any conflict with the purposes of the Green Belt.

1.4 Para. 146 also states that certain other forms of development are also not inappropriate development provided they preserve openness and do not conflict with purposes. These include engineering operations and material change of use of land. As stated in the application section of this report, the application does not involve a material change of use of land, it is replacing one leisure facility within another and thus no objection can be raised in this respect. It is whether the scale of the engineering operations and other operations proposed in the form of the hardsurfacing of the car park and provision of surfaced cycle tracks and other structures across the site (i.e. replacement community hub building) likewise impact on openness and whether there is any conflict with the purposes of the Green Belt.

1.5 Thus in order to determine whether or not the proposal would be inappropriate development in the Green Belt, its impact on openness and Green Belt purposes has to be assessed. Policy GB1 is not entirely consistent with this approach in the NPPF as it does not set out the above tests; however, the types of

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development that may be permitted broadly accord with the exceptions set out in NPPF para. 145. The other 'tests' relating to impact on Green Belt character and amenities (as opposed to openness and purposes) and the amenities of nearby properties and the locality in general are not related to inappropriateness, but are relevant matters to be considered as part of the overall assessment and will be dealt with below.

Impact on openness of the Green Belt

1.6. The existing land use; the golf academy, perpetuates this characteristic of openness with the golf course created with trees still allowing long and short views and a large amount of border vegetation.

1.7. The proposed country park and cycling facilities do not reduce or remove this openness, and they also perpetuate and promote the use of the area for outdoor sport and recreation. It is possible that more visitors will be attracted to the site with its free entrance and increased range of facilities. The proposed mounds will not necessarily reduce the openness of the site, although they are likely to reduce and shorten the views across the site, and there may be better, longer and more expansive views across the surrounding landscape from the tops of the mounds.

1.8 Thus, whilst the proposal will involve considerable change to the physical appearance of the site and landscape in terms of tree loss, ground re-modelling and new landscaping and the introduction of new features such as the cyclo cross track, BMX and trim trail, and new enlarged community hub building. It is not considered that this will materially affect Green Belt openness given the existing nature and use of the site and that, in time, it will be appropriately landscaped with the existing perimeter tree screen retained.

1.9 In terms of buildings associated with the proposed development, this is primarily the "community hub" building. The overall dimensions along the longest elevations are some 23.5m x 10m, designed with a flat roof. The building is approximately twice the footprint of the existing golf club house, but given the use to which it will be put in terms of providing public toilet facilities, small café, ancillary retail use, it is not considered unreasonable in terms of its size and scale relative to the facilities which it is to serve. It is located on the site of the existing club house and it not considered any more intrusive in terms of impact on the Green Belt particular given the much lower roof proposed. The modular, flat roof design, in terms of aesthetics is not so pleasing, but it is functional in terms of its form and appearance and no more than necessary to serve the use.

1.10 In summary, there is no objection in terms impact on openness.

Effect on the Green Belt

1.11 With regard to Green Belt purposes, these are listed in para. 134 of the NPPF:

- a) To check the unrestricted sprawl of large built up areas
- b) To prevent neighbouring towns merging into one another
- c) To assist in safeguarding the countryside from encroachment
- d) To preserve the setting and special character of historic towns
- e) To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

1.12 In respect of a) the proposal will not have the effect of increasing urban sprawl, the use and its associated components being in the main open, natural features. There would be some impact resulting from the use of the site and limited additional buildings and structures, but the site will remain essentially rural.

1.13 In respect of b), it is noted that the site lies between the built up area of Slough (to the south) and the village of Stoke Poges to the north. However, given the nature of the proposal and that it will retain the open, rural character and appearance of the site, it is not considered that any such merging will occur. The built form is limited to the "community hub" building which is located close to the entrance to the site on the site of the existing golf clubhouse building.

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1.14 In respect of c), as noted above, the site will remain essentially open and rural in character, albeit in the short term, there will be significant visual change and the proposed landscaping will take some time to establish. Whilst there is likely to be an increase in the number of users of the site than had been the case with the previous use, and of a different nature and recreational activity, overall the site will evidently remain part of the countryside.

1.15 In respect of d) and e) these are not directly relevant to the application site. It is however relevant to note that the use of the existing golf course has ceased and this provides an opportunity to bring the land back into use. In this respect the proposal is considered consistent with Para 141 of the NPPF states: "Once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land."

1.16 Overall, it can be concluded that the proposal will not be inappropriate development in the Green Belt and will help make effective use of this currently unused site. Therefore, the test of very special circumstances is not applicable

Suitability of the site to accommodate a country park

1.17 CP5 seeks to retain existing recreational facilities and LP policy R6 sets out criteria relating to the introduction of specialist or organised sports and activities, including that such proposals should not adversely affect the character or amenities of the landscape, nearby uses or the locality in general, though for instance, noise or general disturbance that adequate parking is provided and that regard will be had to hours and frequency of use as well as access by public transport. The overall use of the site as a leisure / recreational use (Use Class D2) is established and this will not change though the focus of the sports undertaken on it will, with the loss of any golf related activities. Given the considerable number of alternative facilities within the local area, this is not considered to be an issue. The matters identified in Local Plan policy R6 will be considered in more detail below.

1.18 In principle, it is considered that the site is well located for the proposed use being accessible by a wide range of modes of transport, many of which are sustainable. The proposals will also further the aims of the Council's Community & Well Being Plan.

1.19 The Country Strategic Planning Policy Officer has questioned the viability of the use. However there is no requirement for the applicant to demonstrate that the proposed use is viable and indeed in itself the use of the land as a Country Park does not require planning permission.

2.0 Effect on Landscape Character, Visual Amenity and Rural Character

2.1 Core Strategy Policy CP9 seeks to ensure that landscape characteristics and biodiversity resources are conserved and enhanced by, amongst other things, not permitting development that would harm those features unless outweighed by the importance of the development; development should be informed by GI Plans and the Council's Landscape Character Assessments (LCA).

2.2 Local Plan Policies EP3 and EP4 seek to ensure that development makes positive use of the intrinsic qualities of a site, including topography, landscaping, does not adversely affect the character of the area, ensures that parking does not dominate and is compatible with existing adjoining uses. Appropriate hard and soft landscaping should be incorporated and proper provision for further maintenance made. These policies generally accord with the NPPF which states that decisions should contribute to conserving and enhancing the natural environment by recognising the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem services.

2.4 Although the site is located close to the built up area of Slough, it retains a very rural and relatively tranquil character. When within the site, the adjoining properties are not readily discernible as the site is very well screened by perimeter vegetation and much of the site is in any event, some distance from any

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properties. It is however, readily accessed by the public with two public footpaths crossing through it as noted above.

2.5 It is considered that the proposed use will, at least in some parts of the site, result in a considerable change to this current character. Whilst it is the case that the previous use of the site would have had an amount of general noise and disturbance from the activities associated with it, that was relatively low key and did not greatly affect the open rural character of the site, though the driving range and man-made fairways and other golf course features would have had some visual impact. The proposed uses are more wide ranging and likely to attract a greater number and variety of persons. Though the focus is on cycling related sports, the main elements of which would be located towards the eastern part of the site, the wider park with footpaths, trim trail and outdoor gym will be likely to attract a wide range of persons and groups.

2.6 The Council's Independent Landscape Consultant has raised a number of concerns regarding the applicant's LVIA and concludes that in many respects the impact of the proposed development has been underestimated. In particular, the significant landscape changes that will occur in the short term through tree loss and the complete re-modelling of the land will result in very significant changes that cannot be said to be completely compatible with the key characteristics and landscape typology (flat lowland topography) of the character area within which the site is located.

2.7 In terms of visual amenity, the proposal is likely to have an adverse impact in the short to medium term due to the very significant changes proposed in terms of tree loss and site re-modelling. In the long term the site will attain a mature landscape but the beneficial effect of this will take significantly longer to achieve than anticipated in the LVIA.

2.8 Much of the above change will not be readily discernible from outside the site due to the retention of the mature vegetation and trees on the site periphery. However, users of the public rights of way will have clear and close views of the site both during construction and once the site is up and running. The changes will be very significant, particularly in respect of the footpath that runs north-south through the site as it will be directly affected, though the route will not be diverted (except temporarily during construction). Persons using these paths will be likely to have a very different experience once the use is operational with the removal of the current relatively tranquil character of the site and its replacement with a more obviously active and busier use. However, it is not considered that the enjoyment of the use of the paths will be adversely affected as they would remain essentially rural routes.

2.9 Notwithstanding the above concerns, in the long term the site will attain a mature landscape albeit not one that totally reflects the wider character of the area due to the specific mounding and 'seasons clock' landscape theme design. Some views across the site will be affected and foreshortened by the proposed mounding. However, the character and appearance of the existing site has already been affected to a degree by the existing golf course use and its associated built elements.

2.10 Overall it is concluded that the open rural appearance of the site will be generally maintained and whilst there would be some adverse impacts in terms of increased activity and consequent effect on tranquillity and change to the visual appearance of the site, these impacts will not be significant and therefore of limited negative weight, and on balance the wider benefits of bring this unused site back into use are given weight.

3.0 Biodiversity and Green Infrastructure

3.1 Core Strategy Policy CP9 - seeking a net gain in biodiversity resource, maintaining existing ecological corridors. It also seeks the conservation, enhancement and net gain in local biodiversity resources within the Biodiversity Opportunity Areas and on other non-designated land maintaining existing ecological corridors and avoiding habitat fragmentation. The NPPF seeks to protect sites of biodiversity and to minimise impacts and provide net gains; para. 175 sets out criteria that should be considered in determining planning applications.

Classification: OFFICIAL

3.2 The Council's Ecology Consultant initially raised a number of concerns with regard to the extent of surveys and other information provided particularly in relation to Bats. In addition, concerns were raised that there are insufficient quiet and publicly inaccessible areas provided within the site that will provide suitable habitats.

3.3 Additional information has now been submitted and reviewed by the Ecology officer, and subject to a Construction Environmental Management Plan (Biodiversity) no objections are now raised.

4.0 Heritage

4.1 Core Strategy Policy CP8 seeks the protection and enhancement of the District's historic environment which it identifies as being of paramount importance. All new development should be of a high standard of design and make a positive contribution to the character of the surrounding area.

4.2 Whilst there are a number of heritage assets within the wider area, with the nearest being Stoke Place RPG located to the east of the site, none are considered to be either directly affected by the proposal or to be within their setting. As such the duties under s.66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 are not invoked. As noted by the Council's Historic Buildings Officer, the use of the site as a country park would retain the open character of the site and 'buffer' between the adjacent historic estates and the proposal would not be considered to have any detrimental harm to the setting of the surrounding heritage assets. Conditions are recommended in terms of boundary, access gates and lighting, these matters also link to the impact of the development in terms of openness and Green Belt.

4.3 Subject to the imposition of a condition as recommended, the significance of these heritage assets would be conserved.

5.0 Residential Amenity

5.1 Local Plan Policy EP3 seeks to ensure that development is in scale with its surroundings, including any buildings on site, and should not adversely affect the character or amenities of nearby properties.

5.2 There are relatively few residential properties that lie within close proximity of the site, the nearest being opposite the site entrance on Stoke Road and on the opposite side of Stoke Poges Lane at the far western end of the site and one immediately to the north of the site also along Stoke Poges Lane.

5.3 The proposal is likely to result in an increase in activities at the site and related movements (the highway safety effect of which is dealt with separately). Whilst these impacts will be discernible, it is considered that they are unlikely to be of such a scale as to result in significant adverse impacts. The site is relatively well enclosed and screened by the existing peripheral landscaping which will provide a reasonably effective visual buffer. The increased use of the main entrance off Stoke Road (B416) may result in some noticeable increased turning movements but in overall terms this will be acceptable.

5.4 As noted above, the proposal will also be likely to result in some increased noise levels and the need for lighting to serve the main community hub and parking as well as the cycle circuit. These will be low level, controlled by condition and therefore it will be possible to minimise any impact on these adjoining and nearby neighbours. It is of note that the properties to the north of the site, which already occupy very extensive grounds, are in the main screened by a wide belt of trees which is to be retained.

5.5 The area at the far northern end of the site is to be set out as a relatively quiet area, with no formal sporting activities, but as parkland with the pedestrian route running around its edges. The public footpath runs along the western boundary of this area and exits on to Fir Tree Avenue in the north-west corner. There is an existing property which is located close to the site boundary and which has clear views of it from upper floor windows due the lack of any significant boundary screening in this area. Additional appropriate screening can be secured through the detailed landscaping scheme. A relatively wide belt of trees screens the dwelling sited to the east.

5.6 It is concluded that whilst there will be noticeable effects of the increased use and activities on the site, these will not be to an unacceptable degree and where necessary, can be mitigated through conditions.

5.7 During construction there will be a considerable impact in terms of the construction traffic and work undertaken on site to import materials and re-grade land. Whilst it is acknowledged that there is likely to be disruption to the local highway network and impact in terms of construction taking place on site to residential properties in proximity to the site, this would not be a reason why planning permission could be withheld, and would only be a temporary impact while construction is on-going. However conditions can be imposed to seek to mitigate the impact through a Construction and Environmental Management Plan (CEMP). This will control such matters as noise, dust, debris and mud on the road. It will also secure a route for construction vehicles which as indicated above will be fairly significant in respect of the soil importation, and be carried out over a lengthy period. Notwithstanding this, outside of planning, environmental health legislation can also be used to address issues such as noise and disturbance and dust from construction through considerate construction management.

6.0 Accessibility, Parking and Highway Impact

6.1. Core Strategy Policy CP7 seeks to improve accessibility and ensure a safe and sustainable transport network with priority given to sustainable modes of transport. This will be achieved through focussing development that generates substantial movements in well served areas, encouraging safe and attractive improvements to pedestrian routes and cyclist routes and facilities, ensuring that the impact on the road network is minimised,

6.2 Local Plan policy TR5 indicates that regard will be had to the effect on safety, congestion and the environment of the increased use of an access.

6.3 Local Plan policy TR7 states that parking should be in accordance with standards set out in appendix to the plan. However, these standards pre-date the 2018, NPPF and do not take into account the up to date policies within it. In any event, in terms of D2, sport and recreational uses the SBDC policy states these are to be assessed individually and provision is to be made for the loading and unloading and parking of delivery vehicles and coaches.

6.4 The NPPF seeks the promotion of sustainable modes of transport and requires planning to ensure that development maximises the opportunities to do so appropriately. Para. 108 sets out the main tests for decision taking which includes that a safe and suitable access can be achieved and para. 109 states that 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 highway network would be severe.

Accessibility

6.5 The site is well located to serve the local population in the southern part of the district with ready access via footpaths and bridleways to the site. However, the existing footway on Stoke Road is on the eastern side with no dedicated crossing in the vicinity of the site. The proposal should promote and maximise the use of sustainable modes of transport as sought by national guidance in the NPPF which at para. 108 states that appropriate opportunities should be taken to take up such modes with priority given to cycling and walking (para. 110). The needs of disabled users should also be met and places should be safe, secure and attractive. The site is also reasonably well served by public transport with bus stops in close proximity along Stoke Road and Stoke Poges Lane. BCC has commented on the bus provision and that these provide a reasonably good service; it is also noted that the site lies around 1.1km from Slough station and that this is considered to be a reasonable walking distance.

6.6 It is noted that BCC Strategic Access Officer recommends the surfacing of Muddy Lane (which encompasses the bridleway) along its entirety – however, most of the PRoW is outside the site within the adjoining Council area (Slough Borough). It is not considered reasonable or necessary to the proposed development for the full extent of Muddy Lane to be surfaced. Were it not for the remodelling and mounding of the ground levels, the use as a Country Park would not in any event need planning permission. It is therefore considered an unreasonable requirement. The applicant has stated a willingness to surface the

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length within the application site as suggested. Routes within the site itself would be fully surfaced and accessible for all.

Parking & Access

6.7 As stated above, there is no specific parking standard for the type of development proposed. However, based on the numbers of visitors expected and that many of these will come by alternative means, it is considered that the proposed main parking for 70 cars plus 5 for mobility impaired would be sufficient to meet visitor demand. The proposal includes provision for overspill parking to cater for 'special events'. These could include use of the amphitheatre for event or school visits. A proportion of these spaces should provide for electrical charging points as sought by national policy.

6.8 In addition, the BCC parking guidance does state that "Safe and secure cycle parking is an important component in encouraging cycling. For new developments, BCC aims to ensure that developers make efficient use of land and promote sustainable travel choices." Given the sustainable location of the site and the opportunity to encourage people to make journeys by bicycle instead of the private car, it is considered that this also supports a higher provision of cycle parking at the site.

6.9 Coach parking for 'events' and groups visiting the site is shown to be located close to the site entrance in an area that could be difficult to turn into / out of and cause inconvenience to other users of the site. This element will need further consideration. All of the above matters can be dealt with via an appropriate condition to secure a fully detailed parking and turning layout.

6.10 The proposed improved main entrance off Stoke Road is considered acceptable to the highway authority subject to the imposition of conditions to ensure that the improvements, including off site highway works (provision of crossings) are carried out prior to first use. The new access off Stoke Poges Lane will require safety improvements, as set out in the BCC comments, and will also need to be the subject of condition.

Highway Impact

6.11 Local Plan policy TR10 states that development likely to generate heavy goods vehicle trips should not adversely affect the character or amenities of nearby properties through noise, vibration, disturbance or visual intrusion, and should have a suitable access onto the highway network. As highlighted by BCC the development will have a significant impact on the highway network during construction due to the number of heavy goods vehicles that will be generated in respect of the movement of materials to build up the site and create the feature mounds.

6.12 Construction traffic – Bucks County Council Highways has not raised an objection in principle to the details as submitted, but recommends that a detailed CEMP is submitted for approval.

6.13 Operational traffic - Bucks County Council Highways confirms that the applicant assessment of traffic flows appears to be broadly correct and that this will result in an intensification of the use of the access in the region of 157 movements with the majority of movements at the weekend and at off peak hours. The anticipated levels of traffic movements can be safely accommodated on the highway network with the site access working well within its capacity with minimal queuing and delay.

6.14 Overall, it can be concluded that the proposal will be acceptable in these regards, subject to the imposition of appropriate and necessary conditions.

7.0 Air Quality.

7.1 Paragraph 181 of the NPPF states that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of AQMA and Clean Air Zones. Opportunities to improve air quality and or mitigate impacts should be identified.

Classification: OFFICIAL

7.2 The District Strategic Environment Team has commented that the impact of HGVs on air quality during construction has not been fully considered and evidence is required that the impact on the sensitive receptors of the proposed route has been assessed. However information has been submitted and comments have been received from the District Strategic Environment Team confirming that this can be dealt with by of conditions.

8.0 Drainage / Flood Risk.

8.1 The NPPF requires the planning system to support the transition to a low carbon future taking full account of flood risk and improve resilience.

8.2 As set out in the responses an objection has been made on the basis that there is insufficient information to support the use of infiltration techniques for a sustainable drainage system. The applicant has since responded to the concerns raised and further information has been provided and discussions taken place. This has resulted in the LLFA being satisfied that a suitable pre-commencement condition will be appropriate to require full details of a scheme to be submitted and approved.

9.0 Designing to Reduce Crime.

9.1 Policy EP6 of the Local Plan makes it clear that development should be designed and laid out to reduce the opportunity for crime against both people and property. In particular it states that developments should ensure that areas to which the public have easy access are overlooked for security reasons and incorporate the provision of facilities which would discourage crime. Core Strategy policy CP8 states that development proposals will be expected to accord with Secured by Design principles to achieve crime prevention, reduce the fear of crime and improve other aspects of community safety.

9.2 The applicant has had regard to these principles and has incorporated features to minimise any issues. The park would be open 24 hours a day all year, with the exception of the community hub and the cycle track would be locked when not in use. The parking equipment has been designed for outdoor / accessible use and would be resilient to vandalism. A site warden / parking attendant is intended to visit the site with vehicle access inhibited outside operational hours and building mounted security lighting provided.

9.3 Overall, given the public nature of the use, it is considered that such measures would be appropriate and sufficient to ensure safety and security.

10.0 Sustainable Energy.

10.1 Core Policy CP12 of the Core Strategy states that energy efficiency and use of renewable / low carbon energy will be promoted and encouraged in all development. Core Policy 13 seeks to ensure that best practice is used in the sustainable design and construction of development. This accords with the general policies of the NPPF which encourages the reuse of resources and supports renewable and low carbon energy.

10.2 The proposal does not contain specific information which deals with the matter (renewable energy) but there is the potential for appropriate features to be included within the overall design of the park and its facilities; in particular, the use of renewal energy could be used for the community hub and associated areas. The use of SUDs and other sustainable construction techniques (e.g. rainwater harvesting) will be employed.

10.3 An appropriate condition could be imposed to seek details for approval and implementation as part of the development.

11. Healthy Communities

11.1 Core Policy 5 supports the retention of existing sports and recreation facilities recognising their vital role in enhancing people's quality of life and for promoting healthy living and social inclusion. This is entirely consistent with the NPPF which in promoting healthy and safe communities seeks places that promote social interaction, and enable and support healthy lifestyles.

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11.2 The proposal will be fully in accordance with these policies and their aims and objectives. As indicated above, the proposal is fully in line with the aims and objectives of the Council's wellbeing plan for the community and will bring forward a specific project identified as part of that. Whilst providing for enhanced and fairly unique facilities for specific sports aimed at certain users, it will also provide enhanced general public access to a wide range of facilities which can be used and enjoyed by many. It will encourage visitors to the area and facilitate access by a range of sustainable modes, which in itself will contribute to healthy living and well being, resulting in further gains through social interaction and inclusion.

11.3 Overall, the proposal will contribute very significantly to these aims and objectives, providing a high quality facility to be enjoyed by residents in the local and wider area, and will make effective use of the existing unused site.

12.0 CONCLUSION

12.1 The application has been assessed against the NPPF, (Revised July 2018) NPPG and Development Plan and whether the proposals deliver sustainable development. Overall it is considered that it will contribute to all objectives, economic, social and environmental.

12.2 It is concluded that the proposal will not be inappropriate development in the Green Belt as it will preserve Green Belt openness and not conflict with its purposes.

12.3 There are some concerns with regard to the assessment and findings of the LVIA, and it is considered that the effects on landscape character and visual impact have been significantly under estimated, particularly during construction and in respect of the time over which the site will gain landscape maturity. However, under the planning legislation the Council cannot reasonably raise objections to the development due to the disruption caused during the remodelling of the site. Whilst the proposed landscape strategy of 'times / seasons' and associated re-modelling of the land is not entirely in keeping with the key characteristic of 'flat lowland type', the proposal would introduce an interesting and unique landscape, suited to the proposed recreational and sports use. On balance, the overall impact is considered to be acceptable subject to the imposition of necessary conditions to secure long term management of the landscape and green infrastructure.

12.4 Bucks County Council Highways have no objection to the development, subject to conditions to secure appropriate access and off site highway works to facilitate pedestrian access and to secure a Construction Environmental Management Plan (CEMP) to control the effects of construction related impacts. Similarly in terms of issues raised by Environmental Health Officers relating to hours of operation and air quality as a result of the construction traffic, again these are matters which can be taken into account as part of the CEMP, they do not relate directly to the development that is the subject of the application, more the process of the construction. In terms of the importation of materials to construct the mounds, the application has been submitted on the basis that this is not a waste operation and that materials will follow meet CL:AIRE protocol any deviation as a waste operation would require a further planning application and an informative is recommended to remind the applicant of this.

12.5 The increased use and activities associated with the proposal have the potential to have some degree of impact on neighbours and the locality in general. Potentially resulting in a higher level of noise and general disturbance, with particular impact on some neighbours adjoining the northern part of the site and located opposite the site entrance. However, effective screening is provided by existing trees in part and overall these impacts are not considered to result in any significantly adverse impacts and can be satisfactorily mitigated through measures to be secured via condition.

12.6 The proposal will have a number of significant benefits for the health and well being of the local and wider population. It will also provide for enhancement for specialist sports as well as providing for a wide range of users and participants of all ages. The sites sustainable location will further encourage healthy living by promoting access via walking and cycling.

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12.7 Overall, it is concluded that the proposal will be in accordance with the policies of the development plan and national policies in the NPPF. Whilst there are a number of matters that will require approval through the imposition of conditions, none of these matters are considered to be fundamental to the acceptability of the scheme.

Working with the applicant

In accordance with Section 4 National Planning Policy Framework, the Council, in dealing with this application, has worked in a positive and proactive way with the Applicant / Agent and has focused on seeking solutions to the issues arising from the development proposal.

South Bucks District Council works with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service,
- updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions.

In this case, South Bucks District Council has considered the details as submitted which were considered acceptable.

The following recommendation is made having regard to the above and also to the content of the Human Rights Act 1998.

RECOMMENDATION: Conditional permission

Subject to the following conditions:-

1. The development to which this permission relates must be begun before the expiration of three years from the date of this permission.

Reason: To prevent the accumulation of unimplemented planning permissions, to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 (1) of the Town & Country Planning Act 1990, as amended.

2. **Prior to commencement of the development a Construction Environmental Management Plan (Construction Traffic) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Council's Environmental Health Officers) and County Highway Authority. The Plan shall include details of:**

- **Details of construction phasing, including timescales and hours;**
- **Details of construction compound siting and layout;**
- **Details of public notices to be displayed in advance of works**
- **Construction access;**
- **Management and timing of deliveries;**
- **Routing of construction traffic;**
- **Vehicle parking for site operatives and visitors;**
- **Loading/off-loading and turning areas;**
- **Site compound;**
- **Storage of materials;**
- **Proposed mitigation for dust**
- **Proposed mitigation for noise;**
- **Recording of complaints and measure to identify cause and to take appropriate measure to reduce emissions**
- **How compliance with be monitored, including site inspections and there recording of compliance matters**
- **Precautions to prevent the deposit of mud and debris on the adjacent highway.**

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The development hereby permitted shall thereafter be carried out in accordance with the approved Construction Management Plan.

Reason: To minimise danger and inconvenience to highway users and to comply with Local Plan Policy EP3 having regard to the amenity of residents.

3. **Prior to the commencement of the Development a Surface Water Drainage Scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved by the Local Planning Authority in consultation with the Lead Local Flood Authority.**

The Surface Water Drainage Scheme shall subsequently be implemented in accordance with the approved details in accordance with the timeframe set out in the approved Scheme.

The Scheme shall also include:

Demonstrate that water quality, ecological and amenity benefits have been considered

- **Full construction details of all SuDS and drainage components**
- **Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components**
- **Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.**
- **Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance**
- **Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.**
 - **Flow depth**
 - **Flow volume**
 - **Flow velocity**
 - **Flow direction**
 -

Reason: To ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with the provisions of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

4. **Prior to the Country Park being first brought into use, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme.**

Reason: To ensure the Sustainable Drainage System is designed to the technical standards having regard to the need to manage flood risk.

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

- a) **Risk assessment of potentially damaging construction activities;**
- b) **Identification of any required "biodiversity protection zones";**
- c) **Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts on biodiversity during construction (may be provided as a set of method statements) and biosecurity protocols;**
- d) **The location and timing of sensitive works to avoid harm to biodiversity features;**

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- e) **Contingency/emergence measures for accidents and unexpected events, along with remedial measures;**
- f) **Responsible persons and lines of communication;**
- g) **The role and responsibilities on site of a qualified ecological clerk of works (ECoW) or similarly competent person, and times and activities during construction when they need to be present to oversee works;**
- h) **Measures for removal of invasive species within the site (Japanese Knotweed); and**
- i) **Use of protective fences, exclusion barriers and warning signs;**

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

Reason: In the interests of improving biodiversity in accordance with NPPF and Policy CP9 of the South Bucks Core Strategy and to ensure the survival of protected and notable species protected by legislation that may otherwise be affected by the development.

6. Prior to the Country Park being first brought into use, notwithstanding the information submitted with the application a Landscape and Ecological Management Plan (LEMP) (including a timetable for the implementation of the scheme) shall be submitted to, and be approved in writing by the Local Planning Authority.

The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed within the site;
- b) Ecological trends and constraints on site that might influence management;
- c) Aims and objectives of management;
- d) Appropriate management options for achieving aims and objectives;
- e) Prescriptions for management actions;
- f) Preparation of a work schedule;
- g) Details of the body or organization responsible for implementation of the plan; and
- h) Ongoing monitoring and remedial measures.
- i)

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

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

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

Reason: In the interests of improving biodiversity in accordance with NPPF and Policy CP9 of the South Bucks Core Strategy of the Chiltern District Core Strategy and to ensure the survival of protected and notable species protected by legislation that may otherwise be affected by the development.

7. **Prior to the commencement of the Development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), A detailed scheme of ecological enhancements (including a timetable for the implementation of the scheme) shall be provided to and approved in writing by the Local Planning Authority. The scheme will outline the specifications, locations and management of new features including, but not limited to, bat and bird roost boxes, dedicated reptile and amphibian hibernacula, deadwood habitat for saproxylic invertebrates, planting for the benefit of wildlife and hedgehog domes. The approved plan will be implemented in accordance with the approved details and timescales.**

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Reason: In the interests of improving biodiversity in accordance with NPPF and policy 24 of the Chiltern District Core Strategy and to ensure the survival of protected and notable species protected by legislation that may otherwise be affected by the development.

- 8 **Prior to the commencement of the Development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with the potential contamination of the site arising from its former use shall each be submitted to and approved, in writing, by the local planning authority:**
- a) **A preliminary risk assessment which has identified:**
 - **all previous uses**
 - **potential contaminants associated with those uses**
 - **a conceptual model of the site indicating sources, pathways and receptors**
 - **potentially unacceptable risks arising from contamination at the site.**
 - b) **A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments.**
 - c) **The site investigation results and the detailed risk assessment (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.**
 - d) **A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.**

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

9. Following completion of measures identified in the approved remediation scheme and prior to the Country Park being brought into use, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

10. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 1, which is subject to the approval in

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writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 1.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 11 Prior to the commencement of the Development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a programme of archaeological work including a Written Scheme of Investigation shall have been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:**

- a) **The programme and methodology of site investigation and recording**
- b) **The programme for post investigation assessment**
- c) **Provision to be made for analysis of the site investigation and recording**
- d) **Provision to be made for publication and dissemination of the analysis and records of the site investigation**
- e) **Provision to be made for archive deposition of the analysis and records of the site investigation**

The development shall take place in accordance with the Written Scheme of Investigation and the Country Park shall not be brought into use until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation.

- 12. Prior to the commencement of the Development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), notwithstanding details submitted with this application, details of the following off site works shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.**

Stoke Road access works:

- **a revised scheme for a pedestrian crossing point.**
- **a section of footway between the new crossing point and the site access**
- **modifications to the site access point including the widening of the bellmouth and white lining.**

Stoke Poges Lane access works:

- **a new pedestrian/cycle access on Stoke Poges lane**

The Country Park shall not be brought into use until the off-site works described above have been designed and constructed in accordance with the approved details.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to encourage the use of sustainable modes of transport.

- 13 Notwithstanding the car-parking details indicated on the submitted plans, prior to the Country Park being first brought into use, parking (including over-flow parking), manoeuvring and turning areas for all vehicles, including cars, cycles, motorcycles and coaches / minibuses shall be fully laid out /surfaced, in accordance with details which shall have previously been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.**

These details shall include the following:

- **Identification of parking spaces with electrical charging points**
- **Parking and turning areas for coach parking for at least 2 Coaches**
- **Provision of at least 75 cycles spaces**

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These areas shall thereafter be permanently maintained in accordance with the approved details for this purpose

Reason: In order to influence modal choice and to reduce single occupancy private car journeys and comply with national and local transport policy. Further the location of the coach car parking in particular is unsatisfactory and as such the car parking layout will need to be revised to enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway. (Policy TR7 of the South Bucks District Local Plan (adopted March 1999) refers).

14. A fully detailed landscaping scheme / strategy shall be implemented in accordance with a timetable and details which shall have first been submitted to and approved in writing by the Local Planning. The scheme shall include the following

- indications of all existing trees and hedgerows on the land, with details of those to be retained, and those to be felled being clearly specified, with particular attention to site boundaries.
- Details of proposed planting heights, spacing and species.
- Details of the phasing / timing of the planting which shall include the provision of structural areas early in the development
- Details of maintenance and management of the landscaping to ensure that it is maintained over the lifetime of the development.

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

Reason: In the interests of the character and appearance of the locality and to maintain the visual amenity of the area. (Policy EP4 of the South Bucks District Local Plan (adopted March 1999) refers) and having regard to amenity of nearby residential properties.

15. **Prior to the commencement of the Development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), notwithstanding details submitted with this application, a tree constraints plan and method statement (in accordance with British Standard 5837:2012 'Trees in relation to design, demolition and construction' (or any replacement thereof or EU equivalent)) shall be submitted to and approved by the District Planning Authority in writing. The method statement shall provide, as required, details of a no dig driveway; phasing of demolition and construction operations; siting of work huts and contractor parking; areas for the storage of materials and the siting of skips and working spaces; the erection of scaffolding. Protective fencing detailed in the method statement shall consist of a vertical and horizontal scaffold framework, braced to resist impacts, with vertical tubes spaced at a maximum level of 3m. On to this, weldmesh panels shall be securely fixed with wire scaffold clamps. The fencing shall be erected to protect existing trees and other vegetation during construction and shall conform to British Standard 5837:2005 'Trees in Relation to Construction' or any replacement thereof or EU equivalent. The approved fencing shall be erected prior to the commencement of any works or development on the site including any works of demolition. The approved fencing shall be retained and maintained until all building, engineering or other operations have been completed.**

Reason: To ensure that the crowns, boles and root systems of the shrubs, trees and hedgerows of those to be retained, in particular along site boundaries are not damaged during the period of construction and in the long term interests of local amenities. (Policies EP3 and EP4 of the South Bucks District Local Plan (adopted March 1999) refer.)

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16. Prior to the installation of all hard-surfaced cycle tracks / roadways / footways and amenity areas within the application site and the central Amphitheatre full details of all materials to be used on the hard-surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority. These shall include the following:

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

Reason: In the interests of the rural character and visual amenity of the area.

17. The exterior of the "Community Hub" building shall only be constructed in the materials which shall previously have been approved in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the development is not detrimental to the character of the locality.

18. Notwithstanding details shown on the plans hereby approved or the provisions Article 3(1) of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) relating to development within Class A of Part 2 of Schedule 2 to the said Order, prior to erecting any fencing or other means of enclosure on the application SITE details shall have first been submitted to and approved in writing by the Local Planning Authority. The fencing or other means of enclosure shall thereafter be retained in accordance with the approved details

Reason: In order that the Local Planning Authority can properly consider the position of fencing or other means of enclosure having regard to the visual amenity of the locality and revised re-contouring of the land. The position of some of the fencing as shown on the SUBMITTED PLANS may appear unduly prominent having regard to the new landscape to the detriment of the open and rural character and as such the Local Planning Authority wishes to ensure the appearance and location is not unduly prominent.

19. The proposed café to be introduced within the Community Hub building shall not be brought into operation until suitable ventilation and filtration equipment has been installed to suppress and disperse odour in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority. The equipment shall be effectively operated and maintained in accordance with manufacturer's instructions and in accordance with the approved details for as long as the cafe use continues.

Reason: To ensure that unsatisfactory cooking odours outside the premises are minimised and to ensure that any external apparatus does not detract from the visual appearance of the community hub building.

20. The proposed café to be introduced within Community Hub building shall not be brought into operation until designated external bin storage / recycling area has been provided in accordance with details that shall have first been submitted to and approved by the Local Planning Authority. These details shall include a floor to the bin storage area which must be constructed of a material that allows for cleaning in order to prevent pests and surrounding fencing to minimise the risk of access by pests.

Reason: To provide for appropriate refuse and recycling and to prevent pest infestations in the interest of protecting the amenity.

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

Reason: In the interest of visual amenity of the locality mindful of the location within the Green Belt and nearby residential properties.

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

LIST OF APPROVED PLANS

<u>Plan Reference</u>	<u>Date received by District Planning Authority</u>
17/0065 – 01 Site location plan	20.06.2018
17/0065-000C Masterplan revision C	20.06.2018
17-0065-003E Masterplan Revision E (with contours)	15.08.2018
17-0065-004B Cross sections	20.06.2018
17-0065-005A Contour / Heights plan	20.06.2018
17-0065 – 006 Landscape and Habitat Creation	20.06.2018
17-0065-007A Toddler play area	20.06.2018
17-0065-008A Green gym and trail	20.06.2018
17-0065-009A Alternative play area	20.06.2018
17-0065-010A Tree Removal around the car park and community hub area	20.06.2018
17-0065-011A Sensory Garden	20.06.2018
17-0065-012 Layout Sheet 1:2500	20.06.2018
17-0065-013 Existing Building	20.06.2018
17-0065-014 Amphitheatre	20.06.2018
17/0065 D1 Proposed Community Hub Building	20.06.2018
S622/04 Proposed shared cycleway visibility splay (Stoke Road)	20.06.2018
S622/05 Proposed shared cycleway visibility splay (Stoke Poges Lane)	20.06.2018

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S622/07 Proposed site access	20.06.2018
NVA_TPP_01 Tree Protection Plan	20.06.2018

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

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

INFORMATIVES:

1. INFORMATIVE - For the avoidance of any doubt this application has been assessed on the basis that the materials to be brought on to the site in order to carry out the regrading and contouring of the land are not "waste". The applicant's attention is however drawn to the following information:

Environmental Permitting (England & Wales) Regulations 2016

Under the provisions of the Environmental Permitting (England & Wales) Regulations 2016, where waste is to be used, treated, stored or disposed of on a site; an Environmental Permit or an exemption is required. The Environmental Permitting Regulations do not apply where it can be demonstrated that the material is not waste. To demonstrate that material is not waste, it must be shown that the material is suitable for use (not a risk to human health or the environment), that it will actually be used and that a defined amount of material will be used and no more.

Waste can only be used on the site where it has been generated or on another site if:

- an Environmental Permit is in place (authorising the use of waste);
- an exemption is in place (exempts use of waste);
- is used in compliance with the CL:AIRE Definition of Waste Code of Practice (demonstrating material is no longer waste);
- has been manufactured in accordance with the WRAP Protocol (demonstrating material is no longer waste).

The applicant should contact the Environment Agency to discuss whether an Environmental Permit is required.

CL:AIRE Definition of Waste: Code of Practice

The CL:AIRE Definition of Waste: Code of Practice provides operators with a framework for determining whether or not excavated material arising from a site during remediation and/or land development works are waste or have ceased to be waste.

Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution;
- treated materials can be transferred between sites as part of a hub and cluster project;
- some naturally occurring clean material can be transferred directly between sites.

Where material is demonstrated not to be waste and is to be used on a site under the CL:AIRE Definition of Waste Code of Practice, a declaration is made to CL:AIRE and the Environment Agency are notified.

Information for Developers and guidance documents can be found online at http://www.southbucks.gov.uk/information_for_developers

2. INFORMATIVE: The applicant is advised that this permission shall not be deemed to confer any right to obstruct the public bridleway STP/1/1 or Footpath STP/2/1 which cross the site which shall be kept open and unobstructed unless legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990, or temporarily closed by Traffic Regulation Order under Section 14 Road Traffic Regulation Act 1984.

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The applicant is also advised that advisory signs denoting the presence of the public footpath or bridleway crossing the site are required. Please contact the Rights of Way Officer at the County Council in this respect. Tel (01296) 382171

3. INFORMATIVE: The applicant is advised that the off-site works will need to be constructed under a section 278 of the Highways Act legal agreement. This agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 8 weeks is required to draw up the agreement following the receipt by the Highway Authority of a completed Section 278 application form. Please contact the Transport Development Management Section at the following address for information:-

Transport For Buckinghamshire- Transport Development Management
9th Floor, County Hall
Walton Street, Aylesbury,
Buckinghamshire
HP20 1UY
Telephone 0845 2302882

4. INFORMATIVE: The applicant is advised that:
It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.

5. INFORMATIVE: The applicant is advised that due to the presence of Cadent and/or National Grid apparatus in the proximity of the application site, the applicant should contact Cadent Gas Ltd prior to any works commencing on site. The apparatus that has been identified as being in the vicinity of the proposed works is:
Low or medium pressure (below 2 bar) gas pipes and associated equipment (as a result it is highly likely that there are gas services and associated apparatus in the vicinity)
The applicant is advised to contact Cadent at plantprotection@cadentgas.com prior to carrying out work

6. INFORMATIVE - It is the responsibility of the developer/applicant to ensure that the development proceeds in accordance with the approved details and in compliance with any conditions on the planning permission. The condition(s) on this planning permission that appear in bold text are known as conditions precedent. These are conditions which require compliance before any development whatsoever starts on site. Where conditions precedents have not been complied with any development purporting to benefit from the planning permission may be unauthorised and a breach of planning control. The Development Control section will not normally approve details required by a condition precedent retrospectively. A new planning application will usually be required under these circumstances.

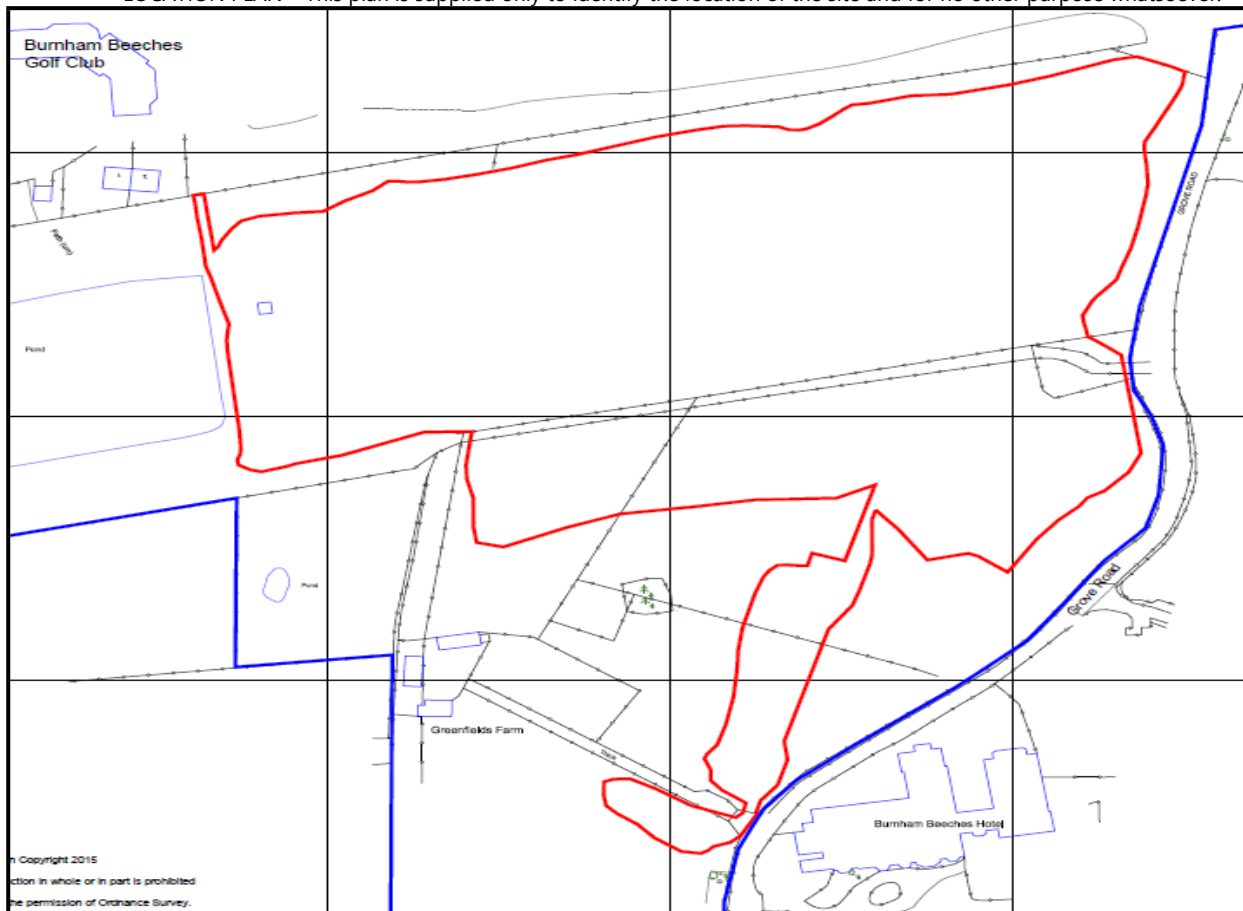
Conditions precedent must be formally confirmed as being complied with by the Local Planning Authority prior to commencement of work. Formal discharge/compliance may also be required for other conditions. Any requests for the discharge/compliance of conditions must be submitted to the District Planning Authority in writing. Each such written request to discharge/compliance any conditions will require payment of a separate fee.

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PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 7th November 2018**Parish:** Burnham Parish

Reference No:	PL/18/2406/FA
Proposal:	Proposed redesign of the existing Practice Ground Outfield and adjacent Pastureland to include ground re-modelling, enhanced landscaping and biodiversity improvements
Location:	Burnham Beeches Golf Club, Green Lane, Burnham, Buckinghamshire, SL1 8EG
Applicant:	Burnham Beeches Golf Club
Agent:	Landor Planning Consultants Ltd
Date Valid Appl Recd:	13 July 2018
Recommendation:	PER
Case Officer:	Shane O'Donnell

LOCATION PLAN – This plan is supplied only to identify the location of the site and for no other purpose whatsoever.



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NOT TO SCALE

Classification: OFFICIAL

REASON FOR PLANNING COMMITTEE CONSIDERATION

This application has been reported to Planning Committee because it is a major application and the Parish has raised a material objection.

Due to the size and scale of this application it is considered that value would be added to the decision making process if **MEMBERS** were to carry out a **SITE VISIT** prior to their determination of this application

SITE LOCATION

The application site comprises Burnham Beeches Golf Club, an 18 hole golf facility with an existing clubhouse. The site is within the Green Belt and is accessed via Green lane. There are neighbouring residential dwellings on the opposite side of Green Lane and the Burnham Beeches SSSI is located to the north of the site.

THE APPLICATION

Planning permission is sought for the redesign of the existing outdoor practice ground and adjacent pasture in order to improve the existing practice facilities in terms of safety and usability as well as improving the productivity of the adjacent agricultural lane.

The proposed remodelling of the ground area would include the following works and goals:

- re-contouring of the land to raise levels adjacent to the southern boundary as well as raising up the adjoining farmland in order to improve safety and agricultural productivity.
- Reorientation of the tees in order to redirect played balls and improve safety.
- Improved irrigation and drainage of the practice field in order to avoid waterlogging.
- Enhanced landscaping and bio-diversity improvements.
- The proposed access to the site and parking facilities would remain unchanged.

RELEVANT PLANNING HISTORY

17/01560/FUL - Replacement outbuilding. Conditional Permission

95/00921/FUL - Demolition of existing and erection of new hut. Conditional Permission.

TOWN/PARISH COUNCIL

Objection:

There were concerns that some of the materials used could be contaminated and therefore should be assessed beforehand. Furthermore, the routes specified for the transportation of materials were also questioned, as they would lead to a significant increase in traffic along narrow roads, and increased debris, noise, vibration, and general pollution. This would all adversely affect the surrounding residents. The Committee strongly recommended that the highway authority reviewed the application as there were several matters they would be able to advise on to minimise the detrimental impact of the development.

However, the Committee agreed that the following conditions be imposed and monitored, should the District Council be minded to approve the planning application: restrict the hours that lorries would operate, to minimise their impact; vehicles transporting materials should be fully covered, to prevent the spread of anything they may be carrying, and vehicles exiting the development should be cleaned beforehand for the same reason. The Committee also felt that a contribution from the applicant should be made through a Section 278 agreement with the District Council, to offset the negative elements of the development. This would be for improvements to the road network, footways, and street lighting in the immediate vicinity of the site.

REPRESENTATIONS

There have been 6 letters of objections/concern from neighbouring properties summarised as follows:

- Some of the proposed accesses will lead to a detrimental impact on neighbouring properties.
- The concerns over safety from stray golf balls are over-stated.
- Mitigation of the impact of dust should be conditioned.

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- Wheel washing should be conditioned.
- The number of HGV movements required would result in unnecessary traffic and deterioration of road conditions.
- Concerns over how rubbish area will be managed.
- The routing of this amount of HGV vehicles onto rural roads is contrary to policy.
- Noise disruption from the creation of the driving range.
- Disruption to local residents from operations of the driving range.
- Driving range contrary to Green Belt policy.
- Concern over use of Grove Road.
- Concern over HGV operation hours.
- Request for section 106 agreement to enable financial contributions to the local highway network
- Request for preferred HGV route.
- Request for controlling and monitoring access to the site.
- Request for temporary tarmac on Chandler's Field.

CONSULTATIONS

Buckinghamshire County Highway Authority:

No objection subject to condition:

Green Lane is an unclassified road subject to a speed restriction of 30mph. Proposals include the redesign on the existing practice ground with associated ground re-modelling.

It is my understanding that the site currently has a practice ground as part of the existing golf facilities, with the proposals seeking to provide an enhanced and improved facility for existing members to use. As this is the case, I do not consider that the site would be subject to a material increase in movements once completed.

However, whilst this is the case, I note that the construction period would require the importation of 103,000m² of inert material over a period of six months, which would require the use of a significant number of HGV movements over the course of the construction period. Whilst I note that details have been submitted in the Transport Statement (TS) with regard to routeing and number of HGV movements per day during the construction period, this could all be dealt with as part of a Construction Management Plan. For clarity, the Highway Authority would require all deliveries to be made between the hours of 10am - 4pm, in order to avoid the network peak hours.

As part of the Transport Statement, the applicant has put forward two potential routes in which vehicles could use to and from the site. Figure 4.1 shows a route from the south of the site, off of the M4. However, this route does not take into consideration the height and weight restriction on Huntercombe Lane South by way of a railway bridge. An alternative route has been suggested, which shows a potential route to the site from the M40 to the north. This route would appear to utilise the A355 Beaconsfield Road at the Services junction, before travelling south towards Slough. This route would also impact on Sloughs highway network, and as such I trust that they will have been consulted as part of the proposals.

Grove Road would be utilised to access the site during the construction period of the site. This road would also serve Burnham Beeches Hotel and a commercial flower business, and as such would already be expected to cater for vehicle movements by larger vehicles. The Highway Authority would have concerns as to the suitability of this road for construction vehicles; however given that there appears to be room within the existing highway verge for the applicant to provide temporary passing places, and that mitigation measures have also been provided, including the provision of 'give-way' signs along the construction route, I consider that the proposed route is generally suitable in this instance for the temporary period in avoidance of network peaks, with the site having no other suitable alternative options for the routeing of construction vehicles.

County SUDS Team:

No objection subject to condition.

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Council's Ecology Consultant:
No Objection

I have reviewed the ecological assessments undertaken by EBS (Preliminary Ecological Appraisal, Great Crested Newt Presence Survey and Reptile Survey - Population Assessment, May 2018) and am satisfied that the potential presence of protected species has been given due regard. Overall the impacts of the proposals on protected species are considered low. If minded to approve please include the following condition to provide details of ecological enhancements and achieve an overall net gain in biodiversity.

Council's Arboriculturist Officer: No objection subject to conditions:
'A Tree Preservation Order covers a number of trees within the site known as no.3, 1951. It would appear from the submitted Arboricultural Method Statement (paragraph 10.2) that none of these trees are to be removed. I have reviewed the landscape appraisal photographs and submitted tree report with tree protection plan by Challice Consulting Ltd (13 June 2018). The revised report (rev 2) appears to be a fair representation on the quality of trees on site and clearly illustrates arboricultural implications to be considered (paragraph 3.1) which includes tree removal and protection measures for all retained tree'.

District Strategic Environmental Team:
No objection subject to condition.

County Planning Policy Team:
"BCC as a statutory Authority has an influencing role over County wide strategic planning matters with each of the Districts within Buckinghamshire and nearby local authorities as part of the duty to co-operate (Localism Act 2011) and a public health obligation to safeguard social, economic and environmental wellbeing of the Buckinghamshire.

The proposal would involve importation of 103,000 m³ of inert waste. Currently, as stated by the applicant, the source of waste is unknown and we therefore unable to comment in relation to appropriateness of the use of the waste and if the use of the waste is Best Practicable Environmental Option for the waste stream used for the project. The proposal would potentially divert inert waste material needed for the restoration of quarries in the area. It is also noted that Chiltern and South Bucks Districts in their representation to the draft Buckinghamshire Minerals and Waste Local Plan raised concerns over lack of inert material which is necessary to complete the restoration of the existing extraction sites. Concerns were raised over shortage of fill material available for sites restoration

We would like to bring to your attention policy CS22 of the Minerals and Waste Core Strategy which requires minerals and waste proposal to be sustainable and minimise the distance materials are transported by road by transporting them in more suitable way. The 103,000 m³ will generate significant amount of HGV movements.

We do acknowledge that the intention is to use recovered material however the potential multiple source sites increases the risks of waste material being disposed of at the golf course. The material to be disposed of is understood to undergo a recovery process. The recovery process should happen on an EA licenced facility and not at application site, and the applicant should provide details of the operator/s and destination of waste. The Appendix 1 suggests that the materials will be sourced from sites as close as possible to the golf club but no detail is being provided. No details of the facilities where the recovery operation will take place are provided. BCC is not satisfactory assured that the material would meet the appropriate CLAIRE standard. If this is not met the deposited material would still fall within waste category.

To ensure that the material deposited on site no longer constitutes waste we would request that the Material Management Plan is secured via a condition, details of the proposed 'recovery sites' are provided prior the development takes place and the soils are tested throughout the development before entering the application site to ensure that the material deposited does not constitutes waste".

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(OFFICER NOTE: The application has been submitted to South Bucks District Council as the relevant planning authority on the basis that the materials being brought onto the site do not fall to be considered as "waste". If the materials brought on to the site did not meet the appropriate CLAIRE standard, then the development would not be in accordance with the terms of the permission which is sought, as such it is not considered appropriate to control this by way of a condition, but in the event that planning permission is granted an informative is recommended to draw to the applicants attention that any importation of waste would not be in accordance with the terms of this permission and would be in breach of planning control. A further full application would be required).

POLICIES

National Planning Policy Framework (NPPF) (2018)

South Bucks District Local Plan (adopted March 1999) (Saved Policies) - GB1, EP3, EP4, EP5, R9, TR5 and TR7.

South Bucks Local Development Framework Core Strategy (adopted February 2011) -CP8, CP9 and CP13.

EVALUATION

Development of facilities and the use on site

1. The current golf club has a developed clubhouse and club pro shop and many of the elements necessary to attract and keep members. However, a key element of providing adequate facilities for members and guests is a separated practice facility. Currently on site, the practice facility is poorly orientated and contoured and prone to flooding. The proposed development is therefore an attempt to address this shortcoming. While the proposed practice facility is primarily for the use of members, it is put forward by the applicant that an improved practice facility is a key element in recruiting and retaining members therefore improving the sustainability of the leisure use on site with proposed additional benefits to the surrounding landscape and ecology.

2. While it is accepted that the proposed remodelling of the practice area would improve the facilities on site, the golfing experience of users, and support the development of the leisure business on site, these gains along with any other additional planning gains must be weighed against concerns regarding the impact of the proposed remodelling and reconfiguration on the Green Belt, Landscaping, Ecology, and Transport which is assessed below.

Green Belt

3. Paragraph 145 of the NPPF, bullet point b) allows for 'provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it'.

4. Local Plan policies R9 and R10 relate to golf courses and driving ranges respectively, and support the principle of facilities for outdoor sport and recreation provided that the works/development would preserve the openness of the Green Belt.

5. The proposed development would also include the importation of materials on site and the re-contouring of the landscape. Paragraph 146 of the National Planning Policy Framework (2018) states that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. This includes engineering operations.

6. The proposed development would be in support of an outdoor recreational facility however the proposal would include the importation of large amounts of inert materials and reshaping of the landscaping. Therefore considering the proposal as an 'engineering operation' it is necessary to assess whether the proposed development preserves the openness of the Green Belt and the purposes of including land within it.

7. A Landscape and Visual Appraisal was submitted as part of the application and it was observed on the officer's site visit that the existing landscape contains significant contours and it is considered that the proposed development would reshape and re-profile these contours rather than introduce bulk and mass to

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a flat landscape. Therefore, it is considered that the proposed development would preserve the openness of the Green Belt and would not conflict with its purposes.

8. The proposed remodelling in terms of the gradient change on site is considered to have a marginal impact on the openness of the Green Belt. The proposed physical alterations would also support an appropriate use within the Green Belt which would fully accord with the purposes of including land within it. The proposal would therefore meet with the above exceptions to inappropriate development and no objections are raised with regard to the impact on the Green Belt.

Visual Impact/ Landscaping/Trees

9. Given the existing configuration of the application site's landscape, the re-profiling of the landscape in terms of alterations of the gradients on site would not be prominent in the surrounding landscape.

10. The proposed alterations would also include alterations to the planting and trees on site. The applicant has put forward that the proposed landscaping scheme would be a benefit to the local area in terms introducing more native species and wetland/pond creation.

11. The submitted landscaping plan and associated arboricultural method statement was reviewed by the Council's Arboricultural Officer and he raised no objections subject to condition.

Neighbour Impact

12. Given the distance to neighbouring properties away from the application site, it is considered that the proposed development would not harm the amenities of neighbouring occupiers.

Parking/Highway Implications

13. The application has been accompanied by a Transport Statement which outlines that the proposed works would bring in 103,000m³ of soil and according to applicants submitted Transport Statement for its construction period, is expected to generate in the region of 114 HGV movements per day (two-way) proposed by the applicant to arrive between 0700 to 1900 hours Monday to Friday for a duration of 6 months

14. The County Highways Authority raises no overall objection to the proposal but recommends certain details and measures enforceable by means of a Construction Management Plan (CMP) to be agreed by condition prior to development

15. In order to minimise the disruption caused by traffic movement during the construction that a condition be imposed ensuring deliveries to and from the site are only made between 10am and 4pm.

16. The site is to be accessed via Green Road: 'This road would also serve Burnham Beeches Hotel and a commercial flower business, and as such would already be expected to cater for vehicle movements by larger vehicles'.

17. In terms of the routing of vehicles to the site, the CMP will look to ensure a route from the M40 to the north via the Service Junction along the A355 Beaconsfield Road at the Services junction, before travelling south towards Slough.

Materials

18. The material to be imported into the site is clean naturally occurring soil. The Design and Access statement advises that the materials to be imported will be in accordance with the CLAIRE Code of Practice Guidance which requires a Materials Management Plan to be produced to evidence that the materials are suitable and have certainty of use. As such, no objections are raised in this respect subject to an Informative to draw to the applicants attention that any importation of waste would not be in accordance with the terms of this permission and a further full application would be required.

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Ecology

19. An Ecological Impact Assessment has been submitted in support of the application which has been found acceptable by the County Ecologist on the condition that works proceed in line with the submitted Ecology information.

Flooding

20. The site lies within Flood Zone 1 at a low risk of fluvial and tidal flooding. A Flood Risk Assessment has been submitted with the application.

21. According to the County's SUDS Team: "this area has a low surface water flood risk meaning that in a given year there is between 1% and 0.1% chance of flooding occurring. The proposed ground re-modelling is shown on drawing no. 1570.02 Rev C - Grading Plan. The proposed works will decrease the gradient of the slope within the existing Practice Ground Outfield. The overall direction of the overland flow route continues to flow from west to east across the site."

22. It is considered that the proposed development will not lead to an increased risk of flooding on the site or in the area.

Conclusion

23. It is considered that a fair and reasonable balance would be struck between the interests of the community and the human rights of the individuals concerned if planning permission were to be granted in this instance.

Working with the applicant

24. In accordance with section 4 of the National Planning Policy Framework, the Council, in dealing with this application, has worked in a positive and proactive way with the Applicant / Agent and has focused on seeking solutions to the issues arising from the development proposal.

RECOMMENDATION:

Conditional Permission

Subject to the following conditions:-

1. The development to which this permission relates must be begun not later than the expiration of three years beginning from the date of this decision notice. (SS01)

Reason: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 (or any statutory amendment or re-enactment thereof).

2. **No development shall take place, including works of demolition, until a Construction Traffic Management Plan (CTMP) has been submitted to and approved by the Local Planning Authority, in conjunction with the Highway Authority. The CTMP shall include details of:**

- parking for vehicles of site personnel, operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials
- programme of works (including measures for traffic management to include signage, passing bays)
- HGV deliveries and hours of operation
- vehicle routing
- measures to prevent the deposit of materials on the highway
- before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- on-site turning for construction vehicles

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The approved plan shall be adhered to throughout the construction period.

Reason: To minimise danger and inconvenience to highway users.

3. The development shall be implemented in accordance with the arboricultural method statement submitted and approved as part of the planning application and under the supervision of a retained arboricultural specialist in order to ensure that the phasing of the development accords with the stages detailed in the method statement and that the correct materials and techniques are employed. (ST18)

Reason: To maintain the visual amenity of the area. (Policies EP4 and L10 of the South Bucks District Local Plan (adopted March 1999) refer.)

4. Prior to the commencement of development, details of ecological mitigation and enhancements shall be submitted to and approved in writing by the Local Planning Authority. Mitigation measures will be detailed to protect species including (but not limited to) bats, breeding, birds and badgers, should they colonise the site prior to development. The enhancements scheme will include details of native landscape planting of benefit to wildlife and provision of artificial roost features, including bird and bat boxes.

Reason: In the interests of improving biodiversity in accordance with NPPF and policy 24 of the Chiltern District Core Strategy and to ensure the survival of protected and notable species protected by legislation that may otherwise be affected by the development.

5. **Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:**

- **Groundwater monitoring over the winter period in the locations of the proposed sustainable drainage components:**
- **Full construction details of the infiltration basins, swales and infiltration trench and other drainage components**
- **Detailed drainage layout together with storage volumes of all SuDS components**
- **Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.**

Reason: The reason for this pre-start condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 163 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

6. **Development shall not begin until a "whole-life" maintenance plan for the site has been submitted to and approved in writing by the local planning authority. The plan shall set out how and when to maintain the full drainage system (e.g. a maintenance schedule for each drainage/SuDS component), with details of who is to be responsible for carrying out the maintenance. The plan shall subsequently be implemented in accordance with the approved details.**

Reason: The reason for this being a pre-start condition is to ensure that maintenance arrangements have been arranged and agreed before any works commence on site that might otherwise be left unaccounted for

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7. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

i) A site investigation scheme, based on the Preliminary Risk Assessment (Phase 1 Assessment) prepared by WSP (Document ref. 70045672-11047), to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments.

ii) The site investigation results and the detailed risk assessment (i) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

iii) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (ii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

8. Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

9. Reporting of Unexpected Contamination: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 1, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 1.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

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10. The development to which this planning permission relates shall be undertaken solely in accordance with the following drawings:

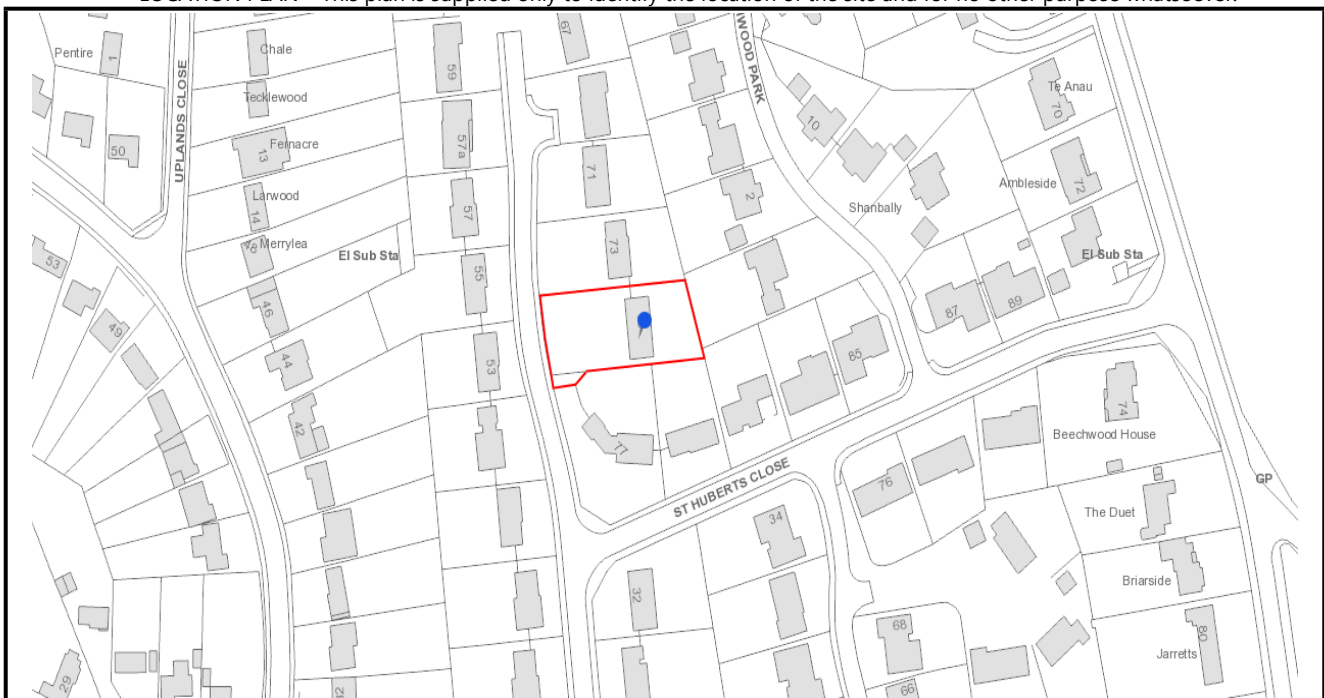
LIST OF APPROVED PLANS

<u>Plan Reference</u>	<u>Date received by District Planning Authority</u>
1570.4	13.07.2018
1570.03 REV A	13.07.2018
1570.02 REV C	13.07.2018
1570.03/1 REV A	13.07.2018
16/BBGC/JAA/4	13.07.2018
1570.05 REV A	13.07.2018

PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 7th November 2018**Parish:** Gerrards Cross Town Council

Reference No:	PL/18/3103/VRC
Proposal:	Variation of condition 5 of planning permission 18/00681/FUL (Part single/part two storey front/side/rear extension incorporating integral garage) to allow reduction in size of the extensions
Location:	75 St Huberts Close, Gerrards Cross, Buckinghamshire, SL9 7EN
Applicant:	Mrs H Garayal
Agent:	Mr David Webb
Date Valid Appl Recd:	31 August 2018
Recommendation:	PER
Case Officer:	Melissa Turney

LOCATION PLAN – This plan is supplied only to identify the location of the site and for no other purpose whatsoever.



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Classification: OFFICIAL

REASON FOR PLANNING COMMITTEE CONSIDERATION:

The application has been called into the Planning Committee as over 10 objection letters have been received.

Due to the nature of the application and the significant level of local concern it is considered that value would be added to the decision making process if **MEMBERS** were to carry out a **SITE VISIT** prior to their determination of this application.

SITE LOCATION

The proposal site consists of a two storey detached dwelling located within the Developed Area of Gerrards Cross. The site benefits from a rear garden, an attached garage and off-street parking and large open frontage front garden. St Huberts Close is identified in the Townscape Character Study as Open Plan Suburban Road.

In addition, the application property is located in the St. Huberts Close Area of Special Character. This particular character area is designated for its open plan typology and high quality landscaping.

The neighbours to the north are built on a straggled building line so that the neighbour to the east is set further forward than the application site. The neighbour to the south is the corner dwelling and its rear elevation faces towards the application flank elevation.

THE APPLICATION

Permission is sought for a variation of condition 5 of planning permission 18/00681/FUL (Part single/part two storey front/side/rear extension incorporating integral garage) to allow reduction in size of the extensions.

The revision consists of the following:

- Removal of the single storey front projection
- Garage door to the front elevation

RELEVANT PLANNING HISTORY:

80/00520/APPLIC- Single storey front extension. Conditional Permission.

08/01877/FUL - Two storey side extension - Conditional Permission.

18/00681/FUL - Part single/part two storey front/side/rear extension incorporating integral garage. Conditional Permission.

TOWN/PARISH COUNCIL

Response received (08.10.2018): No objection.

REPRESENTATIONS

12 letters of objection comments received. The main points are summarised as follows:

- The application is similar in appearances to other application that have been declined by the Council through committee and dismissed at appeal.
- Slight reduction in the size of the planned development, the proposal to build over the garage would increase the two storey width of the property.
- The forward projection would increase the dominance of the extension and detract from the spacious settling of the building.
- Reduces the standing area for vehicles, potentially facilitating off street parking on the corner of a T-junction.
- The proposal would create precedent by impinging upon the spacing between properties.
- The proposal is out of character and is located within a Special Character set out in Townscape Character Study 2014.
- The proposed two storey side extension would remove the views of the trees beyond.
- Insufficient local publicity was given to the original proposal.

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CONSULTATIONS

None sought

POLICIES

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

South Bucks Core Strategy Development Plan Document - Adopted February 2011: Policies: CP8 and CP12

South Bucks District Local Plan - Adopted March 1999 Consolidated September 2007 and February 2011: Policies: EP3, EP5, H11 and TR7

Chiltern and South Bucks Townscape Character Study 2017.

EVALUATION

Principle of development

1. The site is located in the built up area of Gerrards Cross where extensions to existing dwellings are acceptable in principle, subject to complying with the relevant policies of the Development Plan.
2. This application is submitted under Section 73 of The Town and Country Planning Act 1990 and seeks a variation of Condition 5 of planning permission (reference: 18/00681/FUL). Applications made under Section 73 must be considered against the Development Plan and any other material considerations, under Section 38(6) of the 2004 Act, and conditions attached to the existing permission. The National Planning Practice Guidance also states that "local planning authorities should, in making their decisions, focus their attention on national and development plan policies, and other material considerations which may have changed significantly since the original grant of permission".

Design/character & appearance

3. The NPPF at Section 12, under the heading "Achieving well-designed places" sets out guiding principles for the operation of the planning system. One of the principles set out is that authorities should always seek to secure high quality design.
4. Local Plan policy EP3 states that development will only be permitted where its scale, layout, siting, height, design, external materials and use are compatible with the character and amenities of the site itself, adjoining development and the locality in general. Poor designs which are out of scale or character with their surroundings will not be permitted.
5. Local Plan policy H11 sets out criteria for assessment of extensions to residential dwellings. Among other things, it indicates that the extension should be integral to the dwelling, and in harmony with the existing building in terms of scale, height, form, and design. In addition, the extension should not have an adverse impact on the character or amenities of the locality in general, and should conform to the guidelines set out in Appendix 8.
6. St Huberts Close falls within the Area of Special Character which highlights roads are open with no boundary treatments with a consistent building line.
7. The main alteration from the scheme approved under planning permission 18/00681/FUL relates to the removal of the single storey front garage extension and the incorporation of a garage within the ground floor of the two storey extension. These alterations would reduce the scale of the extension and would not result in the development having a detrimental impact on character and appearance of the area.
8. There have been a number objections raised regarding the first floor side extension over the garage. Particular reference is made to an application for a side extension at 41 St Huberts Close (reference: 16/02354/FUL) which was refused permission and dismissed at Appeal for reasons relating to the loss of spaciousness and openness and the restriction of views of trees to the rear. However, as noted above, planning permission has already been granted for a side extension to this property. Furthermore, each

Classification: OFFICIAL

application has to be judged on its own merits. The site circumstances for the current application differ significantly from that which related to the dismissed appeal at No. 41 St Huberts Close. In this respect the existing dwelling at No.75 is set much further back within its plot and its southern side elevation faces a rear garden to ensure that sufficient space would be retained between buildings to maintain a spacious character. There also trees to the front of the building to ensure a pleasant and spacious context for the site is maintained. As such, it is not considered that the objections raised to the appeal proposal would apply to the current scheme or to that previously approved.

9. Taking the above into account subject to the normal condition to control use of facing materials, the scale and siting of the development is considered to be acceptable when considered in terms of policies EP3 and H11 of the South Bucks District Local Plan, and the standard of design would comply with advice in Appendix 8 of the Plan. The development would also be in accordance with NPPF guidance.

Residential amenity

10. The proposed alterations are considered to present no additional amenity harm to neighbouring properties in terms of appearance, dominance or overlooking when considered in the context of the impact of the approved extension.

11. It is therefore considered that the proposal will not adversely affect the residential amenities of adjacent properties in terms of over dominance, obtrusiveness, loss of light or overlooking and that the proposed extensions will not unduly affect the visual outlook neighbouring properties.

12. The scale and siting of the development is therefore considered to be acceptable against policies EP3, EP5 and H11 of the Council's Local Plan.

Parking/Highway implications

13. The application dwelling would not result in additional bedrooms and would retain sufficient level of existing hardstanding to the front of the dwelling. The proposal therefore complies with policy TR7 of the South Bucks Local Plan.

Other matters

14. The applicant has stated that no trees or hedges will be affected by the proposal. It is considered that a sufficient amount of amenity space would remain within the site curtilage to serve the resulting dwelling.

Working with the applicant

15. In accordance with Section 4 of the National Planning Policy Framework, the Council, in dealing with this application, has worked in a positive and proactive way with the Applicant / Agent and has focused on seeking solutions to the issues arising from the development proposal.

16. South Bucks District Council works with applicants/agents in a positive and proactive manner by;

- Offering a pre-application advice service.
- Updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions.

In this case, South Bucks District Council has considered the details as submitted which were considered acceptable.

RECOMMENDATION: Conditional Permission

Classification: OFFICIAL

Subject to the following conditions:-

1. The development to which this permission relates must be begun not later than the expiration of three years beginning from the date of planning permission ref. 18/00681FUL, granted on 8th June 2018.

Reason: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 (or any statutory amendment or re-enactment thereof).

2. The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those of the existing building. (SM03)

Reason: To safeguard the visual amenities of the area. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)

3. The first floors windows in the southern and northern elevation of the extensions hereby permitted shall be of a permanently fixed, non-opening design, unless the parts of the window that can be opened are more than 1.7 metres above the floor of the room in which the window is installed and shall be fitted and permanently maintained with obscure glass.

Reason: To prevent overlooking and loss of privacy in the interests of the amenities of the adjoining neighbours (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)

4. No further windows shall be inserted at or above first floor level in the southern elevation(s) of the extension hereby permitted. (SD17)

Reason: To prevent overlooking and loss of privacy in the interests of the amenities of the adjoining properties. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)

5. The development to which this planning permission relates shall be undertaken solely in accordance with the following drawings:

LIST OF APPROVED PLANS

Plan Reference

18_12_04 A1

Date received by District Planning Authority

31.08.2018

INFORMATIVE(S)

1. INFORMATIVE: You are advised that consent under the Building Regulations may be required for the proposed development and the Building Control Unit at the Council should be contacted in this regard. (SIN41)
2. INFORMATIVE: Due to the close proximity of the site to existing residential properties, the applicants' attention is drawn to the Considerate Constructors Scheme initiative. This initiative encourages contractors and construction companies to adopt a considerate and respectful approach to construction works, so that neighbours are not unduly affected by noise, smells, operational hours, vehicles parking at the site or making deliveries, and general disruption caused by the works.

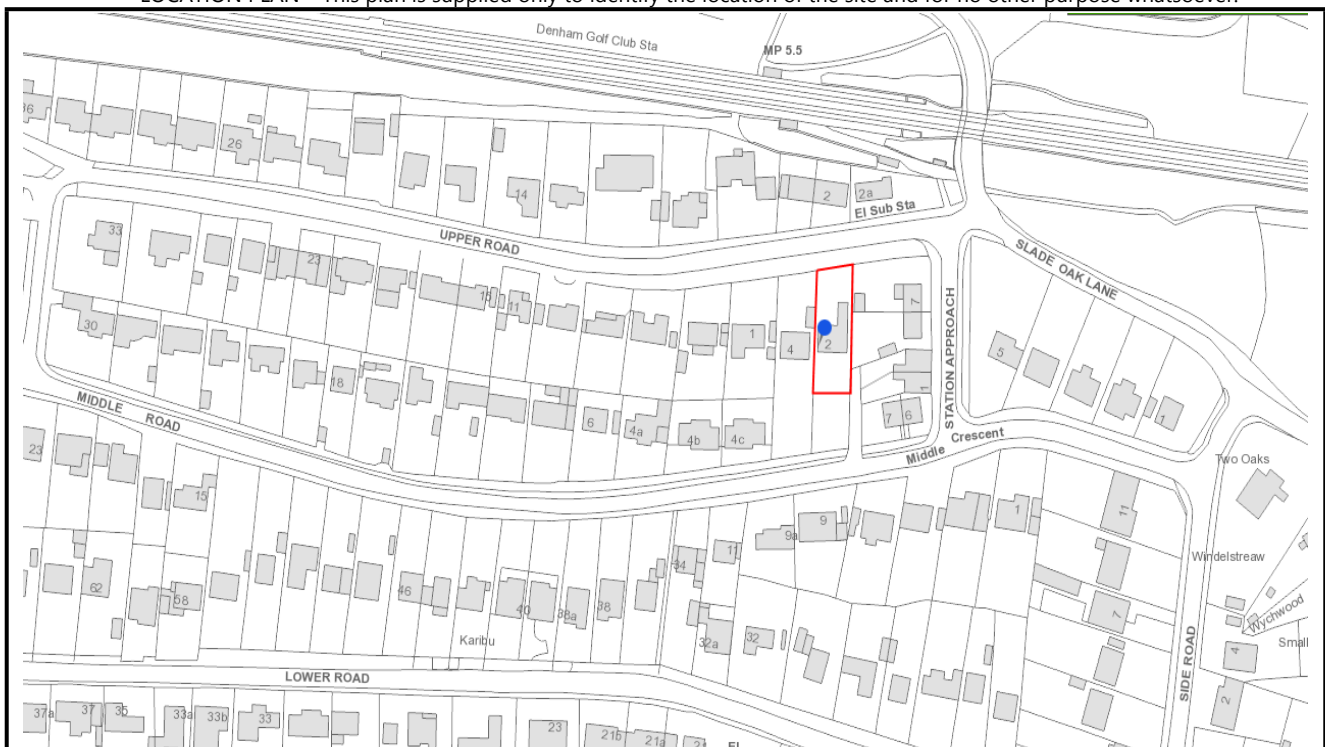
By signing up to the scheme, contractors and construction companies commit to being considerate and good neighbours, as well as being clean, respectful, safe, environmentally conscious, responsible and accountable. The Council highly recommends the Considerate Constructors Scheme as a way of avoiding problems and complaints from local residents and further information on how to participate can be found at www.ccscheme.org.uk. (SIN35)

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PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 7th November 2018**Parish:** Denham Parish Council

Reference No:	PL/18/3129/FA
Proposal:	Demolition of the existing dwelling and erection of a detached chalet bungalow
Location:	2 Middle Road, Denham, Buckinghamshire, UB9 5EG
Applicant:	Paragon New Homes Ltd
Agent:	Mr Steven Doel
Date Valid Appl Recd:	21 August 2018
Recommendation:	PER
Case Officer:	Shane O'Donnell

LOCATION PLAN – This plan is supplied only to identify the location of the site and for no other purpose whatsoever.



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NOT TO SCALE

Classification: OFFICIAL

REASON FOR PLANNING COMMITTEE CONSIDERATION:

The application has been called into the Planning Committee as over 10 objection letters have been received.

Due to the nature of the application and the significant level of local concern it is considered that value would be added to the decision making process if **MEMBERS** were to carry out a **SITE VISIT** prior to their determination of this application.

SITE LOCATION

The application site comprises a detached single storey bungalow on the south side of Upper Road within the Colne Valley Park and Green Belt Settlement of Higher Denham. The existing house would appear to have originally been orientated towards Middle Road. The site slopes downwards from north to south such that the existing dwelling is at a lower level to public views along Upper Road. The existing dwelling has been previously extended at single storey level and in the loftspace.

THE APPLICATION

Planning permission is sought for a replacement single storey dwelling with accommodation in the roofspace creating a four bedroom dwelling facing onto Upper Road with three parking spaces on the front drive. The proposed dwelling would have a gable end roof with a maximum height of 5.9 metres, an eaves height of 2.6 metres, with a large crown roof.

RELEVANT PLANNING HISTORY

91/00609/FUL - Rear dormer window to provide additional room in roofspace. Conditional Permission.

Adjoining Site to the South:

PL/18/3003/FA - Detached chalet bungalow with vehicular access and associated hardstanding. Conditional Permission.

TOWN/PARISH COUNCIL

No objection.

REPRESENTATIONS

There have been 11 letters of objections from neighbouring properties summarised as follows:

- Proposed dwelling out of character with neighbouring dwellings.
- Proposal would result in overlooking of neighbouring dwellings.
- The proposed associated building works would lead to disruption to neighbouring residents and use of the nearby rail-line.
- The surrounding area is being overdeveloped.
- The proposal will result in loss of privacy and outlook of neighbouring residents.
- There have been consecutive planning applications in the immediate area.
- There is a limited access to the application site.
- The proposal will result in loss of neighbouring trees.
- There is an entrance to an access road adjoining the site that will be disrupted by the proposed development.

CONSULTATIONS

County Highways Team:

No Objection subject to condition.

Council Waste Team:

No Objection subject to condition

Classification: OFFICIAL

POLICIES

National Planning Policy Framework (NPPF) (2018)

National Planning Policy Guidance (NPPG)

South Bucks District Local Plan (adopted March 1999) (Saved policies):- EP3, EP4, EP5, EP6, L10, H9, TR5 and TR7.

South Bucks Local Development Framework Core Strategy (adopted February 2011):- CP8, CP9, CP12 and CP13.

Other material considerations:-

- Residential Design Guide SPD
- Interim Guidance on Residential Parking Standards
- South Bucks Townscape Character Study.

EVALUATION

Green Belt Assessment

1. Paragraph 145 of the National Planning Policy Framework (2012) states that:

A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

2. It is therefore considered that a replacement dwelling may be acceptable in Green Belt Settlements area provided that that the replacement building is not considered 'materially larger' than the one it replaces.

3. The existing dwelling on site is single storey dwelling which has been extended previously at ground floor level and to provide accommodation in the roofspace and hence has increased its footprint and floorspace over and above the original dwelling on site.

4. The proposed replacement house would represent just a 14% in floorspace over and above the existing dwelling while in terms of footprint, the proposed dwelling would represent an 15% decrease in footprint. While the proposed dwelling would not increase the maximum height of the dwelling, the proposed crown roof would result in a bulkier roof form. However considering the proposed replacement dwelling as whole, it is considered that the replacement dwelling is not materially larger than the one it replaces.

Visual Impact on the Character of the Area and Locality

5. The existing dwelling would be a single storey dwelling sited at the end of a row of dwellings that would include single storey dwellings, two storey dwellings, and chalet bungalows. The application site has also been subdivided to allow for an additional dwelling (PL/18/3003/FA) on the section closer to Middle Road. Hence the proposed dwelling would therefore be orientated towards Upper Road. The site slopes significantly from north to south to such an extent that the dwellings on the south side of Upper Road have a finished floor level significantly below the road level.

6. The proposed dwelling would have the appearance of a chalet bungalow incorporating accommodation in the roofspace with two front dormers and two rear dormers as well as a large crown roof. It would have a bulkier roof profile than the existing dwelling and also that of the neighbouring dwelling at No. 4. However, there is a mix of housing types in the streetscene and given the siting of the proposed dwelling at a lower level than Upper Road it is considered that the proposed dwelling and its roof design would not appear unduly prominent in the views of the area or out of character with neighbouring dwellings. The dwelling would also be sited a minimum of 1 metre from its side boundaries and there would be sufficient space to the front and rear of the dwelling to ensure it would not appear cramped within its plot.

Classification: OFFICIAL

7. It is therefore considered that proposal would not be out of keeping with the local streetscene and would comply with the National Planning Policy Framework (2018) and Policy H9 of the South Bucks District Local Plan (adopted March 1999) (Saved policies), and the South Bucks Residential Design Guide (SPD) (2008).

Neighbour impact and Residential Amenity

8. The application site would be located at the end of a row of dwellings adjoining No. 4 Upper Road to the west, the recently approved chalet bungalow to the south, and Nos. 5 and 7 Station Approach to the east.

9. No. 4 Upper Road is a single storey dwelling of similar design to the existing house with a front garage sited along the boundary with the application site. The existing dwelling also currently includes single storey extensions that run along the shared boundary with No. 4. The proposed dwelling would be sited forward in relation to No. 4 and would result in its gable wall running along this boundary at a greater height and bulk than the existing dwelling and its extensions. However, the side gable of the proposed dwelling would be set further back from the boundary than the existing extensions and it would also be partly screened in views from No. 4 by the existing garage of this neighbouring property such that the dwelling would not appear overbearing or intrusive. The proposed dwelling would include two dormer windows in the rear elevation. However, in terms of overlooking the proposed dormer windows would be partially screened by No. 4's existing dwelling and would create oblique views of No. 4's rear garden such that the proposal would not result in an unacceptable level of overlooking to the occupiers of No. 4. It is therefore considered that the proposed replacement dwelling would not harm the amenities of the occupiers of No. 4 Upper Road.

10. To the west of the site, the proposed dwelling be sited 1 metres from the rear boundary of Nos. 5 and 7 Station Approach. Given the distance to the rear elevations of these dwellings, it is considered that the additional bulk and mass of the proposed replacement dwelling would not harm the amenities of Nos. 5 and 7 Station Approach. No additional upper floor side windows/rooflights are proposed as part of the proposal.

11. To the south of the site planning permission was recently approved for a dwelling (reference: PL/18/3003/FA). This has not yet been built and it is not considered that the proposed replacement dwelling would result in any adverse amenity impacts for the future occupiers of these dwellings.

12. It is considered that the proposed dwelling would provide adequate amenity and outlook for future occupiers of the dwelling.

13. It is therefore considered that the proposed development would not harm the amenities of future or neighbouring occupiers.

Parking / Access/Highway implications

14. The proposal would provide three off street parking spaces on the front drive which would meet the Council's Residential Parking Standards for a four bed dwelling. Furthermore, no objection has been raised to the proposed access and manoeuvring arrangements from the County's Highway Authority subject to condition.

Trees/Landscaping

15. There are no TPOs located on or near the site though there are a collection of trees sited along the eastern boundary of the site. The proposed replacement dwelling would be in a similar footprint to the existing dwelling increasing the current gap to each side boundary. Therefore, it is considered that the proposed development would not represent harm to surrounding trees and as part of the proposal and there is landscaping to the front that is proposed to help soften the appearance of the new dwelling and enhance the appearance of the development in the street scene and surrounding area.

Conclusion

16. In conclusion, I am satisfied that a fair balance would be struck between the interests of the community and the human rights of the individuals in the event of planning permission being granted in this instance.

Classification: OFFICIAL

Working with the applicant

17. In accordance with section 4 of the National Planning Policy Framework, the Council, in dealing with this application, has worked in a positive and proactive way with the Applicant / Agent and has focused on seeking solutions to the issues arising from the development proposal.

RECOMMENDATION:

Conditional Permission

Subject to the following conditions:-

1. The development to which this permission relates must be begun not later than the expiration of three years beginning from the date of this decision notice.

Reason: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990. (SS01A)

2. Prior to the implementation of the agreed proposal above slab level, a schedule of materials to be used in the elevations of the development hereby permitted should be submitted to and approved by the District Planning Authority in writing. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To safeguard and enhance the visual amenities of the locality. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order, with or without modification), no windows/dormer windows/rooflights other than those expressly authorised by this permission, or as subsequently agreed in writing by the local planning authority, shall be inserted or constructed at any time at first floor level or above in the side elevation of the dwelling hereby permitted.

Reason: To protect the amenities and privacy of the adjoining property.

4. Notwithstanding the provisions of Article 3 and Classes A, B & E of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order, 2015 (or any Order revoking and re-enacting that Order with or without modification) , no enlargement, improvement or other alteration (including the erection of a garage, stable, loosebox or coach-house within the curtilage) of or to the dwellinghouse the subject of this permission, shall be carried out nor shall any building or enclosure required for a purpose incidental to the enjoyment of any said dwellinghouse as such be constructed or placed on any part of the land covered by this permission. (SD14A)

Reason: The site is located within the Metropolitan Green Belt where strict control over development is necessary in order to maintain the openness of the Green Belt. (Policy GB1 of the South Bucks District Local Plan (adopted March 1999) refers.)

5. Prior to the occupation of the development the new access to Middle road shall be designed and laid out in accordance with the approved plans.

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

6. Prior to occupation of the development space shall be laid out within the site for parking for cars, loading and manoeuvring, in accordance with the approved plans. This area shall thereafter be permanently maintained for this purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

Classification: OFFICIAL

7. The development to which this planning permission relates shall be undertaken solely in accordance with the following drawings:

LIST OF APPROVED PLANS

<u>Plan Reference</u>	<u>Date received by District Planning Authority</u>
LOCATION PLAN	28.09.2018
1808/02	22.08.2018
1808/01	22.08.2018

INFORMATIVE(S)

1. INFORMATIVE: The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A period of 28 days must be allowed for the issuing of the licence, please contact the Area Manager at the following address for information.

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

01296 382416

2. INFORMATIVE: Due to the close proximity of the site to existing residential properties, the applicants' attention is drawn to the Considerate Constructors Scheme initiative. This initiative encourages contractors and construction companies to adopt a considerate and respectful approach to construction works, so that neighbours are not unduly affected by noise, smells, operational hours, vehicles parking at the site or making deliveries, and general disruption caused by the works.

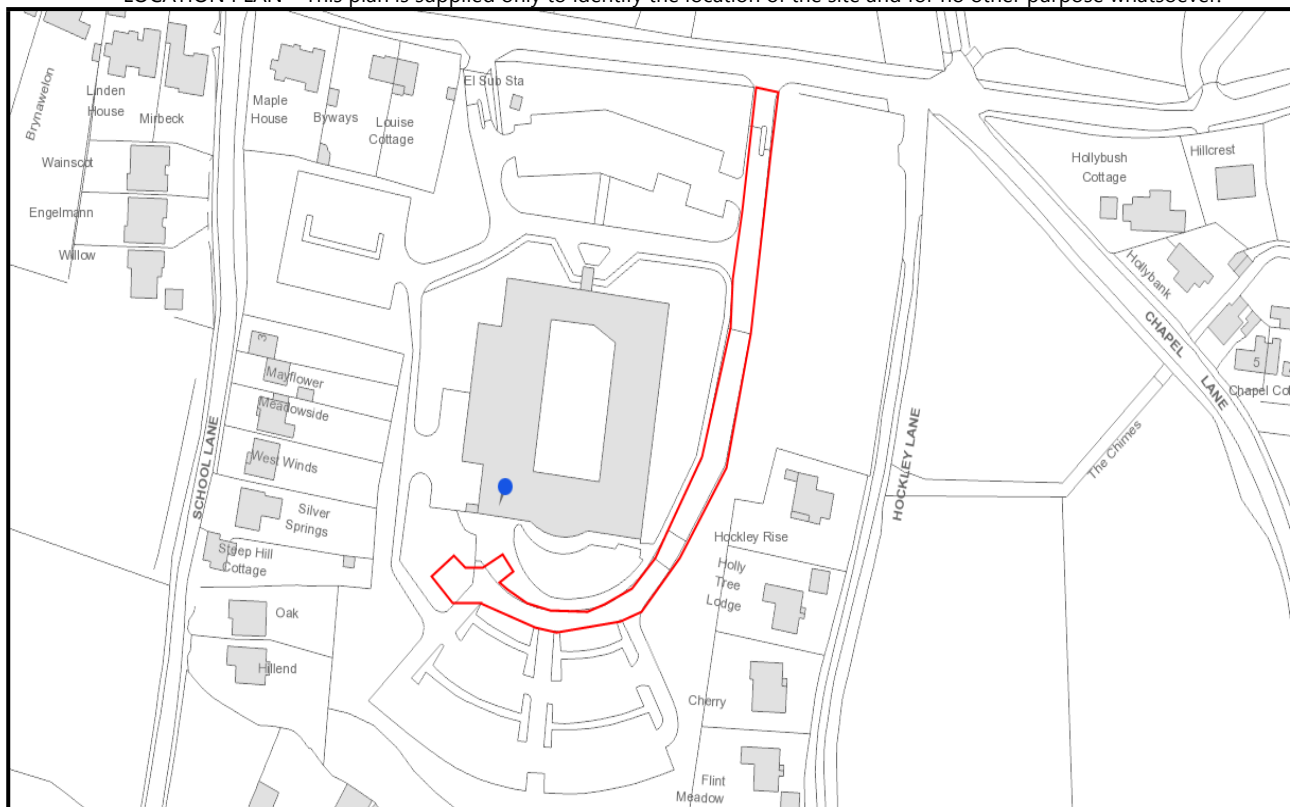
By signing up to the scheme, contractors and construction companies commit to being considerate and good neighbours, as well as being clean, respectful, safe, environmentally conscious, responsible and accountable. The Council highly recommends the Considerate Constructors Scheme as a way of avoiding problems and complaints from local residents and further information on how to participate can be found at www.ccscheme.org.uk. (SIN35)

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PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 7th November 2018**Parish:** Stoke Poges Parish Council

Reference No:	PL/18/3148/FA
Proposal:	The installation of temporary classrooms arranged in a single storey block and a double storey block for a temporary period until the 1st March 2019
Location:	Khalsa Secondary Academy Part, Pioneer House, Hollybush Hill, Stoke Poges, Buckinghamshire, SL2 4QP
Applicant:	Education and Skills Funding Agency
Agent:	EdgePlan
Date Valid Appl Recd:	04 September 2018
Recommendation:	PER
Case Officer:	Richard Regan

LOCATION PLAN – This plan is supplied only to identify the location of the site and for no other purpose whatsoever.



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NOT TO SCALE

Classification: OFFICIAL

REASON FOR PLANNING COMMITTEE CONSIDERATION:

This application has been reported to planning committee at the request of Cllr Egleton.

Due to the nature of the application and the significant level of local concern it is considered that value would be added to the decision making process if **MEMBERS** were to carry out a **SITE VISIT** prior to their determination of this application.

SITE LOCATION

The application site consists of a two/three storey building that is occupied as a secondary school and which is set within extensive grounds with associated car parking. The site is located within the Metropolitan Green Belt, and within the parish of Stoke Poges. It is located on the south side of Hollybush Hill and is enclosed by Hockley Lane to the east and School Lane to the west and south. The existing building is set back from the highway and is partially screened by mature vegetation positioned along the front boundary. There are a number of protected trees within the site. There are residential properties that adjoin the east and west boundaries of the site and a separate school is located to the south.

THE APPLICATION

The application seeks planning permission for the installation of temporary classrooms arranged in a single storey block and a double storey block for a temporary period until the 1st March 2019.

The temporary structures would be located to the south of the existing building, on an area of existing hardsurfacing that is used as outdoor space/recreation. The structures are of a traditional portakabin style and design, with a single unit having a max. height of 4.3m and the double unit having a max. height of 8.6m. They are of a genuine temporary nature and are easily removable once no longer required.

The development of these temporary classrooms is required for a temporary period to allow the school to carry out the necessary refurbishment of the existing school and the implementation of the previously approved planning permission (17/01061/FUL).

RELEVANT PLANNING HISTORY

18/00345/FUL: Erection of temporary classrooms on hard standing to the south of the main school building for a temporary period of 15 weeks. Conditional Permission.

17/01061/FUL: External alterations to the existing building including escape stair, windows, insertion of louvres, new plant and glazed canopy. Minor relocation and modification of acoustic barrier. Erection of Nishan Sahib. Permitted.

14/02436/FUL: Acoustic fencing. Conditional Permission.

14/00483/KNOT: Notification under The Town and Country Planning (General Permitted Development) (Amendment) Order 2013, Part 3 of Schedule 2 Class K for: Change of use from Class B1 Office to use as a state funded school. Approval is required and is refused.

13/01947/KNOT: Notification under The Town and Country Planning (General Permitted Development) (Amendment) Order 2013, Part 3 of Schedule 2 Class K for: Change of use from Class B1 Office to use as a state funded school. Prior Approval was required and refused. APPEAL DISMISSED BY PLANNING INSPECTORATE BUT ALLOWED BY SOS.

Classification: OFFICIAL

TOWN/PARISH COUNCIL

"OBJECT in Green Belt. Policies GB1, EP3 (a), (b), (c) & (d) all apply as well as TR5 & TR7 as we are assuming they are required to house students that cannot be accommodated in the existing building. This will result in more traffic which the surrounding areas cannot accommodate. The 50% Green Belt rules also apply. If minded to approve there must be strict conditions that they come down in March 2019 and permission is NOT extended. These temporary buildings are sited close to neighbouring properties and will lead to loss of privacy and an increase in noise disturbance. Therefore if minded to approve we ask that the blocks be reversed so that the single block is nearest the boundary and the two storey sited nearest the existing building so that the double block does not overlook into the neighbouring properties and cause them loss of privacy. We would ask that the trees remain undisturbed. These temporary buildings will, in our view, negatively impact the open nature of the area.

REPRESENTATIONS

Letters of objection have been received from 6 separate households. Concerns raised include:

- Noise and disturbance;
- Impact on Green Belt;
- Overlooking;
- Impact on Trees;
- No justification for temporary units;
- Should have a strict end date;
- No assurances that they will be removed;
- Sets a Precedent;
- Increased traffic/vehicles;
- Status of Noise Management Plan.

CONSULTATIONS

Tree Officer:

No objections

POLICIES

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

South Bucks Core Strategy Development Plan Document - Adopted February 2011: Saved Policies CP8, CP9, CP12

South Bucks District Local Plan - Adopted March 1999 Consolidated September 2007 and February 2011: Saved Policies GB1, EP3, EP4, EP5, EP6, L10, TR5, and TR7

The revised NPPF was published on the 24th July 2018 and whilst this replaces the previous Planning Policy Statements and Guidance Notes, it does not replace existing local policies that form part of the development plan. It does state however, that the weight that should be given to these existing local policies and plans will be dependent on their degree of consistency with the NPPF. Therefore, the closer the policies in the development plan to the policies in the Framework, the greater the weight that may be given to them. With regard to this specific application, it is considered that most of the relevant local policies, as highlighted above, are in accordance with the NPPF, and as such, it is considered that they should be afforded significant weight and that it is considered appropriate to still assess this current application against the relevant local policies set out above. The exceptions to this include policy GB1 which is not entirely in accordance with the NPPF. Where there is a difference or conflict in policy, then the NPPF takes precedence.

Classification: OFFICIAL

EVALUATION

Principle of development

1. The site falls within the Green Belt where the types of development that are deemed acceptable are very limited. Policy GB1 of the Local Plan, together with the NPPF, set out the types of development that are deemed appropriate within the Green Belt.

2. Para.143 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The provision of these structures, albeit for a temporary period, do not fall within any of the exceptions of forms of development that are deemed appropriate in the Green Belt. As such the proposal would constitute inappropriate development which is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Green Belt

3. The development of these temporary classrooms is required for a temporary period to allow the school to carry out the necessary refurbishment of the existing school and the implementation of the previously approved planning permission (17/01061/FUL) with the buildings being sited close to the existing building and on hardstanding. A limited period until 1st March 2019 is being sought.

4. This application follows a similar application that was submitted and approved earlier this year for temporary structures, 18/00345/FUL. Upon the expiry of that that time limited permission, the structures were removed from the site.

5. The justification for the temporary buildings now being proposed is the same as that previously proposed under 18/00345/FUL, and which was accepted by the Council. The temporary classrooms are required in connection with the refurbishment and remodelling of the building including the works approved under Planning Permission ref: 17/01061/FUL. The installation of the temporary classrooms will enable students to move out of the building at an earlier stage and this will enable the construction programme to be significantly reduced.

6. It is also acknowledged that the NPPF sets out that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. It also states that local planning authorities should give great weight to the need to create, expand or alter schools.

7. Taking the above into account and given that the proposal is for temporary buildings of limited size, sited on hardstanding close to the main complex of school buildings it is considered that in this instance there are again very special circumstances sufficient to outweigh the harm to the Green Belt.

Design/character & appearance

8. The proposed buildings would be sited to the rear of the site and there are limited views from the public realm into the site for the location of the temporary buildings. Given the limited size and scale of the proposed buildings, combined with their location and the fact that they will only be present on site for a temporary period it is considered that they would not adversely impact upon the character and appearance of the site or locality in general.

Residential amenity

9. The proposed buildings would be sited a minimum of 21.9m from nearest boundary shared with the neighbouring residential properties. Given this distance, it is considered that they would not appear overdominant or obtrusive when viewed from any neighbouring property, nor would they lead to any unacceptable loss of light, and they would not lead to any unacceptable loss of privacy from overlooking.

10. Concerns have been raised regarding noise. However this is not additional floor space, but rather temporary substitute floorspace, and the number of students is not changing. It is therefore considered that the level of noise would not be materially different to the existing situation.

Parking/Highway implications

Classification: OFFICIAL

Classification: OFFICIAL

11. It is considered that the proposed temporary class buildings would not give rise to any material increases in vehicle movements, as they do not provide additional class room space but a temporary replacement with no additional associated movements over and above that of the existing situation.

12. Existing parking provision would not be impacted upon, and there would be no requirement for additional spaces.

Other matters

13. The Councils Tree Officer has assessed the application and advises that it would not adversely impact upon any trees within or adjacent to the site.

14. Concerns have also been raised by local residents that the Noise Management Plan (NMP) required by the Legal agreement attached to 13/01947/KNOT is still outstanding. However, it is considered that it is not reasonable or appropriate for the matter of the NMP to form part of the consideration of this current application, due to the nature of the works currently being proposed. Rather, this matter can be adequately dealt with via the requirements of the Legal Agreement, and an up to date and appropriate NMP should properly be secured by that mechanism.

15. In terms of the issue of precedent, it is acknowledged that each application should be considered on its own merits. In addition to this, as set out by Planning Inspectors, if no harm arises from a proposed development, then such a generalised concern would not justify withholding permission.

Working with the applicant

16. In accordance with section 4 of the National Planning Policy Framework, the Council, in dealing with this application, has worked in a positive and proactive way with the Applicant / Agent and has focused on seeking solutions to the issues arising from the development proposal.

17. South Bucks District Council works with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service,

- updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions.

In this case, South Bucks District Council has considered the details as submitted which were considered acceptable.

18. The following recommendation is made having regard to the above and also to the content of the Human Rights Act 1998.

RECOMMENDATION:

Conditional Permission

Subject to the following conditions:-

1. This permission shall be for a limited period only, expiring on 1st March 2019. On or before that date the development hereby permitted shall be removed, and the land re-instated to its former condition on or before 1st March 2019, unless permission has in the meantime been renewed via the submission of a further application. (NL03)

Reason: To enable the District Planning Authority to review the suitability of the development in the light of circumstances prevailing at the end of the above period. (Policies GB1 of the South Bucks District Local Plan (adopted March 1999) refer, and the NPPF Section 9 Protecting Green Belt Land).

Classification: OFFICIAL

2. The development hereby permitted shall only be used by Khalsa Secondary Academy in connection with the use of the site for temporary classrooms and shall not be used for any other purpose or activity not connected with the school, in particular, they shall not be leased or hired to other organisations.

Reason: To accord with the application and to ensure that the amenities of the locality are preserved. (Policies GB1 and EP3 of the South Bucks District Local Plan (adopted March 1999) refer).

3. The development to which this planning permission relates shall be undertaken solely in accordance with the following drawings:

LIST OF APPROVED PLANS

<u>Plan Reference</u>	<u>Date received by District Planning Authority</u>
ADP-01-00-DR-A-1010 REV P0	04.09.2018
ADP-01-00-DR-A-900 REV P0	04.09.2018
ADP-01-00-DR-A-910 REV P0	04.09.2018
6 BAY CTX REVISION 1	04.09.2018
3 BAY CTX REVISION 1	04.09.2018
3_6 BAY CTX REVISION 1	04.09.2018

INFORMATIVE(S)

1. Attention should be given the comments of the Councils Tree Officer and the advice that consideration should be given the machinery required to deliver the proposed classrooms in regards to vehicular access/clearance from adjacent nearby trees to the classrooms location as well as protected oak tree known as T6 on TPO 1997, No.2.
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26 October 2018

Head of Planning and Economic Development

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
18/00376/FUL	Beaconsfield Town Council	Mr And Mrs K Harvey C/o Mr D Russell	Copperfield 12 Burkes Road Beaconsfield Buckinghamshire HP9 1PB	Relocation of vehicular access	Conditional Permission	02.10.18
18/00815/FUL	Beaconsfield Town Council	Mrs Ruth and Fraser Handcock C/o Katie Jackson	The Coach House Gregories Farm Lane Beaconsfield Buckinghamshire HP9 1HJ	Single storey rear extension with terrace and glass balustrade. First floor side extension incorporating dormers, roof extension with dormers, front porch and alterations to fenestration.	Conditional Permission	26.09.18
18/00840/FUL	Beaconsfield Town Council	Mr James Downie	90 Holtspur Top Lane Holtspur Beaconsfield Buckinghamshire HP9 1BW	One storey rear extension, part one storey/part two storey front extension and front dormer extension following the demolition of attached double garage and single storey extension. Construction of a new vehicle access.	Conditional Permission	28.09.18
PL/18/2118/FA	Beaconsfield Town Council	Mr Lee Pearson	44 Holtspur Top Lane Holtspur Beaconsfield Buckinghamshire HP9 1DR	Loft conversion and hip roof conversion to gable end incorporating a rear dormer. Single storey rear extension.	Conditional Permission	28.09.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2269/FA	Beaconsfield Town Council	Lord Burnham C/o Mr Robert Love	Woodlands Farm Burnham Road Beaconsfield Buckinghamshire HP9 2SF	Proposed Commercial Use (B1(a) Offices) of the Main Barn building and use of part of the West Barn building for B1(a) offices (both buildings approved under Planning Permission Reference: 15/01494/FUL).	Conditional Permission	19.10.18
PL/18/2547/FA	Beaconsfield Town Council	Mr & Mrs James and Victoria Sumner C/o Mr Adam Jundi	Fawley 1 Grenfell Road Beaconsfield Buckinghamshire HP9 2BP	Replacement dwelling house	Refuse Permission	05.10.18
PL/18/2634/TP	Beaconsfield Town Council	Mr Roland Hawkins C/o Mr Matthew Wiltshire	Butlers Court Queen Elizabeth Crescent Beaconsfield Buckinghamshire	T1, T2, T3 Oak - Raise crowns to approx 7 meters. (SBDC TPO 10, 1991).	Conditional Permission	10.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2678/VR C	Beaconsfield Town Council	Mr Jon Furneaux	Land Between 8 and 10 Wattleton Road Beaconsfield Buckinghamshire	Variation of condition 11 of Planning Permission 18/00814/RVC (Variation of condition 2 of planning permission 17/02051/FUL to allow: relocation of ensuite within Bed 2, minor internal re-organisation, removal of large fire place in family room and replace with single storey garage, relocation of Plot 1 closer to northern boundary, adjust geometry of roof to create useable floor space) to allow: Internal alterations, changes to front elevation, 2 bay car port and addition of single storey rear element to Plot 2.	Conditional Permission	26.09.18
PL/18/2685/FA	Beaconsfield Town Council	Mr Gagan Bhachu C/o Mr Jagir Bhachu	25 Wattleton Road Beaconsfield Buckinghamshire HP9 1TT	Two storey front, part single/part two storey side/rear extensions and front porch.	Conditional Permission	12.10.18
PL/18/2710/FA	Beaconsfield Town Council	Mrs Georgina Longley	67 Candlemas Mead Beaconsfield Buckinghamshire HP9 1AR	Vehicular access with associated hardstanding.	Conditional Permission	15.10.18
PL/18/2779/SA	Beaconsfield Town Council	Mr & Mrs K Overman C/o Mr Paul Lugard	Linwell 2 One Tree Lane Beaconsfield Buckinghamshire HP9 2BU	Certificate of Lawfulness for the installation of a temporary storage container	Cert of law proposed dev or use issued	26.09.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2792/FA	Beaconsfield Town Council	Mr Paramdeep Singh Sidhu C/o Mr Jatinder Tamrat	5 Crabtree Close Beaconsfield Buckinghamshire HP9 1UQ	Ground floor side extension and ground and first floor rear extension.	Conditional Permission	28.09.18
PL/18/2807/CO NDA	Beaconsfield Town Council	Mr & Mrs Keane	12 Wycombe End Beaconsfield Buckinghamshire HP9 1NB	Application for approval of condition 3 of Planning Application 17/00847/FUL (Two storey side extension).	Condition Accepted	04.10.18
PL/18/2836/AV	Beaconsfield Town Council	Mr Mark Jackson C/o Steve Collett	Kings Head Harvester Oxford Road Beaconsfield Buckinghamshire HP9 1UD	Item A - 1 off double sided internally illuminated post mounted sign, Item B - 1 off V-shaped post mounted marketing board with external illumination, Item C - 150mm high Individual non-illuminated acrylic letters, Item D - 1 off set of built up internally illuminated letters, Item E - 1 off single sided internally illuminated post mounted sign, Item F - 1 off set of built up internally illuminated letters.	Conditional consent	11.10.18
PL/18/2850/CO NDA	Beaconsfield Town Council	Mr Jon Furneaux	Cedar Cottage 15 Curzon Avenue Beaconsfield Buckinghamshire HP9 2NN	Application for approval of conditions 3 and 4 of Planning Application PL/18/2846/VRC. (Construction of detached house and integral garage with new vehicular access from Sandelswood End.)	Condition Accepted	28.09.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2857/CO NDA	Beaconsfield Town Council	Brunning & Price C/o Mr Jonathan Phillips	Loch Fyne Restaurant 70 London End Beaconsfield Buckinghamshire HP9 2JD	Application for approval of condition 4 of Planning Application 18/00392/FUL (Demolition of existing front porch, construction of single storey front extension incorporating roof lantern and bin store).	Condition Accepted	17.10.18
PL/18/2866/FA	Beaconsfield Town Council	Mr & Mrs C Cutler C/o Mr Sammy Chan	2 Wheeler Place Beaconsfield Buckinghamshire HP9 1GY	Porch extension	Conditional Permission	26.09.18
PL/18/2933/TP	Beaconsfield Town Council	Mr James Joiner C/o Mr Simon Hawkins	17 Copperfields Beaconsfield Buckinghamshire HP9 2NT	T10 - Cedar of Lebanon - Fell (SBDC TPO 07,33)	Conditional Permission	02.10.18
PL/18/2939/FA	Beaconsfield Town Council	Mr Charles Winslade C/o Mr George Martin	15A The Broadway Penn Road Beaconsfield Buckinghamshire HP9 2PD	Change of use of the premises from A1 use to D1 (Consulting rooms for veterinarian or medical use)	Conditional Permission	17.10.18
PL/18/2947/FA	Beaconsfield Town Council	Mr & Mrs Purser & McCullagh C/o Mrs Holly Ferrar- Coulson	Claremont House 28A Grove Road Beaconsfield Buckinghamshire HP9 1UP	Two single storey rear extensions, insertion of three additional windows to existing ground floor south and north elevations.	Conditional Permission	02.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2962/TP	Beaconsfield Town Council	Margaret Jolly	57 London End Beaconsfield Buckinghamshire HP9 2HW	T1 acacia (robinia) T1 -25% Crown Reduction and Crown Thinning. (SBDC TPO no: 26, 2011). T2 conifer -2-3m Height Reduction and removal of 1-2 lower branches, T3 cherry - 30% to 50% Crown Reduction. (Beaconsfield Conservation Area).	Trees Allowed In Part	04.10.18
PL/18/2987/FA	Beaconsfield Town Council	Mr M Garner C/o Mr Chetan Hirani	19 Furzefield Road Beaconsfield Buckinghamshire HP9 1PG	Demolition of existing dwelling and erection of a new detached dwelling.	Conditional Permission	17.10.18
PL/18/3020/TP	Beaconsfield Town Council	Mr Stephen Cuthbert	Long Meadow 61 Burkes Road Beaconsfield Buckinghamshire HP9 1PW	T1 Cypress - Removal of 3 low branches, T2 Hornbeam -repollard, T3 Cherry - Crown reduce height by 3.5 metres and spread by 2 metres, T4 Cypress - Removal of 6 low branches. (SBDC TPO no: 21, 1995).	Conditional Permission	04.10.18
PL/18/3062/SA	Beaconsfield Town Council	Mr John Bartlett C/o Mr Richard Drabble	4 St Josephs Mews Candlemas Lane Beaconsfield Buckinghamshire HP9 1GA	Application for certificate of lawfulness for proposed: Single storey rear extension.	Withdrawn	02.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3067/KA	Beaconsfield Town Council	St Mary's C/o Mrs Kirstie Harvey	St Mary and All Saints Church Windsor End Beaconsfield Buckinghamshire HP9 2JW	T1 Malus - Reduce two lowest laterals by 2-2.5m, T3 Acacia - Fell, T4 Acacia - Remove four lowest branches, G5 Yew x 2 - fell, G7 Laburnums - fell. (SBDC Beaconsfield conservation area).	TPO shall not be made	02.10.18
PL/18/3072/FA	Beaconsfield Town Council	Mr Fredrik Wolff C/o Mr Sam Rodger	34 Copperfields Beaconsfield Buckinghamshire HP9 2NT	Single storey rear extension and fenestration changes to existing rear and side elevations.	Conditional Permission	10.10.18
PL/18/3115/TP	Beaconsfield Town Council	Mr Robert Evans C/o Mr Tom Hunnings	Beechwood 68A Ledborough Lane Beaconsfield Buckinghamshire HP9 2DG	5 x Mature Beech Trees - remove dead, dying, dangerous and crossed branches. (SBDC TPO 9,2000).	Conditional Permission	10.10.18
PL/18/3119/FA	Beaconsfield Town Council	Mr & Mrs Peter Tiley C/o Mr David Webb	7 Amersham Road Beaconsfield Buckinghamshire HP9 2HA	Conversion of existing chalet style bungalow to two storey dwelling incorporating part two storey / part single storey front and rear extensions, including front and rear dormers and construction of additional vehicular access	Conditional Permission	15.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3132/TP	Beaconsfield Town Council	Mr H Simpson C/o Mr Glen Harding	Bannatyne 21 Furzefield Road Beaconsfield Buckinghamshire HP9 1PG	Oak-Crown Reduction (height by 5m, east by 3m, south by 3m and west by 2m). (SBDC TPO no. 16, 1995).	Refuse Permission	15.10.18
PL/18/3168/TP	Beaconsfield Town Council	Mr Atkin C/o Mrs Jill Macbeth	Parkside London End Beaconsfield Buckinghamshire HP9 2JB	T1, T2 Lime - Repollard by 3m, T4, T5, T6 Limes - Repollard by 2 - 2.5m. (SBDC TPO 42, 2000).	Conditional Permission	10.10.18
PL/18/3230/NM A	Beaconsfield Town Council	Mr Ian Rivers C/o Rob McLennan	Bridge Cottage 45A Baring Road Beaconsfield Buckinghamshire HP9 2NF	Non-Material amendment to planning permission 16/00791/FUL to allow: Enlargement of 2nd floor dormer windows and addition of balconies to first floor apartments replacing Juliet balconies.	Withdrawn	03.10.18
PL/18/3297/FA	Beaconsfield Town Council	Mr Iqbal	14 Wooburn Green Lane Beaconsfield Buckinghamshire HP9 1XE	Two storey rear, front/side first floor extensions with front porch.	Declined to Determine	03.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3298/KA	Beaconsfield Town Council	Mr Atkin C/o Mrs Jill Macbeth	Parkside London End Beaconsfield Buckinghamshire HP9 2JB	T3 Yew - Crown reduce by 0.5 to 1m. (Conservation area Beaconsfield).	TPO shall not be made	04.10.18
PL/18/3521/ADJ	Beaconsfield Town Council	4 Lee's Limited C/o Ms Lucy Wenzel	Out Of Area Kerns 11 Woodlands Drive Knotty Green Buckinghamshire HP9 1JY	Consultation from Chiltern District Council re: Redevelopment of site to provide a pair of semi-detached dwellings, served by new access, gates, associated amenity space and car parking (CDC Ref: CH/2018/0825/FA)	No Objections	02.10.18
18/00914/CLUE D	Burnham Parish Council	Mr Paul Uppal C/o Nicholas Kingsley Smith	Plum Tree Cottage East Burnham Lane Burnham Buckinghamshire SL2 3TL	Certificate of Lawfulness for an existing operation comprising the digging of trenching to implement enlargements pursuant to GDPO 2015 Sch 2 Pt1 Class A.	Refuse to Grant Operations Certificate	18.10.18
PL/18/2608/FA	Burnham Parish Council	Mr L Walsh C/o Mr A B Jackson	10 Hurstfield Drive Burnham Buckinghamshire SL6 0PF	Part conversion of existing dwelling, two storey side, part single/part two storey rear extensions to form new dwelling following the demolition of garage.	Conditional Permission	11.10.18
PL/18/2641/FA	Burnham Parish Council	Mr A Agarwal C/o Mr R Worrell	648 Bath Road Burnham Buckinghamshire SL6 0NZ	Two storey side extension with Juliette balcony and single storey rear extension to include residential annexe.	Conditional Permission	15.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2879/FA	Burnham Parish Council	Mrs Shivani Sharma	5A Farm Road Burnham Buckinghamshire SL6 0PS	Erection of balcony to the rear.	Conditional Permission	28.09.18
PL/18/2927/FA	Burnham Parish Council	Mr Avtar Singh Kudhail C/o Prof. Plans	12 Wethered Drive Burnham Buckinghamshire SL1 7NG	Single storey rear extension, infill front/side extension and conversion of garage to habitable accommodation.	Conditional Permission	27.09.18
PL/18/3042/SA	Burnham Parish Council	Mrs Balvinder Sandhu	8 Conway Road Burnham Buckinghamshire SL6 0LD	Application for certificate of lawfulness for proposed: Vehicle access.	Cert of law proposed dev or use issued	05.10.18
PL/18/3061/FA	Burnham Parish Council	Mr & Mrs Perdeep Kanda C/o Mr Grahame Elton	4 Winters Acre Burnham Buckinghamshire SL1 7BF	Single storey rear extension, side dormer and rooflight, laying of additional hardstanding	Conditional Permission	09.10.18
PL/18/3150/SA	Burnham Parish Council	Mrs Gurmeet Sidhu C/o Mr Nigel Walford	694 Bath Road Burnham Buckinghamshire SL6 0NZ	Application for a Certificate of Lawfulness for a proposed hip to gable loft conversion incorporating a rear dormer structure with Juliet balcony and front roof lights.	Withdrawn	18.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3181/FA	Burnham Parish Council	Mrs R K Dhillon C/o Mr Dhillon	35 Coalmans Way Burnham Buckinghamshire SL1 7NX	Front porch and conversion of garage to habitable accommodation.	Conditional Permission	19.10.18
PL/18/3275/KA	Burnham Parish Council	Victoria Mary SPB C/o Mr Oliver Tarrant	Burnham Abbey Lake End Road Burnham Buckinghamshire SL6 0PW	T1 Horse Chestnut - fell. (Conservation area - Huntercombe).	TPO shall not be made	10.10.18
PL/18/3487/CO NDA	Burnham Parish Council	Mr Williamson C/o Mr Peter Norman	Chiltern Cottage Dorney Wood Road Burnham Buckinghamshire SL1 8EJ	Application for approval of conditions 3,4, 5 and 7 of Planning Application 17/00471/FUL. (Construction of two semi detached houses with integral garages, parking, new access road and associated works).	Condition Accepted	11.10.18
18/00330/CON D	Denham Parish Council	Mr Niten Mistry C/o Mr Nicholas Corrie	Verney House Denham Way Denham Buckinghamshire UB9 5AX	Application for approval of details reserved by condition 3 on Appeal Ref: APP/N0410/W/16/3157969, planning permission 15/02181/FUL	Condition Accepted	17.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
18/00855/FUL	Denham Parish Council	Mr Raman Chind	24-26 Oxford Road New Denham Denham Buckinghamshire UB9 4DQ	Erection of mezzanine floor to provide flat and fenestration alteration.	Conditional Permission	01.10.18
PL/18/2478/FA	Denham Parish Council	Mr Paul Hudson C/o Mr Dale Venn	Rucola Restaurant Denham Lodge Oxford Road New Denham Denham Buckinghamshire UB9 4AA	Change of use from restaurant (Use Class A3) to dwellinghouses (Use Class C3) for provision of 4 self contained flats and associated external alterations	Conditional Permission	02.10.18
PL/18/2483/FA	Denham Parish Council	Mr Robin Moxon	Uxbridge Business Park Oxford Road New Denham Denham Buckinghamshire	The erection of a single storey amenity building incorporating landscaping and infrastructure.	Conditional Permission	01.10.18
PL/18/2893/CO NDA	Denham Parish Council	Mr Mistry C/o Mr Nicholas Corrie	Verney House Denham Way Denham Buckinghamshire UB9 5AX	Application for approval of conditions 4,8,11,12,13 and 15 of Planning Application 15/02181/FUL (Redevelopment of site for four dwellings (1 detached dwellinghouse and 2 apartments with attached dwellinghouse) including landscaping and associated works. Land Off Denham Way (formerly Verney House) Denham Way Denham Buckinghamshire UB9 5AX)	Condition Accepted in Part	17.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2948/FA	Denham Parish Council	Mr & Mrs M Stanborough C/o Mr Michael Waring	84 Moorfield Road Denham Green Buckinghamshire UB9 5NF	Demolition of existing garage and erection of a single storey side extension.	Conditional Permission	28.09.18
PL/18/2968/FA	Denham Parish Council	Mrs Paula Watkins C/o Mr Jonathan Stackhouse	3 Misbourne Meadows Denham Buckinghamshire UB9 4AD	Single storey side extension.	Conditional Permission	01.10.18
PL/18/3003/FA	Denham Parish Council	Mr G S Randhawa C/o Mr Steven Doel	Land at 2 Middle Road Denham Buckinghamshire UB9 5EG	Detached chalet bungalow with vehicular access and associated hardstanding	Conditional Permission	04.10.18
PL/18/3004/FA	Denham Parish Council	Morgan C/o Mr Michael Morgan	The Rowans 49 Denham Green Lane Denham Buckinghamshire UB9 5LF	The separation of a single dwelling into two with a rear two storey extension, porch extension, additional fenestration to side elevations and new vehicular access.	Conditional Permission	04.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3156/NM A	Denham Parish Council	Mr John Martin C/o Rob Gale	Martin Baker Aircraft Co Ltd 61 Lower Road Higher Denham Denham Buckinghamshire UB9 5AJ	Non-material amendment to planning permission 16/02435/FUL (Construction of new two storey office building following demolition of existing buildings on site with associated road and parking) to allow rearrangement of lift overrun and access stairs to roof, increase in windows protected by Brise Soleil and reduction in size of a window to south elevation.	Accepted	22.10.18
PL/18/3160/PN E	Denham Parish Council	Mr Harin Mehta C/o Mr David Nutchey	14 Skylark Road Denham Buckinghamshire UB9 4HR	Notification under the Town and Country Planning (General Permitted Development) Order 2015, Part 1 of Schedule 2 Class A 4 for single storey rear extension (Dimensions D 3.20 m, MH 3.618, EH 2.880m)	Withdrawn	02.10.18
PL/18/3352/PN E	Denham Parish Council	Mr Ghatora C/o Mr Manpreet Matharoo	Oakleigh Bakers Wood Denham Buckinghamshire UB9 4LQ	Notification under The Town and Country Planning (General Permitted Development) Order 2015 Part 1 of Schedule 2 Class A 4 for single storey rear extension (Dimensions D 8m, MH 4m, EH 2.65m).	Prior Approval Refused	12.10.18
PL/18/3376/PN E	Denham Parish Council	Mr Michael Bradshaw C/o Mr Phil Seastram	65 Moorfield Road Denham Green Buckinghamshire UB9 5NE	Notification of proposed single storey rear extension; depth extending from the original rear wall of 3.8 metres, a maximum height of 3.69 metres and a maximum eaves height of 2.99 metres.	Withdrawn	16.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3381/BC C	Denham Parish Council	Bucks County Council	Denham Village Infant School Cheapside Lane Denham Buckinghamshire UB9 5AE	The proposed works includes two extensions, including; a new school hall, and new CDT/IT room and associated paths and gates. It is also proposed that a number of small internal adaptations are undertaken, including the removal of a number of existing internal walls. Additionally, it is proposed that a new 8 space car park is constructed to provide formal staff parking, replacing the existing rear hard standing, Access to this parking area is improved, by widening the path outside the school, providing greater site lines and turning circles. (Bucks CC ref: CC/0029/18)	Objection	27.09.18
PL/18/3380/PN E	Denham Parish Council	Ms Maureen Griffiths C/o Mr Mark Pottle	83 Knighton Way Lane New Denham Buckinghamshire UB9 4EH	Notification of proposed single storey rear extension; depth extending from the original rear wall of 5 metres, a maximum height of 3 metres and a maximum eaves height of 3 metres.	Prior Approval Refused	17.10.18
PL/18/3450/DM	Denham Parish Council	C/o Agent C/o Mr Matthew Stocks	Former Gasworks Site Transco Gas Holder Station Amersham Road Gerrards Cross Buckinghamshire	Demolition of industrial structure.	No Objections	17.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PQ/18/42239/A CKL	Denham Parish Council	Ms Holly Hinks	New House Farm Off Willetts Lane Uxbridge Buckinghamshire UB9 4HA	Notification under the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended) to utilise permitted development rights	Letter Replied/Respon ded to	05.10.18
17/02400/FUL	Dorney Parish Council	Mr Allan Stark	Cypress Cottage Lake End Road Dorney Buckinghamshire SL4 6QS	Detached garage (amendment to planning application 17/00487/FUL)	Conditional Permission	11.10.18
PL/18/3077/FA	Dorney Parish Council	Mr David Adesoye C/o Mr Simon Cottingham	Land Adjacent To 8 and 10 Harcourt Close Dorney Reach Buckinghamshire SL6 0DY	Demolition of existing garages and erection of 3 dwellings.	Conditional Permission	22.10.18
PL/18/3123/FA	Dorney Parish Council	Mrs Dawn Groom C/o Mr John Andrews	Land To The North Of 1 Glebe Close Dorney Reach Buckinghamshire SL6 0DL	Application for temporary period of four years for : 6 indoor primate enclosures, 6 outdoor primate enclosures, a stable block and 2 static caravans for residential use, along with a temporary access road within the site.	Refuse Permission	24.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3130/SA	Dorney Parish Council	Mr & Mrs Williamson C/o Mr S Dodd	14 Harcourt Road Dorney Reach Buckinghamshire SL6 0DU	Application for a Certificate of Lawfulness for proposed: Single storey side extensions.	Withdrawn	16.10.18
PL/18/3325/KA	Dorney Parish Council	Mr Barker C/o Andrea Nias	Further Dimmings Village Road Dorney Buckinghamshire SL4 6QW	T3 Maple-Fell. (Dorney Conservation Area).	TPO shall not be made	11.10.18
PL/18/2668/FA	Farnham Royal Parish Council	Mr Mav Sandhu C/o Mr Harmeet Minhas	Langtons Templewood Lane Farnham Common Buckinghamshire SL2 3HD	Erection of an attached single storey garage to Plot 2.	Conditional Permission	28.09.18
PL/18/2724/FA	Farnham Royal Parish Council	Mr & Mrs Dolling C/o Mr Tim Isaac	11 Long Close Farnham Royal Buckinghamshire SL2 3EJ	Variation of permitted application 16/01335/FUL. Front porch, first floor side extension, raising the roof and roof light.	Conditional Permission	27.09.18
PL/18/2767/FA	Farnham Royal Parish Council	Mrs C Ketteley C/o Mr Dylan Morris	20 Lawkland Farnham Royal Buckinghamshire SL2 3AN	Two storey side extension (amendment to planning approval 18/00231/FUL)	Conditional Permission	27.09.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2921/FA	Farnham Royal Parish Council	Louise Caplan C/o Mr Liam Foley	5 Romsey Drive Farnham Common Buckinghamshire SL2 3RE	Rear ground and first floor infill extension. Garage extension and side infill extension. Additional three front and one rear dormer windows. Changes to rear fenestration.	Conditional Permission	22.10.18
PL/18/2990/SA	Farnham Royal Parish Council	Mr Randhawa C/o Mr Guy Fielding	Benavon Egypt Lane Farnham Common Buckinghamshire SL2 3LF	Application for a Certificate of Lawfulness for proposed detached swimming pool outbuilding.	Cert of law proposed dev or use issued	11.10.18
PL/18/2991/CO NDA	Farnham Royal Parish Council	Mr Robert Clarke C/o Mr Robert Clarke	Cut Heath House Parsonage Lane Farnham Common Buckinghamshire SL2 3PA	Application for approval of conditions 3, 4 and 5 of Planning Application 16/02069/RVC (Variation of condition 2 of planning permission 16/00110/FUL to allow for revisions to the design and position of the garage).	Condition Accepted	28.09.18
PL/18/3033/TP	Farnham Royal Parish Council	Tito Hanspal C/o Jon Simmons	The Old Orchard 129 Blackpond Lane Farnham Common Buckinghamshire SL2 3EL	T1 Beech -Crown Lift outer secondary branches by 4 metres and Crown Reduction by 2 metres, T2 Maple- 1m clearance from overhead phone lines. (SBDC TPO 28/2009 and SBDC TPO 02/1974).	Conditional Permission	10.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3165/CO NDA	Farnham Royal Parish Council	Mrs P Kaur C/o Mr Mark Linehan	Silver Beeches Collinswood Road Farnham Common Buckinghamshire SL2 3LJ	Application for approval of conditions 3, 4 and 13 of Planning Application 17/02264/FUL (Detached dwelling and detached triple garage with associated vehicular access and relocation of access to existing dwelling).	Condition Accepted	28.09.18
PL/18/3180/VR C	Farnham Royal Parish Council	Mr Martin Goswami C/o Mr Graham Gray	East Barn Church Road Farnham Royal Buckinghamshire SL2 3AW	Variation of condition 2 of planning permission of 18/00159/FUL (Replacement and relocation of boundary fence and entrance gates)	Conditional Permission	19.10.18
PL/18/3227/SA	Farnham Royal Parish Council	Ms Susie Pawson C/o Mr Sunjive Corpaul	4 Sherbourne Walk Farnham Common Buckinghamshire SL2 3TZ	Application for Certificate of Lawfulness: Single storey rear extension	Cert of law proposed dev or use issued	24.10.18
PL/18/2258/EU	Fulmer Parish Council	Mr & Mrs Black C/o Mr George Martin	Orchard Farm Windsor Road Gerrards Cross Buckinghamshire SL9 8SS	Application for a Certificate of Lawfulness for Existing Use relating to buildings 1 - 8 as equestrian use, and the first floor of building 8 as residential	Cert of Law - existing use - granted	16.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3125/SA	Fulmer Parish Council	Mr Brendan Joy C/o Mr Brendan Joy	Former Fernacres Farm Fulmer Common Road Fulmer Buckinghamshire SL3 6JN	Application for a Certificate of Lawfulness for proposed: Building operations to complete the redevelopment of site to provide four detached dwellings in accordance with planning permission 14/01834/FUL.	Cert of law proposed dev or use issued	16.10.18
PL/18/3182/FA	Fulmer Parish Council	Mr G. Blanshard C/o Declan Minoli	Hunters Cottage Land at St Huberts Lane Gerrards Cross Buckinghamshire	Single storey rear extension and conversion of existing agricultural building into one detached dwelling.	Refuse Permission	19.10.18
PL/18/3424/AG N	Fulmer Parish Council	Ms Jane Hamilton C/o Ms Lucie Stone	Low Farm Cottage Hay Lane Fulmer Buckinghamshire SL3 6HJ	Notification of agricultural or forestry development under Schedule 2, Part 6 of the Town and Country Planning (General Permitted Development) Order 2015 for: New agricultural barn.	No objection - conditional	11.10.18
18/00863/FUL	Gerrards Cross Town Council	Mrs N Flower	The Gerrards Cross Church Of England School Moreland Drive Gerrards Cross Buckinghamshire SL9 8BD	Retention of double prefabricated classroom (Renewal of planning permission 03/00520/FUL - 13/00887/TEMP)	Conditional Permission	19.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
18/00934/FUL	Gerrards Cross Town Council	Mr Andrew Robinson C/o Fisch Design	46 - 48 Packhorse Road Gerrards Cross Buckinghamshire SL9 8EF	Infill extension and raised floor, overhead canopy and conversion of garage to ancillary accommodation.	Conditional Permission	12.10.18
PL/18/2270/VR C	Gerrards Cross Town Council	Mr Dhaliwal C/o Mr Manpreet Matharoo	27 The Uplands Gerrards Cross Buckinghamshire SL9 7JQ	Variation of condition of planning permission 17/01302/FUL (Replacement dwelling) to allow fenestration changes, additional rear dormer and repositioning of the building.	Conditional Permission	01.10.18
PL/18/2480/AV	Gerrards Cross Town Council	Mr Andrew Robinson C/o Fisch Design	Katies 46 - 48 Packhorse Road Gerrards Cross Buckinghamshire SL9 8EF	Externally Illuminated Fascia Sign & Externally Illuminated Hanging Sign.	Conditional consent	12.10.18
PL/18/2624/FA	Gerrards Cross Town Council	Mr I Maini C/o Mr Mark Hall	Peveril House 79 Camp Road Gerrards Cross Buckinghamshire SL9 7PF	Replacement dwellinghouse and construction of vehicular access.	Conditional Permission	04.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2696/SA	Gerrards Cross Town Council	Ms Belinda Faulkner C/o Mr Gurprit Benning	23 Gaviots Green Gerrards Cross Buckinghamshire SL9 7EB	Application for a Certificate of Lawfulness for proposed: Loft Conversion with rear dormer and rooflights to front and hip to gable roof extension.	Cert of law proposed dev or use issued	27.09.18
PL/18/2750/FA	Gerrards Cross Town Council	Mr Geoff Williams C/o Mr Martyn Wiltshire	Sterling House 20 Station Road Gerrards Cross Buckinghamshire SL9 8EL	Four storey side infill extension, alterations to fenestration and relocation of front entrance doors	Conditional Permission	28.09.18
PL/18/2764/FA	Gerrards Cross Town Council	Mr D Patel C/o Mr Jeff Gillett	Springhill 15 Dale Side Gerrards Cross Buckinghamshire SL9 7JE	Demolition of existing house and erection of 2 detached houses.	Refuse Permission	08.10.18
PL/18/2822/FA	Gerrards Cross Town Council	Mr & Mrs Brough C/o Mr James Whelan	Silver Spinney 10 Uplands Close Gerrards Cross Buckinghamshire SL9 7JH	Demolition of existing dwelling and erection of new detached dwelling.	Conditional Permission	24.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2844/FA	Gerrards Cross Town Council	Mr & Mrs Greaney C/o Mr Philip Roy	Greener Pastures 16 Donnay Close Gerrards Cross Buckinghamshire SL9 7PZ	First floor side extension.	Conditional Permission	03.10.18
PL/18/2883/FA	Gerrards Cross Town Council	Mr Gareth Rosser C/o Mr Alexandre Durao	9 High Beeches Gerrards Cross Buckinghamshire SL9 7HU	Demolition of existing garage and conservatory, part single, part two storey front, side and rear extensions, roof extension and fenestration alterations.	Conditional Permission	05.10.18
PL/18/2902/TP	Gerrards Cross Town Council	Mrs Starling C/o Miss Helen Taylor	Brackenbury 25 Oak End Way Gerrards Cross Buckinghamshire SL9 8DA	T1 and T2 Horse Chestnuts - Crown lifting (SBDC TPO no: 08, 1974).	Conditional Permission	02.10.18
PL/18/2909/FA	Gerrards Cross Town Council	Ms Brinda Nicholson C/o Mr Hyeongsoon Choi	Thornbury House 16 Woodlands Gerrards Cross Buckinghamshire SL9 8DD	First floor side infill extension and additional balcony and alterations to fenestrations at front elevation.	Conditional Permission	26.09.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2930/FA	Gerrards Cross Town Council	Mr & Mrs Chin C/o Mr Mark Pottle	Brundah 32 Dukes Wood Avenue Gerrards Cross Buckinghamshire SL9 7JT	Single storey rear extension and garage conversion for habitable use.	Conditional Permission	03.10.18
PL/18/3006/FA	Gerrards Cross Town Council	Mr Caldesi C/o Mr Tyrrell	71 Howards Thicket Gerrards Cross Buckinghamshire SL9 7NU	Single storey rear extension and existing first floor side dormer window, to be replaced with larger dormer window.	Conditional Permission	05.10.18
PL/18/3023/FA	Gerrards Cross Town Council	Mr Ken Turner	61 Howards Wood Drive Gerrards Cross Buckinghamshire SL9 7HS	Retrospective application for front porch and increase in front ridge height.	Conditional Permission	03.10.18
PL/18/3027/VR C	Gerrards Cross Town Council	Mr BASRA C/o DP Architects	32 Dale Side Gerrards Cross Buckinghamshire SL9 7JE	Variation of condition 2 of planning permission 18/00300/FUL (Redevelopment of site to provide two dwellings and associated landscaping).	Conditional Permission	15.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3037/TP	Gerrards Cross Town Council	Mr Ankit Monga C/o Mr Frank Spooner	Trevellas 15 Valley Way Gerrards Cross Buckinghamshire SL9 7PL	Norway Spruce - Fell. (SBDC TPO 25, 1995).	Conditional Permission	10.10.18
PL/18/3053/TP	Gerrards Cross Town Council	Mr Bob Juneja C/o Mr Patrick East	Le Reve 82 Camp Road Gerrards Cross Buckinghamshire SL9 7PB	Spruce (T1) - Fell , 3x Cypress (G1) - Reduce height by approximately a third. (SBDC TPO 25, 1995)	Conditional Permission	10.10.18
PL/18/3098/TP	Gerrards Cross Town Council	Mr Revinder Sehajpal C/o Mr Halksworth	19 Valley Way Gerrards Cross Buckinghamshire SL9 7PL	(T2) Laburnum - Fell, (T4) Willow - Fell, (T5) Cherry - Fell, (G8) 1 x Hornbeam and 2 x Oak - Fell, (T9) Oak - Fell, (G12) Beech hedge -Fell. (TPO SBDC 25, 1995).	Trees Allowed In Part	10.10.18
PL/18/3143/FA	Gerrards Cross Town Council	Mr Surinder Flora C/o Mr S Flora	Cornucopia 43 Woodhill Avenue Gerrards Cross Buckinghamshire SL9 8DP	First floor rear extension	Conditional Permission	16.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3169/FA	Gerrards Cross Town Council	Mr & Mrs T. Bates C/o Declan Minoli	Burghley House 5C Dukes Wood Avenue Gerrards Cross Buckinghamshire SL9 7JX	Detached double garage	Conditional Permission	18.10.18
PL/18/3192/AV	Gerrards Cross Town Council	Mrs Victoria Järnefelt	Europa House 11 Marsham Way Gerrards Cross Buckinghamshire SL9 8BQ	Non-illuminated aluminium fascia sign.	Conditional consent	16.10.18
PL/18/3215/FA	Gerrards Cross Town Council	Mr Tarsem Singh	49 Birchdale Gerrards Cross Buckinghamshire SL9 7JB	Two storey side and single storey rear extension, addition of door and window to side elevation	Conditional Permission	23.10.18
PL/18/3229/TP	Gerrards Cross Town Council	Mrs Nina Pomeranke C/o Mr Brian Roffey	Ashyana 85 Camp Road Gerrards Cross Buckinghamshire SL9 7PF	T1 Spruce - Fell, T2 Beech x 2 - Crown Reduction by 2-3 metres, Crown Clean, Crown Lift to 3m, T3 Ash - Fell. (Tree Preservation Order no.47, 2002).	Trees Allowed In Part	15.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3231/NM A	Gerrards Cross Town Council	Mr and Mrs J Palmiero C/o Stephen Varney Associates	Jordans End Oxford Road Gerrards Cross Buckinghamshire SL9 7DL	Non-material amendment to planning permission 18/00784/FUL (Single storey front and rear extensions) to allow enlarged front window and additional side window.	Accepted	08.10.18
PL/18/3239/TP	Gerrards Cross Town Council	Mr John Chapman C/o Mr Paul Morris	Scots Craig 3 Hillcrest Way Gerrards Cross Buckinghamshire SL9 8DN	T1 - Gum - Reduce/Prune Back 3 x side branches by 3 metres. (SBDC TPO 5, 2001).	Conditional Permission	15.10.18
PL/18/3261/KA	Gerrards Cross Town Council	Sister Hilda Mary C/o Miss Angel O'Brien	St Michael's Covent Vicarage Way Gerrards Cross Buckinghamshire SL9 8AT	T1 Spruce - Reduce Height by 4 metres and prune back lowest branch by 2-3 metres (Conservation Area).	TPO shall not be made	17.10.18
PL/18/3331/KA	Gerrards Cross Town Council	Mrs Jane Hamilton	65 Bulstrode Way Gerrards Cross Buckinghamshire SL9 7RB	T1 Lime - Crown Thinning. (Gerrards Cross Conservation Area).	TPO shall not be made	18.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3334/KA	Gerrards Cross Town Council	Mrs Jane Hamilton	Fairfield 67 Bulstrode Way Gerrards Cross Buckinghamshire SL9 7RB	Crown reduction of a hornbeam and a Norway maple within a Conservation Area	Withdrawn	08.10.18
PL/18/3457/KA	Gerrards Cross Town Council	Mr Hugh Gurney	Fairfield 67 Bulstrode Way Gerrards Cross Buckinghamshire SL9 7RB	T1 Hornbeam - Crown Lift to 5m, T2 Norway Maple - Crown Lift to 6m. (Conservation Area - Gerrards Cross Centenary).	TPO shall not be made	17.10.18
PL/18/3470/NM A	Gerrards Cross Town Council	Mr Bruce Vincent C/o Mr Fraser Kirkcaldy	Juniper House 24 Manor Lane Gerrards Cross Buckinghamshire SL9 7NJ	Non Material Amendment to planning permission 17/01645/FUL (Part single/part two storey front extensions incorporating front porch and part single/part two storey rear extension incorporating rear balcony and single storey rear extension. Relocation of access).	Accepted	19.10.18
17/01919/FUL	Hedgerley Parish Council	Extra MSA Beaconsfield Limited C/o Ms Nikki Sills	Beaconsfield Services Windsor Road Beaconsfield Buckinghamshire	Extension to existing motorway service area to include additional 42 HGV parking spaces with associated access and landscaping.	Withdrawn	08.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2788/EU	Hedgerley Parish Council	Mr Colin Kent	Land Adjacent To Woodstock Hedgerley Hill Hedgerley Buckinghamshire	Application for a Certificate of Lawfulness for Existing Use of the land immediately adjacent and to the south of Woodstock for residential garden land incidental to the residential occupation of Woodstock	Cert of Law - existing use - granted	17.10.18
PL/18/2189/FA	Iver Parish Council	Mr Aggarwal C/o Mr Harmeet Minhas	57 Wellesley Avenue Iver Buckinghamshire SL0 9BP	Extension to existing driveway to provide additional parking incorporating landscaping. Front gates and railings.	Refuse Permission	12.10.18
PL/18/2470/EU	Iver Parish Council	Link Park Heathrow LLP C/o Ms Muireann Murphy	Link Park Heathrow Thorney Mill Road Iver Buckinghamshire UB7 7EZ	Application for a Certificate of Lawfulness of Existing Use relating to site as open storage (B8 Use).	Withdrawn	24.10.18
PL/18/2484/EU	Iver Parish Council	Link Park Heathrow LLP n/a C/o Ms Muireann Murphy	Link Park Heathrow Thorney Mill Road Iver Buckinghamshire	Application for a Certificate of Lawfulness for Existing Use relating to the Land forming the south west of Link Park as B2 (General Industrial)	Withdrawn	24.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2531/FA	Iver Parish Council	Mr Tim Coyne C/o Mr Sunil Malhotra	94 High Street Iver Buckinghamshire SL0 9PJ	Double storey rear extension, rear dormer addition to increase habitable space to existing loft conversion and rooflight to front.	Conditional Permission	28.09.18
PL/18/2595/FA	Iver Parish Council	Mr Ian Charge	10 Glaisyer Way Iver Heath Buckinghamshire SL0 0RX	Single storey porch extension (retrospective).	Conditional Permission	08.10.18
PL/18/2646/FA	Iver Parish Council	Mr K Sharma C/o Mr G Choda	29 Syke Ings Iver Buckinghamshire SL0 9ER	Front porch, part-single/part-two storey front/side/rear extensions, replacement roof incorporating increase in ridge height, rear dormer and rooflights and construction of additional vehicular access with associated hardstanding.	Conditional Permission	02.10.18
PL/18/2865/SA	Iver Parish Council	Mr & Mrs Viridi C/o Mr Harmeet Minhas	Palmer's Moor House Palmer's Moor Lane Iver Buckinghamshire SL0 9LG	Certificate of Lawfulness for proposed: Demolition of existing detached garage and erection of new detached garage.	Cert of law proposed dev or use issued	05.10.18
PL/18/2898/TP	Iver Parish Council	Miss Toni Palmer	3 St Davids Close Iver Heath Buckinghamshire SL0 0RS	Felling of a Sycamore. (SBDC TPO 38 of 2001 (T2).	Conditional Permission	02.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2934/SA	Iver Parish Council	Mr Hothi C/o Sayeed Rahman	Indian Nights Restaurant 75 Slough Road Iver Heath Buckinghamshire SL0 0DW	Application for certificate of Lawfulness for proposed: Change of use of ground floor from A3 Use Class (Restaurants and Cafes) to A2 Use Class (Financial and Professional Services).	Cert of law proposed dev or use issued	28.09.18
PL/18/2967/FA	Iver Parish Council	Mr Richard Liggins C/o Mr David Callan	Land To Rear Of 4 Wellesley Avenue Iver Buckinghamshire SL0 9BL	Erection of a detached chalet bungalow with associated access	Refuse Permission	24.10.18
PL/18/3040/SA	Iver Parish Council	Mr and Mrs L McGuire C/o Mr C Brench	1 Rostrevor Gardens Iver Heath Buckinghamshire SL0 0RB	Application for certificate of lawfulness for proposed vehicle access.	Cert of law proposed dev or use issued	08.10.18
PL/18/3083/NM A	Iver Parish Council	Mr Rav Hayer C/o Mr Ameet Bhamra	Richings House Main Drive Iver Buckinghamshire SL0 9DP	Non Material amendment to planning permission 15/00854/FUL to allow: Changes to doors and fenestration.	Accepted	19.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3244/PN E	Iver Parish Council	Mr. Satinder Saini C/o Mr. Gurdev Benipal	31 Swallow Street Iver Buckinghamshire SL0 0ER	Notification of proposed single storey rear extension; depth extending from the original rear wall of 6 metres, a maximum height of 3.297 metres and a maximum eaves height of 2.897 metres.	Prior Approval Given	04.10.18
PL/18/3304/NM A	Iver Parish Council	Mr M Wright	Pinewood Studios Pinewood Road Iver Heath Buckinghamshire SL0 0NH	Non -material amendment to planning permission 13/00175/OUT for amendments to the parameters in respect of building 1.05	Accepted	12.10.18
18/00679/OUT	Stoke Poges Parish Council	Stoke Poges PCC Mark Wells C/o Mr Richard James	St Andrews Church Centre Rogers Lane Stoke Poges Buckinghamshire SL2 4LN	Outline application for : First floor extension to provide 4 x 2 bedroom flats.	Conditional Permission	04.10.18
18/00865/FUL	Stoke Poges Parish Council	GBE Investments Ltd C/o Mr Robert Clarke	Firs Field Storage Building Duffield Lane Stoke Poges Buckinghamshire	Erection of a detached single-storey dwelling following demolition of the existing storage building.	Conditional Permission	05.10.18
PL/18/2828/FA	Stoke Poges Parish Council	Mr & Mrs Anthony Martin C/o Mr Shorne Tilbey	18 Clevehurst Close Stoke Poges Buckinghamshire SL2 4EP	Erection of an attached single garage	Conditional Permission	28.09.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2849/FA	Stoke Poges Parish Council	Mr Jake Davies C/o Mr S Dodd	Land Adjacent To 29 Decies Way Stoke Poges Buckinghamshire	Demolition of existing buildings and erection of a new detached chalet bungalow served by the existing vehicular access.	Conditional Permission	01.10.18
PL/18/2904/FA	Stoke Poges Parish Council	Mr J Lee C/o Mr Jack Dusek	4 Hazell Way Stoke Poges Buckinghamshire SL2 4BN	Erection of a single storey rear extension to existing integral garage and front porch extension.	Conditional Permission	26.09.18
PL/18/2905/SA	Stoke Poges Parish Council	Mr J Lee C/o Mr Jack Dusek	4 Hazell Way Stoke Poges Buckinghamshire SL2 4BN	Application for a Certificate of Lawfulness for a proposed side dormer and two roof lights.	Cert of law proposed dev or use issued	26.09.18
PL/18/3073/FA	Stoke Poges Parish Council	Mr Modrekelidze C/o Mr D McCarthy	Craylands West End Lane Stoke Poges Buckinghamshire SL2 4ND	Construction of detached garage to front and outbuilding to rear garden, extension of driveway, addition of side gate.	Conditional Permission	10.10.18
PL/18/3166/FA	Stoke Poges Parish Council	Mr Paul West	35 Bunby Road Stoke Poges Buckinghamshire SL2 4BS	Single storey side and rear extension.	Conditional Permission	24.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3389/PNE	Stoke Poges Parish Council	Mr G Rait C/o Mr Mathew Cronin	Grays Mead Park Road Stoke Poges Buckinghamshire SL2 4PA	Notification of proposed single storey rear extension; depth extending from the original rear wall of 5.0 metres, a maximum height of 3.1 metres and a maximum eaves height of 3.0 metres.	Prior Approval Not Required	19.10.18
18/00507/FUL	Taplow Parish Council	Frontier Estates Ltd and Care UK Community Partnerships L... C/o Mrs Hannah Pearce	Roots Garden Design Bath Road Taplow Buckinghamshire SL6 0NL	Redevelopment of site to provide 82-bed care home (within class C2), with parking, access, landscaping and other associated works.	Refuse Permission	12.10.18
18/00858/LBC	Taplow Parish Council	Mr Tom Bosence C/o Mrs Emma Wiggins	Cliveden Estate Cliveden Road Taplow Buckinghamshire SL6 0JA	Application for Listed Building Consent for : Re-roofing and internal alterations of the Grade II Listed conservatory building	Conditional consent	09.10.18
18/00857/FUL	Taplow Parish Council	Mr Tom Bosence C/o Mrs Emma Wiggins	Cliveden Estate Cliveden Road Taplow Buckinghamshire SL6 0JA	Re-roofing and internal alterations of the Grade II Listed conservatory building.	Conditional Permission	09.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2287/HB	Taplow Parish Council	Mrs Lisa Bullock	Maidenhead Railway Viaduct Bath Road Taplow Buckinghamshire	Listed Building application for: Repair and maintenance of railway bridge, stitching and grouting of fractures.	Conditional consent	11.10.18
PL/18/2525/FA	Taplow Parish Council	Mr & Mrs D & J Schindler C/o Jane Carter	Rear Of Cranford House Boundary Road Taplow Buckinghamshire SL6 0EZ	Change of use of coach house to form separate dwelling.	Conditional Permission	01.10.18
PL/18/2597/CO NDA	Taplow Parish Council	Mr Alex Burrows	Former BG Depot Site Mill Lane Taplow Buckinghamshire	Application for approval of conditions 12, 15 and 20 of Planning Application 17/01684/RVC - (Variation of Condition 2 of planning permission 15/01041/FUL (Redevelopment of site to provide 941sqm of commercial space, car parking, cafe cart, landscaping and associated works (Application D)): To allow relocation of office building. Former BG Depot Site, Mill Lane, Taplow, Buckinghamshire.)	Condition Accepted	28.09.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/2736/FA	Taplow Parish Council	Mr James Stocker C/o Mr Graham Spence	Unit 6 The Bishop Centre Bath Road Taplow Buckinghamshire SL6 0NY	Installation of new staircase and mezzanine level into existing retail store.	Conditional Permission	28.09.18
PL/18/2963/FA	Taplow Parish Council	Mr & Mrs Simon and Victoria Smith C/o Mr Austin Smith	Rectory Farm Rectory Road Taplow Buckinghamshire SL6 0ET	Erection of outbuilding.	Refuse Permission	01.10.18
PL/18/3048/FA	Taplow Parish Council	Mrs Prabjot Dhillon	31 Buffins Taplow Buckinghamshire SL6 0HF	Vehicle access.	Withdrawn	02.10.18
PL/18/3237/KA	Taplow Parish Council	Mr John Ness	Riverlea House Ellington Road Taplow Buckinghamshire SL6 0BA	Eucalyptus - Fell, Gleditsia -Removal of left hand stem and reduce overhanging branches by 2 metres. (SBDC Taplow Riverside Conservation Area).	TPO shall not be made	10.10.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 7 NOVEMBER 2018**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
18/00872/FUL	Wexham Parish Council	Mr Gordon Errington C/o Mr Julian Castle	8 Buckland Gate Wexham Buckinghamshire SL3 6LS	Part single/part two storey front extension for creation of triple garage and habitable accommodation above and single storey rear extension.	Conditional Permission	09.10.18
PL/18/2616/EU	Wexham Parish Council	J & S Whitby C/o Miss Jessica Waddington	Rowley Farm Black Park Road Wexham Buckinghamshire SL3 6DR	Application for a Certificate of Lawfulness for Existing Use relation to a mobile home as residential use	Certificate of Lawful Development Oper	18.10.18
PL/18/2635/FA	Wexham Parish Council	Mr D Toms C/o Mr Collins	5 Diana Close George Green Wexham Buckinghamshire SL3 6RW	Demolition of existing conservatory. Single storey rear and side extension linking to a garage conversion.	Conditional Permission	08.10.18

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SUBJECT:	PLANNING APPEALS
REPORT OF:	Head of Planning & Economic Development Prepared by – Planning Support

Appeal Statistics for the period 1 April 2018 – 30 September 2018**Planning appeals allowed (incl enforcement)**

27.8% (5 out of 18) against a target of 30%.

Total appeals allowed (Planning, enforcement trees and other appeals):

23.8% (5 out of 21). No target set.

Percentage of appeals allowed in accordance with officer recommendation, despite decision to refuse by Members:

75% (3 out of 4). No target set.

SCHEDULE OF OUTSTANDING MATTERS

PUBLIC INQUIRIES

DATE	PREMISES
17/01126/FUL 30/10/18 for 3-4 days	<p><u>24 BRITWELL ROAD, BURNHAM, BUCKINGHAMSHIRE SL1 8AG</u></p> <p>Appeal against Refusal for: Redevelopment to form 46 retirement apartments for the elderly including communal facilities, access, car parking and landscaping.</p>

HEARINGS

DATE	PREMISES
17/01949/FUL Rescheduled for 17 – 18 DEC	<p><u>14 WOOBURN GREEN LANE, BEACONSFIELD, BUCKINGHAMSHIRE HP9 1XE</u></p> <p>Appeal against Non-Determination re: Porch with double storey side and part double storey part single storey rear extension.</p>
18/00776/FUL Date TBC	<p><u>BERRY HILL FARM, BERRY HILL, TAPLOW, BUCKINGHAMSHIRE, SL6 0DA</u></p> <p>Appeal against Refusal for: Erection of lattice mast and antennae including satellite dishes and shelter cabin.</p>
PL/18/2069/FA Date TBC	<p><u>14 WOOBURN GREEN LANE, BEACONSFIELD, BUCKINGHAMSHIRE HP9 1XE</u></p> <p>Appeal against Conditions Imposed on: Outbuilding in front garden.</p>
17/10182/ENCU Date TBC	<p><u>LAND ADJACENT TO SUTTON COURT FARM, SUTTON LANE, SLOUGH</u></p> <p>Appeal against Enforcement Notice alleging: Without planning permission, the material change of use of the land to the storage and parking of motor vehicles in connection with airport parking (a sui generis use) and the erection of an incidental boundary security fence, the erection of a car parking barrier and the laying of hardsurfacing.</p>
PL/18/3297/FA Date TBC	<p><u>14 WOOBURN GREEN LANE, BEACONSFIELD, BUCKINGHAMSHIRE HP9 1XE</u></p> <p>Appeal against Non-Determination re: Two storey rear, front/side first floor extensions with front porch.</p>

Appeals Lodged

Planning Appeals Lodged

	Date	Ref	Appellant	Proposal	Site
(a)	18/10/2018	PL/18/3297/FA	Mr Iqbal	Two storey rear, front/side first floor extensions with front porch.	14 Wooburn Green Lane, Beaconsfield

Enforcement Appeals Lodged

	Date	Ref	Appellant	Alleged Breach	Site
(a)	02/10/2018	EN/18/2029	Mr and Mrs M Seedel	Without planning permission, the erection of an outbuilding.	11 Frensham Walk, Farnham Common
(b)	03/10/2018	17/10088/ENCU	Airparker Limited	Without planning Permission:-3.1 the material change of the use of the Land to use for the parking and storage of motor vehicles in connection with airport parking (a sui generis use) including the stationing on the Land of a portable building in use for staff facilities; and 3.2 the carrying out on the Land of operational development ancillary to and designed to facilitate the Unauthorised Use, comprising the erection of floodlighting and CCTV cameras (together with all incidental fittings and fixtures) and the laying of hardsurfacing	Thorney Park Golf Club, Thorney Mill Road Iver
(c)	05/10/2018	18/10105/ENCU	Mrs K Cotterill-Butler	Without planning permission, the making of a material change of use of the Land to use for the parking and storage of motor vehicles in connection with airport parking.	Palmers Moor Farm, Palmers Moor Lane, Iver
(d)	04/10/2018	17/10182/ENCU	Amos Goldwyn Parking Ltd	Without planning permission, the material change of use of the land to the storage and parking of motor vehicles in connection with airport parking (a sui generis use) and the erection of an incidental boundary security fence, the erection of a car parking barrier and the laying of hardsurfacing.	Land adj to Sutton Court Farm Sutton Lane Slough

Appeal Decisions

Planning Appeal Decisions

	Date	Ref	Appellant	Proposal	Site	Decision	See key
(a)	02/10/2018	18/00374/FUL	Mr M Smith	Single storey side extension, installation of a ground floor rear window, landscaping, hardstanding and repositioning of drive gates.	6-8 Slough Road, Iver Heath	Appeal Dismissed	D
(b)	05/10/2018	18/00097/FUL	Ms Bradley	Conversion of the existing ancillary outbuilding into a self-contained residential dwelling and new vehicular access.	The Baobab, Framewood Road, Wexham	Appeal Dismissed	D
(c)	09/10/2018	17/02290/FUL	Mr & Mrs M Baker	Redevelopment of site to provide 8 residential apartments together with associated car parking and landscaping.	Alborough Lodge, 107 Packhorse Road, Gerrards Cross	Appeal Dismissed	CC
(d)	18/10/2018	18/00176/FUL	Howarth Homes	Redevelopment of site to provide 6 dwellings with associated landscaping, parking and hardstanding.	51 Candlemas Lane, Beaconsfield	Appeal Dismissed	D
(e)	24/10/2018	17/01748/FUL	Mr & Mrs Grundon	Replacement dwellinghouse	Tara Stud, Colley Hill Lane, Hedgerley	Appeal Dismissed	D
(f)	26/10/2018	17/02347/FUL	Mr M Glynn	Redevelopment of site to provide two detached dwellings.	Davan House, 38 Woodlands, Gerrards Cross	Appeal Dismissed	D

Note: The letter(s) shown after the decision in the above tables indicate:-

- CC - Committee decision to refuse permission contrary to officer recommendation
- D - Delegated officer decision to refuse permission

Appeals Withdrawn

Planning Appeals Withdrawn

	Date withdrawn	Ref	Appellant	Proposal	Site
(a)	11.10.2018	18/00676/FUL	Mr Martyn Higgins	Redevelopment of site to provide 7 dwellings with associated parking and access.	Brookdale, Bells Hill, Stoke Poges

Officer Contacts:	Jane Langston 01895 837285 planning.appeals@southbucks.gov.uk
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