



## Report to the Strategic Sites Committee

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<b>Application Number:</b>	21/07902/FUL
<b>Proposal:</b>	Change of use of southern corner of existing air park for use as filming site, construction of 2 x sound stages and 4 x workshop buildings with associated access and infrastructure and parking for a temporary period of 5 years (part retrospective)
<b>Site Location:</b>	Land At South Corner Wycombe Air Park Clay Lane Booker Buckinghamshire
<b>Applicant:</b>	Stage Fifty
<b>Case Officer:</b>	Emma Crotty
<b>Ward(s) affected:</b>	Chiltern Villages
<b>Parish-Town Council:</b>	Great Marlow Parish Council
<b>Date valid application received:</b>	1st November 2021
<b>Statutory determination date:</b>	31st January 2022
<b>Recommendation</b>	<p>Minded to grant temporary permission subject to the completion of a Planning Obligation</p> <p>That the Service Director of Planning and Environment be given delegated authority to grant Conditional Temporary Permission provided that a Planning Obligation is made to secure the following matters:</p> <ul style="list-style-type: none"><li>- Travel Plan and monitoring fee; Monitoring and Management of impacts; and financial contributions towards any additional Travel plan measures</li><li>- 10% biodiversity enhancement over baseline conditions, following the mitigation hierarchy, on the expiration of the temporary permission</li></ul> <p>or to refuse planning permission if a Planning Obligation cannot be secured</p>

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

- 1.1 Temporary planning permission for a period of 5 years, is sought for the construction of 2 x sound stages, 4 x workshop buildings, parking and internal roads in connection with the use of the site as a film studio. The site, up until recently, was part of the operational airfield associated with Wycombe Air Park. Work has already commenced on one sound stage at the site (this building is currently unauthorised).
- 1.2 All the proposed buildings would be demountable (temporary) structures, with tensile fabric roofs and grey panel sides. The 2 x sound stages would have a height of up to 18.5m and the workshops would have a height of up to 7.5m.
- 1.3 Filming would take place in the sound stages. The workshops would be used for the preparation of production sets, costumes and other filming related activities.
- 1.4 The application site is subject to an allocated site policy (HW15) which permits the redevelopment of this part of the Air Park for employment generating purposes, subject to a number of conditions, including appropriate highway mitigation. Furthermore the policy stipulates that development should not compromise or limit the operation of the aviation uses at the Air Park.
- 1.5 Further considerations for the proposed development include impact on the setting of the AONB (the site is not within the AONB, but is surrounded by the AONB), impact on residential amenities of nearby properties and ecological implications.
- 1.6 As Buckinghamshire Council is freeholder of the site (and given the size of the site at 15ha) the application must be determined at Strategic Sites Committee in accordance with the Council's Constitution.
- 1.7 In this instance, subject to an acceptable Planning Obligation and conditions, the development is recommended for temporary permission, as it would conform to Development Plan policy and the National Planning Policy Framework. Therefore the application should be deferred to Officers to secure a Planning Obligation in relation to a Travel Plan and monitoring fee, Monitoring and Management of impacts and financial contributions towards any additional Travel plan measures, as well as 10% biodiversity enhancement over baseline conditions (following the mitigation hierarchy) and on the expiration of the temporary permission.

## **2.0 Description of Proposed Development**

- 2.1 Permission is sought for the erection of 2 x sound stages and 4 x workshops for a temporary period of 5 years. Work has already commenced on one of the sound stages and therefore this application is considered 'part retrospective'.
- 2.2 The site area is around 15ha. The site layout would be as shown below. The sound stages would be located alongside the newly created boundary with the operational air field, with the majority of workshops located to the west of the site, near the site boundary with Marlow Road. For reference, residential properties at Claymoor Park

are located to the east of the site (along with a garden centre). These properties are around 50m from the site boundary and around 100m from the closest sound stage. The access point to the site would remain in the north eastern corner, which connects with existing roads within the Air Park complex. All Air Park traffic enters/leaves the site from an access point on Clay Lane. No additional access points are proposed.

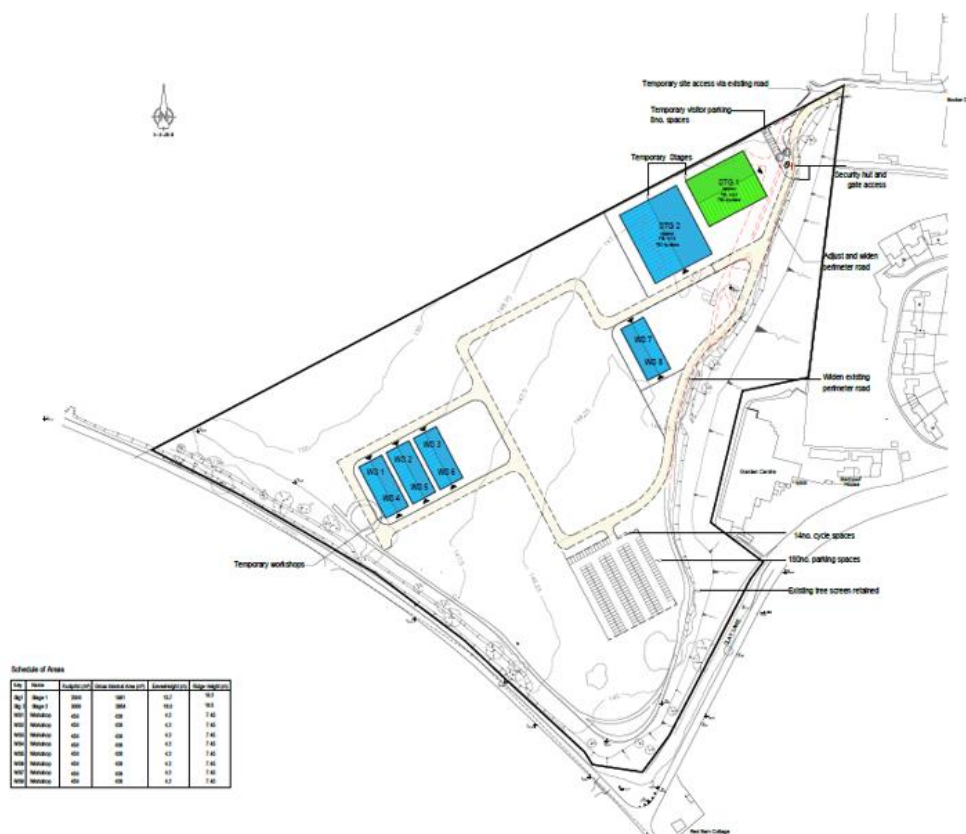


Figure 1. Site plan

- 2.4 Sound stage no. 1 is 18.2m in height, with a floorspace of 40m x 50m. Sound stage no. 2 would be 18.5m high with a floor space of 50m x 60 m. These buildings are/would be demountable structures consisting of steel uprights and padstones. The sides would be formed from grey coloured insulated sandwich panel walls with an inflatable tensile fabric roof.
- 2.5 Four workshop buildings are proposed which would contain two workshops each. The workshop buildings would be 45m x 20m in size. They would sit under a pitched roof with an eaves height of around 4.2m and ridge height of 7.5m. These buildings would also be demountable structures, with a steel frame, a tensile fabric roof and grey panelled sides.
- 2.6 In addition to the sound stages and workshops, the scheme also includes provision of internal access roads and parking. Whilst the land within the Air Park site is relatively level, some alterations to levels have taken place. This has also resulted in an existing

bund (running parallel to the residential properties at Claymoor Park) to be raised in height/ width, with some of the excess spoil.

- 2.7 The site is within the complex of Wycombe Air Park. This complex includes an operational airfield (which has served airplanes, helicopters and gliders). The complex also is the location for a variety of businesses within a range of use classes. This includes storage, offices, used car dealers and a squash and racketball club.
- 2.8 Wycombe Air Park is located on the outskirts of High Wycombe, on the south-western (opposite) side of the M40 motorway. The application site was taken out of the Green Belt by the latest adopted Local Plan and is now subject to allocated site policy HW15. This policy allocates the application site, plus a second area of the Air park complex, as strategic employment areas. Whilst the site is not in the Chilterns AONB, the Air Park site is surround by the AONB. Whilst the site is relatively flat, land falls away sharply to towards Clay Lane to the south-west, with a more gradual fall in land levels with Marlow Road to the south west. The triangular application site benefits from significant and mature tree lined boundaries to the south east and south west. The boundary to the north (with the airfield) consists of a newly erected palisade fence.
- 2.9 The application is for a temporary period of 5 years. This has been amended since the original submission, increasing the period from 2 years. It is understood that the increase in time required is in order to meet the specific requirements of a potential future tenant of the development who require the site for a period of 5 years to produce a number of films/television projects. Furthermore, a longer permission increases the attractiveness of the scheme to tv/feature film productions etc., which need space for a longer time period to enable several series to be produced.
- 2.10 The application is accompanied by:
  - a) Design and Access Statement
  - b) Planning Statement
  - c) Archaeological Desk-Based Assessment
  - d) Noise Technical Note
  - e) Transport Statement
  - f) Travel Plan Statement
  - g) Ecology & Trees Checklist
  - h) Ecology Briefing Note
  - i) Ecology Appraisal
  - j) Flood Risk Assessment
  - k) Landscape Technical Note
  - l) SuDS Statement

- m) Drainage Strategy
- n) Arboricultural & Planning Integration Report
- o) Aviation Implications Report

2.11 The application has been amended during the course of the application, increasing the amount of time requested to 5 years; this resulted in re-notification of consultees and neighbours. In addition, amendments have been made to the workshops (including reducing the number) and removing backlot from the scheme. Further information has been supplied when requested during the course of the application, including level (and bund) details.

### 3.0 Relevant Planning History

3.1 The Air Park allocated site has been subject to a number of recent prior approval applications:

Reference	Development	Decision	Decision Date
21/07861/PNP4E	Prior notification application (Part 4, Class E) for temporary change of use of land (from 18.11.2021 - 18.08.2022) of Northern part of Wycombe Air Park for construction of stage set, associated parking and filming	DAPP	18 November 2021
21/07862/PNP4E	Prior notification application (Part 4, Class E) for temporary change of use of land (from 18.11.2021 - 18.08.2022) of Southern part of Wycombe Air Park for construction of stage set, associated parking and filming	DAPP	18 November 2021

3.2 These applications, utilising permitted development rights under the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO) were agreed, and works in relation to 21/07862/PNP4E began. To clarify, this legislation permits specified types of developments, subject to certain conditions being met. The relevant part of this legislation (Schedule 2, Part 4, Class E- *'temporary use of buildings or land for film-making purposes'*) also requires the Local

Planning Authority to be consulted on the proposed development, but only in respect of:

- Dates and hours of operation
- Transport and highways impacts
- Noise impacts
- Light impacts
- Flooding

- 3.3 The permitted development legislation does not allow the Local Planning Authority to assess the proposal against the development plan.
- 3.4 However, it has since come to light that the permitted development accepted under reference 21/07862/PNP4E (which included a sound stage) is not being constructed fully in accordance with the approved details and does not satisfy the conditions set out in the GPDO. Therefore the development currently being undertaken on the land is unauthorised. The current application, which is the subject of this report, would however regularise this situation.
- 3.5 Application 21/07861/PNP4E was never implemented by the applicant as the operational needs for this application fell away.
- 3.6 In addition to the current application under consideration, there is a further temporary planning application pending determination, which would double the number of sound stages and workshop buildings, and increase the facilities at the site:

22/05889/FUL      Change of use of southern corner of existing Air Park for use as filming site, construction of 4 x sound stages and 8 x workshop buildings, 2 x ancillary offices, 2 x production facility buildings and 1 x security/access building with associated access and infrastructure, parking and infrastructure for a temporary period of 5 years

- 3.7 It should also be noted that the applicant is also undertaking pre-application discussions with the Council in relation to a comprehensive film studio development for the allocated site. This scheme has not been submitted formally, however public consultation on this has been undertaken by the applicants.

#### **4.0 Policy Considerations and Evaluation**

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

accordance with the development plan unless material considerations indicate otherwise.

- 4.2 In this case the site is allocated for development by Policy HW15 of the adopted Local Plan. There are other development plan policies that are also relevant. The policy framework will be set out below.

### Principle and Location of Development

Wycombe District Local Plan (August 2019):

CP1 (Sustainable Development)

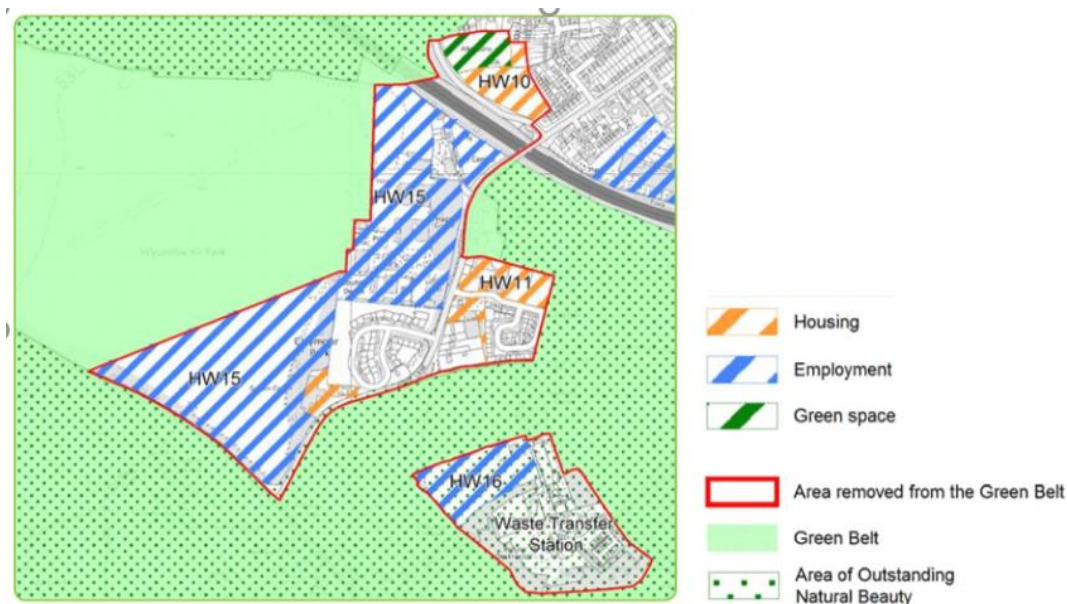
CP2 (Overall Spatial Strategy)

CP5 (Delivering Land for Business)

HW15 (Wycombe Air Park)

DM28 (Employment Areas)

- 4.3 The application site falls within the Local Plan allocated site area of Policy HW15. This policy allocates two specific areas within the Air Park as strategic employment areas; this site is one of the areas.



OS mapping: © Crown Copyright and database rights 2019 Ordnance Survey 100023306.

Fig 2. Plan of HW15 areas taken from the Adopted Local Plan 2019

- 4.4 As a strategic employment area, the principle of employment generating uses is accepted (with use classes B1, B2 and B8 explicitly referred to). Film studios are considered to fall in what was a B1 use (now renamed E use class), and at operational peak, would likely employ 200-250 people on site. Therefore the proposed use as a film studio is considered compatible with the intentions of this policy. HW15 further states:

*“3. Development of this site will be required to:*

*a) Secure appropriate off-site highway works including as required at the Clay Lane - Marlow Road junction and as advised by the Highway Authority; and*

*b) Demonstrate that they do not compromise or limit the operation of the aviation uses, including gliding, at the Air Park; and*

*c) Ensure appropriate boundary landscaping is provided.*

*4. Other areas of the site away from the employment areas and the airfield may be suitable for outdoor sporting activities, subject to meeting the requirements of 3b) above.*

*5. Residential uses will not be permitted.*

*6. Development will be required to demonstrate through a travel plan how sustainable travel to the site will be improved."*

- 4.5 With regards to point a) regarding highway works, this is discussed in further detail within the Highways section. However, to summarise, it is considered reasonable to condition a travel plan and take a 'monitor and manage' approach to highways impact for this temporary application.
- 4.6 In terms of b) regarding aviation uses, it is noted that many objections have been received as it is perceived that the proposal has/ will result in the permanent ceasing of gliding from the Air Park. However a report has been prepared by the applicants detailing the 'Implications of a Proposed Temporary Film Studio development on aviation operations at Wycombe Air Park', giving a contrary view. A formal response has also been received from the BC Property Team, as BC are freeholders of the entire site.
- 4.7 It is understood from the Property Team that there are complex reasons for why the gliding club is not being allowed to currently fly at the Air Park and includes discussions about operational procedures. However, a recent meeting between the gliding club, the Council and the tenant AAA Limited, facilitated by the Council, has resulted in agreement for a return of the gliders on or around the 7<sup>th</sup> June. This return is subject to an updated safety case being agreed between the gliding club and AAA Limited. A draft agreement was already in circulation at the time of writing this report. Therefore it is not considered that the proposed development has or would result in the ceasing of gliding at the Air Park.
- 4.8 Furthermore, it should be noted that the current planning application would still enable all open runways to be used, as well as (closed) runway 35 to be re-opened, albeit it a slightly altered format to ensure it remains licensable by the CAA. Please see fig. 3 below for a plan of runways at the Air Park. This would enable most, but not all aircraft that used the runway before closure, to use it again. It is understood that this runway was not used by gliders. The temporary planning application proposal would also be within the obstacle clearance limits site set by CAP 168 'Licencing of Aerodromes'; the boundary fence (the most restrictive element) would be 2.5m in



height which is just within the relevant CAA obstacle clearance requirements for a shortened runway 35.

- 4.9 It may be useful to note that runway 35 was used in a northerly direction (i.e. aircraft would fly over this safety zone to land, rather than after take-off). It also accounted for 5-10% of flights on the airfield when open, and closed mid- 2021, prior to any film studio building being erected on the land and prior to fencing fully enclosing the application site. The long term intentions for runway 35 are unknown presently (and the use of this runway is not within the control of the current applicant).

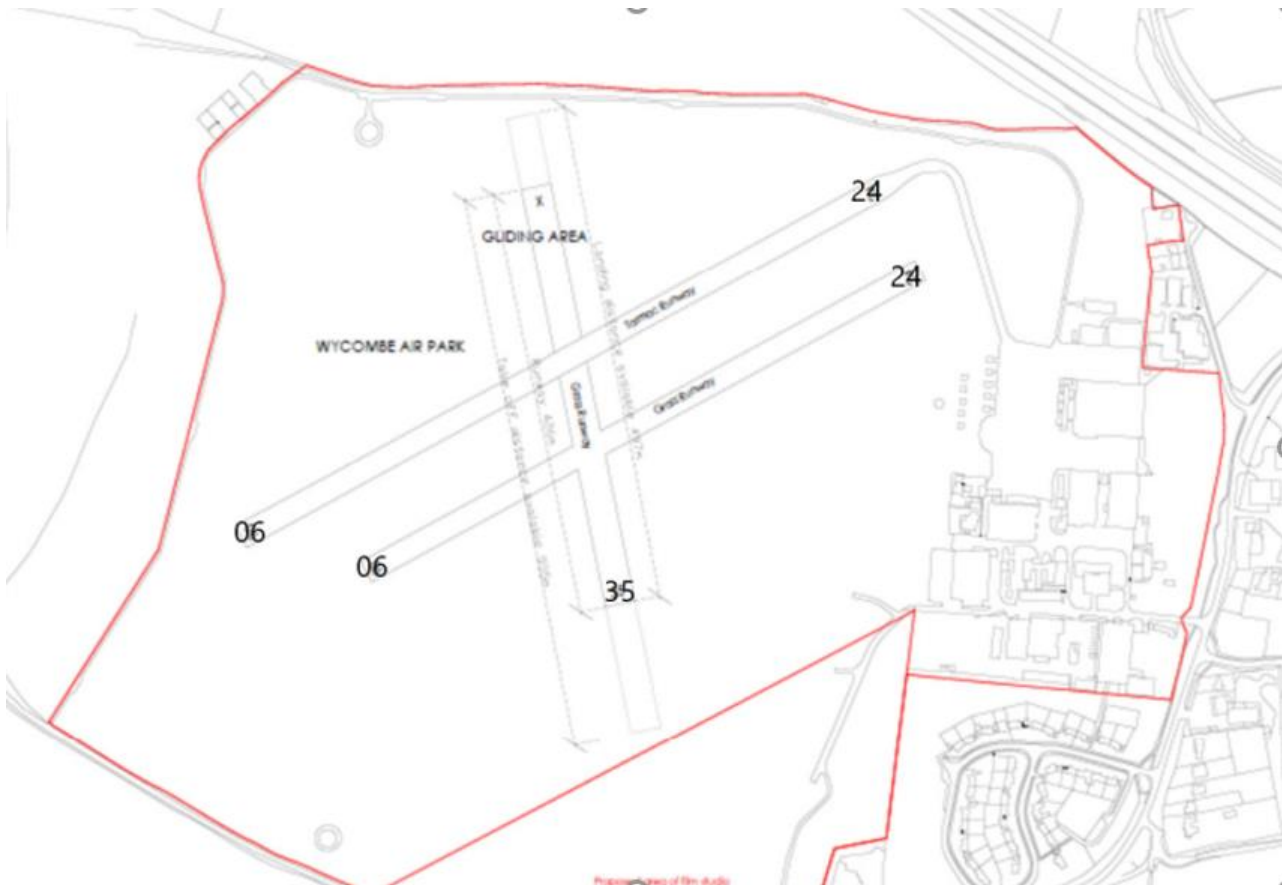


Fig 3. Runways at Wycombe Air Park taken from ASA Report

- 4.10 To clarify, gliding can continue/ recommence on site; this is without the need for an additional glider track, approved earlier this year under ref 20/08255/R9FUL (yet to be constructed). Runway 35 could also be brought back into use if necessary, albeit in a slightly amended format. Therefore the development is considered to be in accordance with part 3 b) of policy HW15, which looks to ensure development does not limit or compromise the operation of the aviation uses, including gliding, at the Air Park.
- 4.11 With regards to c) which relates to boundary landscaping, this temporary application would retain the existing boundary treatments on the eastern and south western boundaries of the allocation site. These boundaries are considered by officers to be the most important in terms of mitigating impacts on the wider AONB. No planting is

proposed on the boundary with the remainder of the Air Park (which is currently defined on site by a palisade fence) and this is considered acceptable, given the temporary nature of the scheme.

- 4.12 On this basis, it is considered that the proposal complies with Local Plan Policy HW15.

### **Transport Matters and Parking**

Wycombe District Local Plan (August 2019):

CP7 (Delivering the Infrastructure to Support Growth)

CP12 (Climate change)

DM33 (Managing Carbon Emissions: Transport and Energy Generation)

DM35 (Placemaking and Design Quality)

DSA:

DM2 (Transport requirements of development sites)

Interim Guidance on the Application of Parking Standards

Buckinghamshire Countywide Parking Guidance

- 4.13 The proposal would utilise the existing access to the site, and provide around 180 parking spaces. Comments have been sought from the Highway Authority.
- 4.14 Whilst no objections were originally raised to the 2 year period, the Highway Authority consider the 5 year proposal to be materially different.
- 4.15 A Transport Statement has been submitted, along with a Travel Plan Statement. Estimates on vehicular trips have been provided and are based on Pinewood Studios. The applicant's Transport Statement estimates that the development would be expected to generate approximately 56 and 48 two-way vehicular trips in the AM (08:00 – 09:00) and PM (17:00 – 18:00) network peak periods respectively.
- 4.16 If this application is to be considered in a comparable manner to the Pinewood applications such that the Highway Authority can be confident in the trip generation proposed, it is important that a travel plan is secured, which is both substantive and robust. This is because Pinewood Studios has established measures to manage the trip generation and promote sustainable modes. These include the provision of shuttle buses to nearby railway stations ensuring that the offer by public transport to a site that is remote from public transport hubs remains attractive and viable. In addition, significant investment has been made into the walking and cycling provision in the locality of the studios. Holding these measures together is an overarching travel plan and a requirement to work with the council to ensure that travel planning is ongoing and successful.
- 4.17 It is noted that High Wycombe railway station and bus station and the Handy Cross Hub provide public transport interchanges within a 5km radius of the site. However, it is also noted that High Wycombe is subject to significant geographical constraints that represent a challenge to sustainable choices (walking and cycling) as a result of

steep gradients between, for example, the railway/bus station and site location. This must therefore be addressed through the travel planning approach.

- 4.18 The Highway Authority therefore seeks to secure a monitor and manage approach to the traffic impacts on the highway that would require the applicants to reduce their impact on the highway network should negative impacts be identified as a result of the development.
- 4.19 The Travel Plan will need to include a Monitor and Manage strategy. This strategy will require the assessment of the existing highway network to understand the baseline conditions. Further surveys will be required to assess the network two years after occupation, and modal splits of those attending the development site should be included. Should the travel plan targets not be met, and / or unacceptable impacts on the highway network be identified as a result of the development, further measures to be agreed with the Highway Authority will be required to manage and mitigate issues identified and caused as a result of this application.
- 4.20 On this basis, and subject to reasonable conditions and a legal agreement to secure an appropriate Travel Plan and monitoring fee, Monitoring and Management of impacts and financial contributions towards any additional Travel plan measures, the proposal is considered acceptable from a parking and highways perspective.

#### **Raising the Quality of Place Making and Design including Impact on Chilterns AONB**

Wycombe District Local Plan (August 2019):

CP7 (Delivering the Infrastructure to Support Growth)

CP9 (Sense of place)

CP10 (Green infrastructure and the Natural Environment)

HW15 (Wycombe Air Park)

DM30 (The Chilterns AONB)

DM32 (Landscape character and Settlement Patterns)

DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DM35 (Placemaking and Design Quality)

DSA:

DM11 (Green networks and infrastructure)

- 4.22 The site is not within the AONB, but rather this bounds the application site to the east and south, and bounds the Air Park to the west and north. Therefore it is reasonable to conclude that the scheme is within the setting of the AONB.
- 4.23 The Council's Landscape Officer has concluded that there will be limited visibility of the scheme from the Chilterns AONB and neighbouring residential areas (as partly demonstrated given that one sound stage has already been erected). Principle public views will be from the public roads and footpaths in relative close proximity to the south and east. Lighting at night will be potentially significant, and therefore measures should be taken to minimise the intensity, extent and duration of lighting.

- 4.24 With regard to the height of the buildings, the height of the sound stages is considered to be industry standard. The workshops are able to be single storey only, limiting impact. In terms of the colour of the buildings, a grey pallet has/will be used, which softens the development in views. It is considered reasonable to condition material colour to ensure this remains the case for the entirety of the development.
- 4.25 It is appreciated that the site layout is reflective of the constraints of the site adjacent to an airfield and requirement to include a clearance zone. It is also noted that the taller buildings would be in the less visible part of the site from the Chilterns AONB to the south / southeast, and are to some extent, away from the boundary with the residential neighbours.

#### **Environmental Issues including Amenity of Neighbours**

Wycombe District Local Plan (August 2019):  
CP7 (Delivering the infrastructure to support growth)  
DM20 (Matters to be determined in accordance with the NPPF)  
DM35 (Placemaking and Design Quality)  
HW15 (Wycombe Air Park)

- 4.26 No objections are raised from the Environmental Health team about the proposal. Concerns have however been raised in representations about noise and light impacts on residents and aircraft (and vibrations during construction). The closest neighbours to the boundary would be 50m away, with the closest neighbours to the sound stage around 100m away. In terms of noise, the sound stages are well insulated, to ensure external noise is minimised within the buildings. The extent of insulation to be used is likely to be significant, given the proximity of the sound stages to an operational airfield; this also has the advantage of reducing potential noise created inside the building from spilling out to cause nuisance to neighbours and a distraction to pilots.
- 4.27 It is however considered reasonable to condition a lighting plan, to ensure light spill is minimised and to control light direction, in the interests of pilots flying nearby.
- 4.28 Vibration during construction, if causing perceived nuisance, can be raised with the Council's Environmental Health team, and if appropriate, dealt with under different legislation.

#### **Flooding and Drainage**

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

- 4.29 A Flood Risk Assessment, SuDS Strategy and Drainage Statement have been submitted with the application. The application site is not considered to be at risk of flooding. To manage the increase in surface water runoff generated by the site, infiltration has been proposed. A soakaway will manage runoff from the stage buildings and workshops. It has also been stated that the carpark will be constructed

with permeable materials, although the likely permeability of the proposed surface is questioned. Subject to conditions securing a detailed surface water drainage scheme for the site (based on sustainable drainage principles) and a whole-life maintenance plan for the site, the proposal is considered acceptable from a flooding and drainage perspective.

### **Archaeology**

Wycombe District Local Plan (August 2019):

CP11 (Historic Environment)

DM31 (Development Affecting the Historic Environment)

- 4.30 An Archaeological Desk-Based Assessment has been submitted by the applicants. This explains that the site has been the subject of a measured survey which recorded evidence of WWII and modern airfield features. It recommended that if development would result in the removal of these features, a watching brief should be maintained to ensure their preservation by record, which could be secured by a suitably worded condition attached to the planning permission.
- 4.31 The Council's Archaeology Officer is in agreement that a watching brief should be undertaken during ground works, as well as appropriate investigation and measured survey of surviving WWII features.
- 4.32 Clearly some ground works have already taken place, some of which were initiated through the implementation of a 'prior approval' application, which did not formally take into account archaeology. However, the agent confirms that a watching brief is being prepared along with a Written Scheme of Investigation for the Watching Brief and this will be submitted for approval as soon as possible. Any further groundworks on the site will be overseen as per the Watching Brief.

### **Green networks, Infrastructure & Ecology**

Wycombe District Local Plan (August 2019):

CP7 (Delivering the Infrastructure to Support Growth)

CP9 (Sense of Place)

CP10 (Green infrastructure and the Natural Environment)

DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DSA:

DM11 (Green networks and infrastructure)

DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geodiversity importance)

DM14 (Biodiversity in Development)

- 4.33 With regards to arboriculture, part of a group of trees (away from the boundary) would be removed, to accommodate the scheme. All boundary trees would be retained. The requirement for 25% tree canopy cover for sites of this size is unlikely to have weight in this case given that this is a temporary application. However, compensation should take place for the small group of trees proposed to be lost - this

can be secured by condition. It is also considered reasonable to condition the Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan, to ensure remaining trees are also not indirectly affected by the proposal.

- 4.34 In terms of ecology, assessments were undertaken and an appraisal submitted. The Council would have welcomed a more detailed assessment of some protected and priority species, along with proposed mitigation and compensation measures, where species would be affected. However, it is considered that these mitigation and compensation measures could be secured through condition.
- 4.35 In terms of biodiversity enhancement, given that this is a temporary application, it is considered that biodiversity enhancement is not required during the short life of the permission. However, it is considered necessary that enhancement of biodiversity (above the baseline conditions prior to any development on site) should be provided once the permission has ended. In line with the mitigation hierarchy, this should first look to be secured on this site. If this is not fully possible, this should be secured off site and it is understood that the applicant is already in advance negotiations with the 'Environment Bank' as a possible broker to secure any required biodiversity offset. In order to secure biodiversity enhancement (following the mitigation hierarchy) and possibly offsite, it is considered necessary to include this within a Planning Obligation- it is considered reasonable to seek a 10% enhancement.

### **Building Sustainability**

Wycombe District Local Plan (August 2019):

DM33 (Managing Carbon Emissions: Transport and Energy Generation)

Air Quality SPD

- 4.36 No sustainability statement has been put forward. However, a travel plan statement has been submitted which notes that the overriding objective of the Travel Plan would be "To engage with and encourage site users to use more sustainable ways of travelling to/from the site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network." The Travel Plan would need to be finalised in association with the Council's Highway team and secured and monitored through a Planning Obligation.
- 4.37 It is also worth noting that the proposed buildings would be demountable structures, which could be recycled and used on other sites, once planning permission has lapsed; this is considered to represent a sustainability benefit.

### **Infrastructure and Developer Contributions**

Wycombe District Local Plan (August 2019):

CP7 (Delivering the infrastructure to support growth)

DSA:

DM19 (Infrastructure and delivery)

- 4.38 CIL is not chargeable for this development.

- 4.39 Having regard to the statutory tests in the Community Infrastructure Levy regulations and the National Planning Policy Framework it is considered that the following planning obligation(s) are required to be secured within a section 106 agreement:
- Travel Plan and monitoring fee, Monitoring and Management of impacts and financial contributions towards any additional Travel plan measures
  - Biodiversity restoration and 10% enhancement
- 4.40 The applicant has confirmed that he is willing to enter into a legal agreement to secure these provisions.

## **5.0 Weighing and balancing of issues / Overall Assessment**

- 5.1 This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.
- 5.2 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:
- a. Provision of the development plan insofar as they are material,
  - b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
  - c. Any other material considerations
- 5.3 As set out above it is considered that the proposed development would accord with development plan policies.
- 5.4 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

### ***Any Other Matters***

- 5.7 For clarification, the site was formerly located in the Green Belt. However, the site was considered in the Green Belt reviews which took place in 2016 and 2017. The purpose of these reviews was to determine if land was still meeting its purposes as defined by national policy and to identify whether exceptional circumstances existed to warrant the removal of land from the Green Belt, to assist meeting employment land need, in the interests of sustainable development. The site was subsequently

removed from the Green Belt in 2019 through the adoption of the Local Plan, and allocated as a strategic employment area.

***Working with the applicant / agent***

- 5.8 In accordance with paragraph 38 of the NPPF (2019) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.
- 5.9 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

In this instance the applicant/agent have been kept abreast of concerns and provided with the opportunity to submit additional/ amended documents, where appropriate. The applicant also has a Planning Performance Agreement in place (agreement to provide pre-application advice) in relation to a permanent film studio development also being proposed on site.

**6.0 Recommendation**

- 6.1 The planning officer's recommendation is:

**Minded to grant temporary permission subject to the completion of a Planning Obligation**

That the Service Director of Planning and Environment be given delegated authority to grant Conditional Temporary Permission provided that a Planning Obligation is made to secure the following matters:

- Travel Plan and monitoring fee, Monitoring and Management of impacts and financial contributions towards any additional Travel plan measures
- 10% biodiversity enhancement over baseline conditions, following the mitigation hierarchy, on the expiration of the temporary permission
- or to refuse planning permission if a Planning Obligation cannot be secured

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

1. The buildings hereby permitted shall be removed and the land restored to its former condition on or before 5 years from the date of this permission.  
Reason.  
The scheme would not comply with Local and National planning policy should it be permanent.
2. The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers 2667-TP-100; 2667-TP-102/A; 2667-TP- 103; 2667-TP-104; BM12040-003-A; 2667-TP-101/E; 2667-TP-105/A; 2667-TP-107; 2667-TP-106; 2667-TP-108; unless the Local Planning Authority otherwise first agrees in writing.



Reason.

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

3. The materials to be used for the external surfaces, including walls, roofs, doors and windows shall be of the same colour, type and texture as those used in the existing sound stage building erected on the site, unless the Local Planning Authority otherwise first agrees in writing.

Reason

To secure a satisfactory external appearance.

4. Drawings of the site identifying the following shall be submitted to and approved in writing by the Local Planning Authority before any development, other than completion of above ground works to sound stage no1, take place;
  - (a) Existing ground levels on site (spot heights) including a datum point that is located off site. Levels should be Above Ordnance Datum (AOD).
  - (b) The level of the road outside the site. (AOD).
  - (c) The proposed levels on site following completion of the development (for each existing height a proposed height should be identified.
  - (d) The location and type of any retaining structures needed to support ground level changes.
  - (e) The Finished Floor Level for every building that is proposed.
  - (f) Cross sections within the site taken up to the site boundaries. The information supplied should clearly identify if land levels are being raised or lowered.
  - (g) In the case of residential development, sections showing the level of the proposed garden(s) and retaining structures.

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

Reason.

To ensure that the work is carried out at suitable levels in relation to adjoining properties and highways.

5. No further ground works shall take place, unless authorised by the local planning authority, until the applicant, or their agents or successors in title, have undertaken a measured survey of surviving WWII features in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority. The archaeological investigation should be undertaken by a professionally qualified archaeologist working to the agreed written schemes of investigation which should be based on our on-line template briefs.

Reason.

In view of the history of the site and the desirability of recording any items of interest.

6. No further ground works shall take place, unless authorised by the local planning authority, until the applicant, or their agents or successors in title have submitted to and had approved in writing by the local planning authority a written scheme of investigation for an archaeological watching brief on the ground works. The archaeological investigation should be undertaken by a professionally qualified archaeologist working to the agreed written schemes of investigation which should be based on our on-line template briefs.

Reason.

In view of the history of the site and the desirability of recording any items of interest.

7. No further work shall be undertaken on site, other than above ground works to sound stage 1, 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:
- Geotechnical ground investigations completed by a suitably qualified geotechnical engineer to establish the risk of solution features to the site
  - Infiltration in accordance with BRE365 completed along different locations of the proposed soakaway
  - Demonstrate that water quality, ecological and amenity benefits have been considered
  - Backlot and carpark to be constructed with permeable materials or be managed via the main surface water drainage system
  - Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS components
  - 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.
  - Factor of safety value of 5
  - 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 direction

Reason

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

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

Reason.

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

9. An Arboricultural Method Statement (AMS) including a Tree Protection Plan (TPP) in accordance with the British Standard 5837: 2012 Trees in relation to design, demolition and construction. Recommendations shall be submitted to and approved in writing by the Local Planning Authority before any further development or other site clearance works take place, other than completing of sound stage no. 1.

The AMS shall include:

- a) Detailed plans showing location of the protective fencing including any additional ground protection whether temporary or permanent;
- b) Details as to the location of proposed and existing services and utilities including drainage, where these are close to Root Protection Areas (RPAs);
- c) Details as to the method, specification and materials to be used for any "no dig" surfacing, and;

(and the area within the development to which it applies).

- d) All phases and timing of the project in relation to arboricultural matters and details of supervision by a qualified arboriculturist.

Unless otherwise first agreed in writing by the Local Planning Authority, the development shall thereafter be carried out strictly in accordance with the AMS.

Reason.

To ensure the satisfactory protection of retained trees in the interests of visual amenity.

10. No tree works, other than those approved in writing by the Local Planning Authority, shall be undertaken. The consented tree works shall be carried out in accordance with the current British Standard 3998 guidance.

Reason.

British Standard 3998 sets out specific recommendations for how a tree should be pruned to optimise the tree's own natural defence mechanisms and guidelines on pruning techniques to minimise the impact of the pruning operations on the amenity of the tree. This condition is therefore imposed in the interests of tree health and amenity.

11. No development, other than the completion of above ground works to sound stage no. 1, shall take place until an ecological design strategy (EDS) addressing mitigation, compensation and enhancement has been submitted to and approved in writing by the local planning authority. The EDS shall include the following.

- a) Additional surveying and assessment of species which are potentially impacted by the proposals as necessary to ensure the EDS the CEMP and the LEMP are based upon a fully informed understanding of the site.
- b) Purpose and conservation objectives for the proposed works.
- c) Review of site potential and constraints.
- d) Detailed design(s) and/or working method(s) to achieve stated objectives.
- e) Extent and location/area of proposed works on appropriate scale maps and plans.
- f) Specification and source of materials (plants and otherwise) to be used where appropriate, e.g. native species of local provenance.
- g) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- h) Persons responsible for implementing the works.
- i) Details of initial aftercare.
- j) Details for monitoring and remedial measures.
- k) Details for disposal of any wastes arising from works.

- l) Retention and protection of retained existing habitats during construction.
- m) Provision for wildlife corridors, linear features and habitat connectivity.
- n) Woodland, tree, hedgerow, shrub, wetland and wildflower planting and establishment.
- o) Proposed new landforms associated with habitat creation, e.g. water bodies and watercourses.
- p) Soil handling, movement and management.
- q) Species rescue and translocation plans where necessary e.g. reptiles.
- r) Creation of new wildlife features, including bat roosts, bird nesting features within buildings and structures, reptile hibernacula, compensation plots for sky larks, barn owl boxes and wildlife ponds.

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

Reason.

To comply with the requirements of the Conservation of Habitats and Species Regulations 2010, Schedules 1, 5 and 8 of the Wildlife & Countryside Act 1981 (as amended), and the Protection of Badgers Act 1992. And to ensure that there is a net gain in biodiversity in line with the requirements of the National Planning Policy Framework (NPPF) and local planning policy DM34.

12. No development (including demolition, ground works, vegetation clearance) other than the completion of above ground works to sound stage no. 1, shall take place until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) 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.

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

13. A landscape and ecological management plan (LEMP) shall be submitted to and approved in writing by, the local planning authority prior to first use of the structures hereby permitted. The content of the LEMP shall include the following.

- i) Description and evaluation of features to be managed.
- ii) Ecological trends and constraints on site that might influence management.

- iii) Aims and objectives of management.
- iv) Appropriate management options for achieving aims and objectives.
- v) Prescriptions for management actions.
- vi) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- vii) Details of the body or organisation responsible for implementation of the plan.
- viii) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long term implementation of the plan 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.

Reason.

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

14. Prior to first use, a lighting design strategy for the site shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) Include the full details of any external lighting to be installed at the site whether on a building or on a site. The details shall include the details of the lighting unit; its location; its height and direction; luminance; lighting contour plans; and hours of intended use.
- b) Identify those areas/features on site that are particularly sensitive for nocturnal species (including their territory, routes and foraging routes, breeding sites and resting places)
- c) detail how timing of lighting will be controlled, so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.
- d) ensure that lighting shall have a colour temperature of less than 3000 Kelvin.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason:

In the interests of the character and quality of the area which is located adjacent to the Chilterns AONB; in the interest of the amenities of nearby residents; and in the interests of biodiversity. Many species active at night are sensitive to light pollution. The introduction of artificial light might mean such species are disturbed and/or discouraged from using their breeding and resting places, established movement corridors or foraging areas. Such disturbance can constitute an offence under relevant wildlife legislation. Limiting negative impacts of light pollution is also in line with paragraph 185 of the NPPF.

15. Before the development hereby approved is first occupied, a scheme for restoring the site to a condition where it delivers, through the creation and/or improvement of habitat/s, a value no less than 40.23 Biodiversity Habitat Units at the site shall be submitted to and approved in

writing by the Local Planning Authority. The proposed scheme, shall provide for the requirements below.

- a) Details of the restoration requirements of the post development site, in accordance with the Defra 3.0 biodiversity metric,
- b) The provision of arrangements to secure the delivery of restoration measures, including a timetable for delivery;
- c) A management and monitoring plan, to include for the provision and maintenance of the restoration measures for a period of no less than 30 years from the commencement of the development. The management and monitoring plan is to include:
- d) Description of all habitats to be created/enhanced with the scheme including expected management condition and total area;
- e) Review of the ecological constraints;
- f) Detailed designs and/or working methods (management prescriptions) to achieve proposed habitats and management conditions, including extent and location of proposed works;
- g) Type and source of materials to be used, including species list for all proposed planting and abundance of species within any seed mix/planting scheme;
- h) Identification of the persons responsible for implementing the works;
- i) A timetable of ecological monitoring to assess the success of all habitat creation/enhancement.
- j) A timetable of future ecological monitoring to ensure that all habitats achieve their proposed management condition as well as description of a feed-back mechanism by which the management prescriptions can be amended should the monitoring deem it necessary. All ecological monitoring and all recommendations for the maintenance/amendment of future management shall be submitted to and approved in writing by the Local Planning Authority.
- k) Payment details and legal details between the developer and restoration provider to cover a minimum of 30 years.
- l) A replicable tree group to mitigate for the removal of tree group G13

The restoration scheme shall thereafter be completed in accordance with the approved details.

Where, following the mitigation hierarchy on-site biodiversity enhancement is not possible, off-site mitigation will be required. Any proposed offsetting scheme, shall provide for the creation and/or improvement of habitat/s of a value no less than 40.23 Biodiversity Habitat Units & shall include the requirements below.

- a) Details of the offset requirements of the development, in accordance with a the Defra 3.0 biodiversity metric,
- b) The identification of a receptor site or sites which generates a minimum of 40.23 Biodiversity Units;
- c) The provision of arrangements to secure the delivery of offsetting measures, including a timetable for delivery;
- d) A management and monitoring plan, to include for the provision and maintenance of the offsetting measures for a period of no less than 30 years from the commencement of the development. The management and monitoring plan is to include:
- e) Description of all habitats to be created/enhanced with the scheme including expected management condition and total area;
- f) Review of the ecological constraints;
- g) Detailed designs and/or working methods (management prescriptions) to achieve proposed habitats and management conditions, including extent and location of proposed works;

- h) Type and source of materials to be used, including species list for all proposed planting and abundance of species within any seed mix/planting scheme;
- i) Identification of the persons responsible for implementing the works;
- j) A timetable of ecological monitoring to assess the success of all habitat creation/enhancement.
- k) A timetable of future ecological monitoring to ensure that all habitats achieve their proposed management condition as well as description of a feed-back mechanism by which the management prescriptions can be amended should the monitoring deem it necessary. All ecological monitoring and all recommendations for the maintenance/amendment of future management shall be submitted to and approved in writing by the Local Planning Authority.
- l) Payment details and legal details between the developer and offset provider to cover a minimum of 30 years.

The offsetting scheme shall thereafter be completed in accordance with the approved details.  
Reason.

To ensure that following the end of the temporary permission the scheme will result in the restoration of the site and will deliver a biodiversity net gain in line with paragraphs 8 and 179 of the NPPF (2021) and Wycombe District Local Plan Policy DM34.

16. Prior to the commencement of any works further works on the site, with the exception of completion of sound stage no. 1, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operatives vehicles) shall be submitted and approved in writing by the Planning Authority in consultation with the Highway Authority. Thereafter, the development shall be carried out in accordance with such approved management plan.

Reason.

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

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

Reason.

To secure a satisfactory appearance.

18. 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.

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.

## INFORMATIVE(S)

1. In accordance with paragraph 38 of the NPPF (2021) Buckinghamshire Council (BC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. BC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application. In this instance the applicant was provided the opportunity to submit amendments to the scheme/address issues.
2. 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.
3. You are advised that Planning Obligations have been entered into in connection with this Permission.



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

### Councillor Comments

No formal comments received.

### Parish/Town Council Comments

No comments received.

### Consultation Responses

#### *Landscape Officer:*

I have no objection to the proposed temporary development.

It appears from my examination of the proposed temporary development using Google Earth data that there will be limited visibility of it from the Chilterns AONB and neighbouring residential areas. The taller buildings are in the less visible part of the site from the Chilterns AONB to the south / southeast. Principal public views will be from the public roads and footpaths in relatively close proximity to the south and east. Lighting at night will be potentially significant, and measures should be taken to minimise the intensity, extent and duration of lighting. Perimeter fencing for security, if required, should also be of minimal height and visibility, particularly along the southern / south-eastern boundary. I note that the buildings are not quite aligned with approaches to the runway and minor adjustments to the layout (e.g. reorientation of buildings) to improve this would be acceptable. Greater building heights will not be acceptable for visual impact reasons.

#### *Control of Pollution Officer:*

We have no objection to this application.

#### *Ecology Officer:*

The information submitted does not allow a complete evaluation of the ecological aspects of the proposals.

There is no evidence that the mitigation hierarchy has been followed and the suggested extent of loss is very substantial at -32.45 habitat units (-41.73% net loss).

If following reconsideration and redesign following the mitigation hierarchy there is (as is likely) still a need for offsetting to occur there would be a need for details of proposed mechanisms for securing to be presented to the council (whether this is with the Environment Bank or some other mechanism or provider). There will also be a need to provide a measurable biodiversity net gain.

The Ecological Assessment makes it clear that there is a need for a reptile mitigation strategy.

However there are several other protected and priority species and red and amber list species, which have been recorded on site. The impacts on these have not been properly assessed.

Therefore there is a need for proposals to be put forward for the mitigation, compensation and enhancement of those species (e.g. skylark).

I agree that as there will be a loss of habitat for at least a couple of years that offsetting needs to be secured. Perhaps this could be linked to a reinstatement provision which could come into force if the use of the site was to cease after a certain length of time.

#### RECOMMENDATIONS:

Before a positive determination could be given the following needs to be submitted:

A proper assessment of the impacts on protected and priority species and red and amber list species.

Reconsideration of the design of the proposals following the mitigation hierarchy which ensure that the level of biodiversity loss is reduced, as per local plan policy DM34. With the current level of loss (32.45 units) and the total suggested value of the site (77.75 units), it would be necessary to deliver at least 40.23 units offsite to ensure a measurable biodiversity net gain is delivered.

An explanation of how proposed on site habitat distinctiveness and condition can be achieved whilst considering the constraints applied through the development of the site.

Recommendations for ecological mitigation, compensation and enhancement measures for all species which are likely to be affected, it must be shown that the proposals are possible either onsite or that an agreement is presented to show how they will be dealt with offsite.

Details of lighting needs and how this can be designed in a way which doesn't impact negatively upon wildlife.

If the application were to be approved despite the lack of information and the failure to follow policy national and local requirements, the following conditions would need to be applied:

#### CONDITIONS/INFORMATIVES:

- Ecological Design Strategy (EDS) addressing mitigation, compensation and enhancement of species which are potentially impacted by the proposals.
- Construction Ecological Management Plan (CEMP)
- Landscape Ecology Management Plan (LEMP) for on site.
- Sensitive lighting design
- Restoration Strategy for restoring the site to a condition where it delivers, through the creation and/or improvement of habitat/s, a value no less than 85.53 Biodiversity Habitat Units at the site.

£106 for any required offsetting, and separate payments for monitoring

#### *Highways Officer:*

Amendments to the application have now been made and the proposals are seeking a change of use of the land for use as a filming site for a temporary period of five years.

Whilst this authority previously did not object to this application and raised no requirements for conditions to be applied this was based on the application being temporary for two years. It was the Highway Authorities position that impacts over this duration would not be material enough in severity or duration to justify permanent works to the highway or obligations on the applicant for non physical measures to be applied.

The proposals are now materially different to those which were previously considered by the Highway Authority due to the temporary period being extended to five years. Under these conditions it is appropriate that the Highway Authority reviews the position it has held previously and considers if this remains appropriate at this time.

It is stated that at peak operational periods, the site will employ 200 – 250 members of staff. The applicants Transport Statement estimates that the development would be expected to generate approximately 56 and 48 two-way vehicular trips in the AM (08:00 – 09:00) and PM (17:00 – 18:00) network peak periods respectively. This has been based on an assessment of the traffic generation at Pinewood Studios. It is noted within the applicants Transport Statement that when they sought to assess the trip generation at Shepperton Studios the trip generation was found to be excessive. The applicants have therefore discounted the data from Shepperton as not being comparable.

I draw attention to the existing arrangements at Pinewood Studios regarding established measures to manage the trip generation and promote sustainable modes. These include the provision of shuttle buses to nearby stations ensuring that the offer by public transport to a site that is remote from public transport hubs remains attractive and viable. In addition, significant investment has been made into the walking and cycling provision in the locality of the studios.

Holding these measures together is an overarching travel plan and a requirement to work with the council to ensure that travel planning is ongoing and successful. This is a requirement of the National Planning Policy Framework, which requires that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

If this application is to be considered in a comparable manner to the Pinewood applications such that the Highway Authority can be confident in the trip generation proposed, it is important that the travel plan is substantive and robust. Appropriate measures to be agreed with the Council are required to be secured within a travel plan to avoid a severe impact on the highway network. The travel plan is required to be agreed prior to occupation of development and will contain a mechanism for review after two years of occupation. This is to safeguard against the event that an unacceptable impact has occurred as a result of the proposals, in which case further mitigation would be required. This is known as a monitor and manage approach.

It is noted that the presence of High Wycombe station and Handy Cross Hub provide public transport interchanges within a 5km radius of the site, however it is also noted that High Wycombe is subject to significant geographical constraints which represent a challenge to sustainable choices (walking and cycling) as a result of steep gradients between, for example, the

railway station and site location. This must therefore be addressed through the travel planning approach.

The Highway Authority therefore seeks to secure a monitor and manage approach to the traffic impacts on the highway that would require the applicants to reduce their impact on the highway network should negative impacts be identified as a result of the development.

The Monitor and Manage strategy will require the assessment of the existing highway network to understand the base line conditions. Further surveys will be required to assess the network two years after occupation, and modal splits of those attending the development site should be included. Should the travel plan targets not be met, and / or unacceptable impacts on the highway network be identified as a result of the development, further measures to be agreed with the Highway Authority will be required to manage and mitigate issues identified and caused as a result of this application.

Mindful of the above comments the Highway Authority does not object to this application subject to the following obligations and conditions:

Obligations to be secured by S106 Agreement:

- Travel plan administration fee;
- Full Travel Plan to be agreed prior to occupation; and
- Monitor and manage Strategy to be agreed prior to occupation (for the avoidance of doubt this will include details of intervention to be implemented following the identification of an impact after 2 years and details of additional monitoring to be undertaken to measure the successfulness of interventions) Costs of interventions are to be met in total by the applicant.

*Arboricultural Officer:*

Policy DM34 requires all development is required to protect and enhance both biodiversity and green infrastructure features and networks both on and off-site for the lifetime of the development. Loss of G13 should be mitigated even for a temporary scheme

An AIA can be conditioned. The proposal should accord to the Arboricultural and Planning Integration Report by GHA trees dated Sept 2021.

In addition a condition is recommended to ensure tree works are carried out in accordance with BS3998.

A revised tree protection plan to supplement the Arboricultural and Planning integration Report should be submitted for approval in order to ensure that trees although not impacted by the proposal are not put at risk.

*Archaeological Officer:*

We welcome the inclusion of the Archaeological Desk-Based Assessment produced by ORION with the application documents. We concur with Section 5.5 of this document, which states:

*The site walkover survey identified the probable concrete base of a former pillbox. The potential removal of WWII features could be mitigated through an appropriate programme of recording which could be secured by a suitably worded condition attached to the planning permission.*

We would recommend that two conditions are attached to any consent and consist of a measured survey of any surviving WWII features and a watching brief during the ground works to record any buried features relating to the airfield or earlier phases of activity.

If planning permission is granted for this development then it is likely to harm one or a number of heritage asset's significance so a condition should be applied to require the developer to secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF paragraph 205. With reference to the NPPF we therefore recommend that any consent granted for this development should be subject to the following conditions:

- Measured survey of surviving WWII features in accordance with a written scheme of investigation.
- Approval of a written scheme of investigation for an archaeological watching brief on the ground works.

The archaeological investigation should be undertaken by a professionally qualified archaeologist working to the agreed written schemes of investigation which should be based on our on-line template briefs.

#### *Lead Local Flood Authority:*

##### Surface Water Drainage

To manage the increase in surface water runoff generated by the site, infiltration has been proposed. A soakaway within the backlot area will manage runoff from the stage buildings and workshops, it has also been stated that the carpark and backlot will be constructed via permeable materials.

##### SuDS Components

It has been proposed that the carpark and backlot area will be constructed with 200mm crushed concrete and 100mm of type 1 stone, within section 3.7.2 of the Drainage Strategy that this area will be permeable. I have discussed the proposed materials with Highways colleagues and there are concerns regarding the permeability of these materials, particularly overtime with compaction from vehicles. The LLFA are of the opinion that the backlot and carpark will not be permeable and these areas must either be constructed with permeable materials or be drained via the main surface water drainage system.

## Water Quality Assessment

The applicant must demonstrate their compliance with the water quality assessment criteria (Section 26, CIRIA SuDS Manual, 2015) to ensure that pollution is adequately managed. Often a combination of various SuDS components are required to meet the criteria.

The LLFA has no objection to the proposed development subject to the following planning conditions listed below:

- surface water drainage scheme for the site, based on sustainable drainage principles
- whole-life maintenance plan for the site

## *BC Property Services:*

The Council as freeholder has engaged with the Glider Club and facilitated meetings between the gliders and AAA, the airpark operator. Furthermore, a way for gliding to continue to operate onsite has been agreed between the parties. The Council remain entirely supportive of the continued Gliding Club operations from the airpark and through our active involvement, have facilitated a way forwards which meets the leasehold obligations of the various parties and AAA's operating manual requirements which enable the use of the airpark.

## Representations

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

#### *Chiltern Society-*

As further information and evidence has emerged of the impact and implications of this application, we wish to register our objection, unless significant amendments are made, and mitigating measures put in place and enforced. A five-year period essentially makes this "temporary" application a permanent one, and, on that basis, a full degree of compliance with all policies should be required.

The three areas of most concern are biodiversity, visual impact, and the safeguarding of gliding activity.

1. Regarding biodiversity, it is clear from the ecologist's report, as well as local observation, that areas of scattered scrub and ruderal vegetation were removed in connection with the permitted development activity, areas which the bird survey had shown were valuable to breeding birds. This premature, and some would say unjustified and unnecessary, clearance has contributed to the massive (near 50%) loss of biodiversity units arising from this proposal. On an application site of this scale, we believe on-site measures to achieve biodiversity net gain are entirely possible, and off-site compensation should not be permitted.

These measures should include reinstatement, through hands-off management, of scattered scrub, within the cleared or alternative areas around the margins.

2. The construction of the first structures shows how visible they actually are, and the significant adverse impact they have on some nearby views and views from the AONB. Accordingly, greatly strengthened landscaping, or other mitigation through revised design or siting, is required. This could potentially include features like green roofs / walls, as well as more conventional screening; all of which could also assist with biodiversity provision.

3. Policy HW15 requires development on this site to "demonstrate that they do not compromise or limit the operation of the aviation uses, including gliding, at the Air Park". Even though several parties are involved, it is a fact that gliding has been stopped, partly or wholly as a consequence of this development. Until the situation has been remedied, and early resumption of gliding guaranteed on the historic area or on the alternative site that has been given permission, progress on the film site proposal must be frozen.

### **Other Representations**

1 letter has been received supporting the proposal citing:

- Huge benefit to local community

Letters from 55 parties have been received objecting to the proposal, including from the British Gliding Association Ltd and Wycombe Air Park Operators (AAA Ltd). Objections raised are:

- If development proceeds in the proposed location then there is no longer a safety zone which protects aircraft using Runway 35 from risks.
- In addition to the risk to aircraft, if the Application is allowed then people on the ground in the hatched area and in the proposed red line boundary area generally will potentially be at risk from abortive take-offs and landings which may overrun.
- In terms of both Runway 35 and the tarmacked runway, the existence of a film set and stage in this location is not suitable in such close proximity to the Air Park. Such development would generate noise and create a visual distraction, including artificial lighting to support filming. These features present risks to aircraft flying in the vicinity of the Air Park.
- The application has not demonstrated how it meets the requirements of CAP 168 and as far as we are aware no report has been provided to address this (CAP 168 sets out the standards required at UK National licensed aerodromes relating to management systems, operational procedures, physical characteristics, assessment and treatment of obstacles, visual aids, rescue and fire-fighting services and medical services).
- Destruction of wildlife habitat.
- Noise.
- Light impact from floodlights on neighbours.
- No nocturnal animals have been seen/heard in weeks.
- Increase traffic.
- Gliding has been compromised and limited by scheme.
- Not in conformity with Local Plan policy HW15.
- How can film studio be built without permission?
- Stopping of gliding removes opportunities for our youth.
- Gliding has been banned at Air Park.
- Trojan horse to stop gliding and expand heli flying.
- Film studio cited by Air Park/ accountable manager as reason for halting gliding.
- Will impact on training facilities and put a dent in local economy.
- Will result in loss of a safe landing space for gliders away from main runway.
- Blot on the landscape.
- Threatening local jobs/ already resulted in loss of jobs.
- How many film studios are needed? Heard of many others locally.

- Council must do due diligence with Airfield manager.
- Approved new glider runway has not been constructed.
- Application should be refused until new runway has been constructed.
- Contrary to local plan policy. Local Plan Inspector too into account advanced stages of negotiations for new runway.
- Public Access system was down for a weekend in March and therefore further consultation should occur.
- Part of this land was landfill previously and may not be suitable for development.
- No local need for the development.
- Application contains errors and inaccuracies.
- Concern about wildlife. The ecology surveys not adequately carried out prior to development commencing.
- Leave green areas and outdoor pursuits alone.
- Should be refused as building works already commenced.
- Will make roads even busier and dangerous.
- Gliding is not part of the air transport industry and there are misunderstandings about gliding in the aviation report produced by applicant's air transport industry experts. It should not be used by planning officers to assess development.
- Runway 35 can often be a preferred and safer runway for gliding, depending on wind conditions.
- Construction has caused significant vibration and noise impacts on neighbours.
- Sound stage towers above the residential estate.
- Pollution will be excessive.
- Inadequate neighbour notification has occurred.



**APPENDIX B: Site Location Plan**

