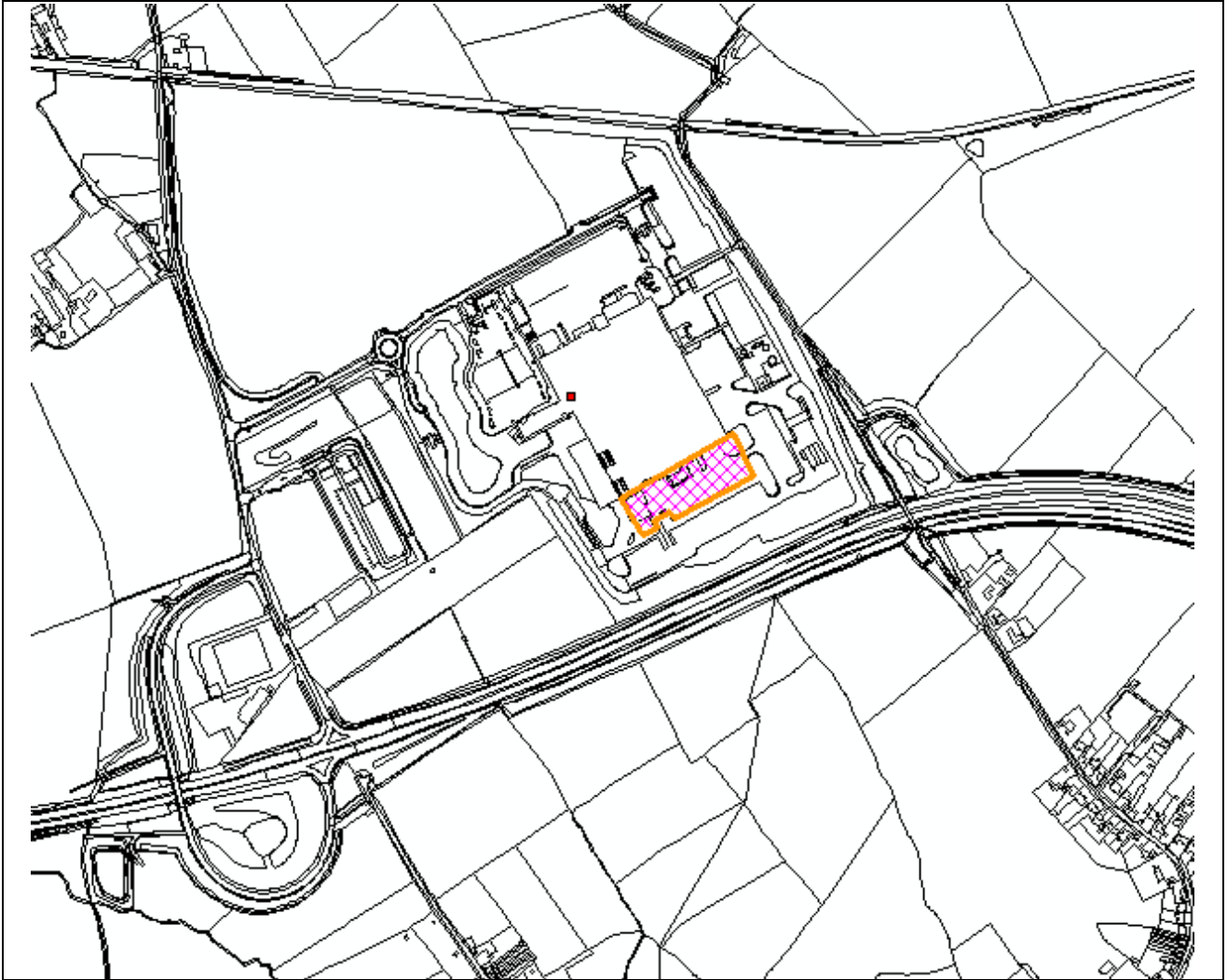


19/00399/APP



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REFERENCE NO	PARISH/WARD	DATE RECEIVED
19/00399/APP	ASTON CLINTON & BUCKLAND	01.02.2019
EXTENSION TO DAIRY (FINAL PHASE AS APPROVED BY 11/00962/APP DAIRY CONSENT - REVISED SCHEME). ARLA FOODS LTD AYLESBURY DAIRY, SAMIAN WAY,  ARLA FOODS  STREET ATLAS PAGE NO. 117	The Local Member(s) for this area is: -  Cllr Bill Chapple OBE Cllr Michael Collins Cllr Carole Paternoster	

### 1.0 The Key Issues in determining this application are:-

a) The planning policy position and the approach to be taken in the determination of the application including whether the development is in accordance with the Aston Clinton Neighbourhood Plan, the Buckland Neighbourhood Plan and the most relevant policies in the Aylesbury Vale District Local Plan (The Development Plan).

b) Whether the proposal would constitute a sustainable form of development:

- Building a strong competitive economy
- Promoting sustainable transport;
- Conserving and enhancing the natural environment
- Achieving well designed places
- Meeting the challenge of climate change and flooding;
- 
- Conserving and enhancing the historic environment

c) Impact on residential amenities

d) Developer contributions;

The recommendation is that the application is **DEFERRED AND DELEGATED** for APPROVAL subject to the completion of a S106 Deed of Variation and subject to conditions as considered appropriate by Officers, or if these are not achieved for the application to be refused.

### CONCLUSION AND RECOMMENDATION

- 1.1 The application has been evaluated against the extant Development Plan and the NPPF (2019). The proposal would accord with Aston Clinton Neighbourhood Plan (ACNP), the Buckland Neighbourhood Plan (BNP) and the most important AVDLP policies. The Neighbourhood Plans carry full weight for the purposes of evaluating this application in this instance.
- 1.2 The site is an existing employment site and designated Enterprise Zone, the Council's position is that significant weight should be given to the need to support sustainable employment growth. ACNP policy B3 supports employment development within the

Woodlands Enterprise Zone. BNP policy BP9 supports applications from businesses (B1 – Office and B2 – Light Industrial) to expand their premises within the neighbourhood area will be supported, provided they do not damage the residential environment and do not create significant additional traffic movement. The development proposals are thus considered to be acceptable in principle subject to the consideration of other development management criteria.

- 1.3 Compliance with the objectives of the NPPF have been demonstrated in terms of highways and transport considerations, achieving well designed places; the impacts on the amenities of neighbouring; conserving and enhancing the natural environment; heritage assets; and climate change and flood risk. These matters do not represent benefits to the wider area, but rather demonstrate an absence of harm to which weight should be attributed neutrally.
- 1.4 Whilst some impact has been identified from a landscape and visual impact point of view, on balance the proposed development would give rise to only generally limited harm and this level of harm would not be in undue conflict with the aims of the relevant policies. The scheme has been amended to reflect officer concerns regarding the height of the proposed development and consideration has been given to the applicant's ability to building out the 7,344 sq metres of floor-space for which extant permission exists. The limited harm arising from the development is considered to be outweighed by the significant weight given to the policy objectives to support and promote economic growth. The strategic importance of the Arla complex within the Enterprise Zone and its key role in delivering sustainable growth is considered to outweigh the limited landscape harm arising from the development proposals.
- 1.5 It is considered that the proposals would accord with the ACNP and BNP policies and AVDLP policies and there are no material considerations that indicate a decision other than in accordance with the development plan. It is considered that the proposal would represent a sustainable form of development that is supported by policies, such that, officers recommend that the application should be **DEFERRED AND DELEGATED** for **APPROVAL** subject to the completion of a S106 Deed of Variation and subject to conditions as considered appropriate by Officers, or if these are not achieved for the application to be refused.

## **WORKING WITH THE APPLICANT/AGENT**

- 1.6 In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Aylesbury Vale District Council (AVDC) takes a positive and proactive approach to development proposals and is focused on seeking solutions where possible and appropriate. AVDC works with applicants/agents in a positive and proactive manner by offering a pre-application advice service and 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 detailed discussions have taken place with the applicant in order to respond to the issues raised during the planning application process. The applicant has submitted amended plans and updated technical assessments as part of this application which was found to be acceptable and it is recommended that the committee defer and delegate the approval of this application subject to the completion of a Deed of Variation as outlined in this report.

## **2.0 INTRODUCTION**

- 2.1 The application needs to be determined by Strategic Development Management committee as the one parish has objected and confirm that they wish to speak at committee.

### **3.0 SITE LOCATION AND DESCRIPTION**

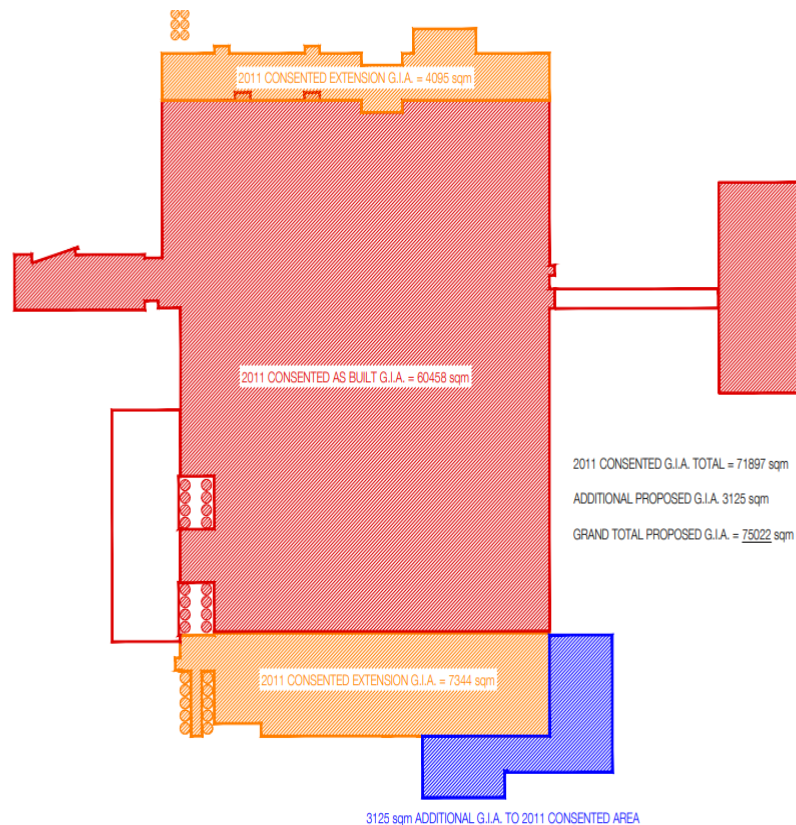
- 3.1 The application site comprises the Arla Factory complex which is located to the north of the A41, Aylesbury is 3km to the north west of the application site. Aston Clinton is located 500 m to the south and Buckland 500m to the south-east. The application site straddles the two parishes. Samian Way forms the factory's northern, west and southern boundary, with Model Row to the east. The Arla Factory is located within the Arla Woodlands Enterprise Zone which extends to the northwards of the factory towards the Grand Union Canal and to the west as far as the A41/Aston Clinton Road roundabout.
- 3.2 The Arla complex occupies some 35 hectares of land which is occupied by the factory which comprises a main building which contains a blow mould, milk processing plant, filling hall and storage area as well as ancillary offices. The complex includes a number of ancillary buildings that include an energy centre, vehicle washing station, plant room and vehicle maintenance facility. A car parking area is located to the north west of the main factory building and a balancing pond is located to the west. Lorry parking is located to the north, east and south of the building. The complex is surrounded by a landscape environment as approved by the earlier applications which is becoming well established.
- 3.3 The main factory building is more or less rectangular with a flat roof which is covered with photovoltaics. The building varies in height from a minimum of 13.4 metres up to 20.5 metres. There are silos located on the western side of the building which vary in height from 22 metres high up to 26 metres. The building has been clad in matte camouflage composite panels to assist with its assimilation with the landscape and to prevent any glare.
- 3.4 The towpath that runs parallel to the Grand Union Canal runs east to west approximately 170 metres from the factory's northern boundary and forms a public right of way (PROW). Two PROWS, footpaths BLD/5/1 and BLD/7/3, are located to the east of the application site boundary and connect with Model Row which runs parallel to the complex's eastern boundary. Public rights of way (PROWs), ACL/3/2 and BLD/6/1, run parallel with the A41 on the opposite side of the carriageway to the factory, to the south of the application site.
- 3.5 The nearest neighbouring residential property is Cherry Farm which is located on the opposite side of the bridge on Buckland Road 375 metres from the application site boundary. There are also residential land uses located to the south of the A41 on College Road South approximately 690 metres from the application site boundary. College Farm which includes residential land uses is situated approximately 530 metres to the north west of the complex (c.800 metres from the application site). The Red House is located 550 metres from the north west corner of the complex or c.920 metres from the application site.
- 3.6 The northern most boundary of Buckland Conservation Area is located approximately 760 metres to the south of the application site. The Chilterns AONB and Metropolitan Green Belt are located a minimum of 2km to the south and south east of the application site.
- 3.7 The site lies within both parishes with the boundary running through the building and site in a north-south direction.
- 3.8 The administrative boundary with Dacorum Borough Council is located 800 metres to the east of the complex.

### **4.0 PROPOSAL**

- 4.1 Planning permission was granted for the erection of a 1.3 billion litre dairy under planning application reference 11/00962/APP. The scheme has been subject to a number of variations through minor non material amendment applications and the full planning permission has not been fully implemented. The dairy as built has the capacity to process 0.9 billion litres of milk. The current application seeks to regularise a number of changes to

the southern portion of the building, that has not yet been built out, and also seeks to extend the building to the south east to provide an additional pallet store area.

- 4.2 The planning application seeks to re-apply for 7,1897 sq m of floor-space to the south of the building (phase 3) for which extant planning consent exists as per the 2011 consent with the addition of an extension (phase 4) which will provide an additional 3,125 sq m of B8 class storage in the south east corner of the building. The building is currently between 168 and 175 metres from the A41. The 175 metre separation corresponds with the south east corner of the building. The phase 3 section of the building would reduce this separation to between 120 and 127 metres. The phase 4 extension would result in a separation of between 103 and 120 metres. The area for which extant consent exists is being re-applied for due to it having been subject to non-material amendments. The area for which extant consent exists comprises three areas which will be used for processing, filling and storage. As the new floor-space will be class B8 storage there will be no increase in processing capacity over and above what has already been approved and so the dairy's overall processing capacity will remain at 1.3 billion litres as approved.
- 4.3 The lighter coloured (orange) area (phase 3) at the bottom of the indicative plan below indicates the area of the factory that is being re-applied for under the current application and the darker (blue) area which wraps around to the south-east and south (phase 4 ) indicated the extension.



- 4.4 The area of the factory for which extant consent exists will be 168 metres wide and 48 metres deep and would include an area of silos in the south west corner. The new storage area would extend this section of the building 30 metres to the east and between 24 and 15 metres to the south.
- 4.5 The scheme before the committee has been amended in order to address officer concerns regarding the height of the extension as originally proposed. There were concerns as to the height of the scheme's landscape and visual impact. The tallest part of the building both constructed and approved are the silos which are 25 metres in height. The tallest part of

the main building, the blow mould, currently stands at 19.5 metres in height. The extension was originally proposed to be 26 metres high. In response to officer comments the height has been reduced to 19.5 metres and so the height of the extension does not exceed the tallest part of the main structure of the building.

- 4.6 The additional storage area is required to accommodate an automated storage and retrieval cranes system for pallets. The storage area will be chilled and will increase the amount of processed milk that can be stored on site at any one time. The purpose of the extension is to increase the efficiency of the factory operation.

## 5.0 RELEVANT PLANNING HISTORY

### ***Planning Permissions:***

11/00962/APP - Proposed dairy (1.3BN L) associated offices, pallet store, energy centre, cool corridor, 3 x gatehouse, vehicle maintenance unit (VMU), transport office, wash enclosure, drivers store, car & commercial parking spaces. Balancing pond, engineering works to create landscape bund & diversion of Drayton Mead brook, landscaping and new priority junction from College Road, external works to include vehicle wash, fuel island & weighbridges and associated access – Approved

12/02205/APP - Vehicle Maintenance Unit with associated chassis wash unit, waste recycling area, cycle and smoking shelters (amendment to scheme approved under planning reference 11/00962/APP) – Approved

17/04361/ACL - Application for a Lawful Development Certificate for a proposed development for installation of milk bottling, packaging and cold store fit-out to existing dairy building shell only chamber, with external dispatch / loading pods., Comprising :-, - Two external docking pods with shutter doors., - Additional personnel escape door and stair., - First floor mezzanine of approximately 320 sqm., - Cold Store chamber., - Filling and Packing hall., - Tank room., - Internal subdivision panel walls, - Minor adjustments to external kerbing to allow vehicle turning and docking. – Certificate issued

### ***Conditions:***

Numerous conditions have been discharged in respect of the applications for full planning consent.

### ***Minor Non Material Amendments:***

There have been a number of non-material amendment applications. The key ones are listed below:

11/E0962/NON - Non-material amendment to planning approval 11/00962/APP - Amendments to design and phasing – Non material amendments approved

11/A0962/NON - Non Material Amendment sought on planning permission 11/00962/APP relating to Revised design for final phase (Phase 3) of dairy building including possible phasing of construction with 30m extension and 44m extension options - Non-material amendments - approved

## 6.0 PARISH/TOWN COUNCIL COMMENTS

- 6.1 Buckland Parish Council – Initial – Objects – The full comments are enclosed in **Appendix 1** of this report

- 6.2 Buckland Parish Council –Amended Scheme – Objects requests to speak at committee

*“Buckland Parish Council object to this proposal on the following grounds:- It will be closer to the residences in the village giving additional noise at night and light pollution from the additional traffic using the facility. Monitoring of traffic and noise has to be a consideration to allowing planning and the Human Rights Act. (allowing residents to enjoy their property).”*

- 6.3 Aston Clinton Parish Council – Initial– Objects – The full comments are enclosed in **Appendix 2** of this report.

- 6.4 Aston Clinton Parish Council – Consultation on Amended Scheme – Have verbally confirmed no objection subject to suggested conditions– their comments will be reported at the meeting.

## **7.0 CONSULTATION RESPONSES**

- 7.1 BCC Highways –No objection subject to conditions

- 7.2 BCC Strategic Flooding and Drainage – No objection subject to conditions

- 7.3 Landscape Officer – No objection subject to condition to agree camouflage colour scheme

- 7.4 Environmental Health – No objection

- 7.5 Economic Development Officer – Supports application

- 7.6 Environment Agency – No comments received.

- 7.7 Bucks County Archaeology Service – No objection No Condition Required

- 7.8 Buckingham & River Ouzel Internal Drainage Board – No comments

- 7.9 The Chilterns Conservation Board – Original comments – Holding objection requesting additional details – Revised comment – Neutral:

*“Should the LPA accept that the additional structures to the southeast and south-west of the complex are acceptable and do constitute minor amendments, then materials must lessen the visual impact in the wider landscape. This is not necessarily easy, however to prevent any further utilitarian development, it is fundamental that the wider visual treatment is acceptable. CCB is grateful for the additional details. For ease of reference we repeat below our previous holding objection and draw attention to our point (2) and the need to avoid any additional lighting and ensure materials prevent any possibility of a utilitarian design”*

## **8.0 REPRESENTATIONS**

- 8.1 Councillor Paternoster – Original Comments - Objects – In summary raises concern regarding height of extension and it extending closer to AONB and neighbouring residential properties. A full copy of her comments are attached as an **Appendix 3** of this report

8.2 A total of 22 objections were received following the initial application consultation. The areas of concern can be summarised as follows: -

- Noise impact from additional vehicle movements
- Concern regarding light, air pollution and smells
- Residential Amenity – development is moved 15 m closer to residential neighbours – visual impact -
- Concern regarding potential for traffic and pollution increase
- Conflict with NPPF and Neighbourhood Plan policies
- Impact on the landscape, village, surrounding countryside, and the Chilterns AONB - south eastern elevation is the most sensitive due to the proximity to the Chilterns AONB – extension would be huge blot on landscape - Arla facility has negative impact on the beauty of the surrounding area - 26m extension totally inappropriate on south east elevation – extension is incongruous to the existing structures - no analysis of sensitive, long distance views into the site from the AONB,

Extension is not subservient – concern regarding height 11 metres higher than main building - high-bay chamber would resemble an apartment block in its size and impact, towering above the existing buildings - Presently high hedges soften/partially conceal the solid buildings this would not be the case with the extension – extension is a solid block and dominates the building

8.3 A total of x1 objection has been received following the consultation on the revised proposals. The areas of concern can be summarised as follows:

- Concern regarding air pollution
- Concern regarding additional noise from bypass due to additional vehicle movements
- Net gains in biodiversity should be considered

## 9.0 EVALUATION

9.1 Members are referred to the Overview Report before them in respect of providing the background information to the policy framework when coming to a decision on this application. .

### ***a) The Principle of the development, planning policy position and approach to be taken in the determination of the application***

#### *Neighbourhood Plan*

9.3 The starting point for decision making is the development plan, i.e. the 'made' Aston Clinton Neighbourhood Plan (ACNP), the Buckland Neighbourhood Plan (BNP) and the adopted Aylesbury Vale District Local Plan.

9.4 A number of policies contained within the Neighbourhood Plans are of direct relevance to this planning application and require full consideration. Regard should be had for ACNP policies HQD1, B3, EN1, EN2 and EN4 as well as policies BP2, BP3, BP9, BP11, BP12 and BP15 contained within the BNP.

#### *Aylesbury Vale District Local Plan (AVDLP)*



- 9.5 A number of saved policies within the AVDLP are considered to be consistent with the NPPF and therefore up to date so full weight should be given to them. Consideration therefore needs to be given to whether the proposal is in accordance with or contrary to these policies. Those of relevance are GP.2, GP.8, GP.24, GP.35, GP.38 – GP.40, GP.45, GP.59, GP.84. . They all seek to ensure that development meets the three objectives (economic, social and environmental) of sustainable development and are otherwise consistent with the NPPF.

*Emerging policy position in Vale of Aylesbury District Local Plan (draft VALP)*

- 9.6 The overview report sets out the current position with regards to VALP. Policy E1 seeks to protect key employment sites which includes the Arla/Woodlands EZ.

**b) Whether the proposal would constitute a sustainable form of development:**

***Sustainable location:***

- 9.7 The previous permission together with the establishment of the enterprise zone regarded this as a sustainable location for such development. The principle of the development would accord with the ACNP policy B3 and BNP policy BP9, subject to more detailed assessment below.

***Building a strong competitive economy***

- 9.8 As previously stated, the Government is committed to securing and supporting sustainable economic growth and productivity in order to create jobs and prosperity but also that this would be achieved in a sustainable way. Paragraph 80 states that planning policies and decisions should help to create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 9.9 Given that the site is an existing employment site and designated Enterprise Zone, the Council's position is that significant weight should be given to the need to support sustainable employment growth. In considering this application, the AVDLP, the Aston Clinton Neighbourhood Plan and the Buckland Neighbourhood Plan constitutes the Development Plan, and this forms the primary basis for determining the application. The following sections of the report will consider the individual requirements of sustainable development as derived from the NPPF to ensure that all relevant factors are considered.
- 9.10 ACNP policy B3 supports employment development which forms part of the Arla / Woodlands Enterprise Zone. BNP policy BP9 supports applications from businesses (B1 – Office and B2 – Light Industrial) to expand their premises within the neighbourhood area will be supported, provided they do not damage the residential environment and do not create significant additional traffic movement.
- 9.11 Arla/Woodlands is a designated Enterprise Zone (EZ) and is of strategic importance to employment growth within the Vale. The EZ will facilitate the delivery of c. 150,000 sq.m of new commercial floor space and over 7,000 jobs. The EZ is intended to be a leading centre for agri-food and human health sectors building on the wider food science strengths of Buckinghamshire. The EZ will be a key location to which employment growth will be directed during the VALP plan period. The Economic Development Team has welcomed this application the dairy is a key milk production site in England, and has the capacity to produce up to 1.5 million bottles of milk every day. Arla is one of the larger employers in the area. The development will allow Arla to continue to grow their business in the area.

This continued development shows a commitment to retain this site as its key site for its milk production.

- 9.12 There would be economic benefits associated with the development arising from the construction phase, albeit time limited, and the enhancement of an existing employment location. Whilst the extension itself will not generate additional jobs, the completion of this phase for the southern section of the building will ensure the delivery of the 100 jobs as previously approved. Overall the economic benefits associated with the proposal should be held in significant weight, as advocated by the NPPF, and the development proposals are considered to comply with ACNP policy B3 and BNP policy BP9 in principle subject to the consideration of the development's impact on the residential environment and its potential to generate traffic. These matters will be considered elsewhere in this report.

### ***Promoting Sustainable Transport***

- 9.13 It is necessary to consider whether the proposed development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised and that safe and suitable access can be achieved, taking account of the guidance in the NPPF. Paragraph 108 requires that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be taken up, safe and suitable access to the site can be achieved and that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.
- 9.14 ACNP policy T1 explains that development proposals will need to demonstrate that appropriate site access and traffic mitigation can be delivered in order to minimise any significant adverse impacts on the highway network arising from the new developments. ACNP policy HQD1 requires new development to make provision for off-street car parking spaces in accordance with adopted standards.
- 9.15 BNP policy BP9 supports employment development provided it does not do not create significant additional traffic movement. BNP policy BP12 also explains that for all new business development, including conversions and extensions, provision must be made for all staff and visitor parking to be accommodated on-site.
- 9.16 The development will continue to use the existing approved access arrangement. The Highways Officer has acknowledged that the Arla site already benefits from a planning consent for a large portion of the development that is being proposed. This current application is to cover changes that are required to phases 3 and 4 of the consented scheme. The Highways Officer is satisfied that this application would result in a net increase of 3,125m<sup>2</sup> of floor space over that which has already been consented. This additional floor space will not result in an increase in the 'processing' area within the site but will be used as a pallet store (B8 storage and distribution). The Highways Officer notes that the increase in floor space is a result of the building height is being reduced, which subsequently reduces the height that the pallets can be stacked. Therefore, the additional floor space is required to accommodate the additional stacks of pallets resulting from the reduced building height. The application will result in additional B8 floor space. Using the trip rates that have previously been agreed for the B8 elements of the Arla site the applicant has determined that there is the potential for 7 two-way movements to be generated in the weekday AM peak, 7 two-way movements in the weekday PM peak and 4 two-way movements in the Saturday peak. The routing of HGVs from the Arla site is

controlled currently controlled via the existing S106 Agreement and the routing from this proposal would need to be secured through a S106 Deed of Variation.

- 9.17 The development would result in 5 two-way movements travelling through Aylesbury in each of the AM and PM weekday peak hours and 3 two-way movements will travel through Aylesbury in the weekend peak hour. This level of increase is not material and therefore not considered to be severe in terms of the NPPF. Although the Arla development is not fully complete, it is also worth noting that due to how the dairy facility is being operated, resulting vehicle movements are significantly less than was originally predicted when the original scheme was assessed. It is predicted that when the site is totally complete the vehicle movements will also be significantly less than those originally predicted. The applicant has produced evidence that confirms this. The impact of the additional vehicle movements arising from the inclusion of the extension has been shown not to be material. The Highways Officer has also confirmed that the parking and manoeuvring of vehicles remains acceptable. The Highways Officer raises no objection to the development proposals subject to the use of conditions.
- 9.18 To consider the development's ability to promote the use of sustainable modes of transport, a Travel Plan was submitted in support of the original planning application which was further secured by a legal agreement. This set out details of a shuttle bus service and measures to promote walking and cycling amongst employees, as well as nominating a Travel Plan Coordinator. To ensure these measures are carried forwards, a deed of variation will ensure that the Travel Plan requirements continue to apply to the development if permission is granted.
- 9.19 Given that the development proposals would not amount to a severe cumulative impact on the highway network, e.g. that significant traffic would not be generated; that safe access, parking and manoeuvring are provided; and that the dairy is operating more efficiently from a traffic generation point of view that originally planned for the development proposals are considered to accord with the advice contained in the NPPF, AVDLP policy GP24, ACNP policies T1 and HQD1 in respect of parking and BNP policies BP9 in respect of transport and BP12.

### ***Conserving & Enhancing the Natural Environment***

- 9.20 Section 15 of the NPPF states that planning policies and decision should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils and recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.
- 9.21 Policies GP39 and GP40 of the AVDLP seek to preserve existing trees and hedgerows where they are of amenity, landscape or wildlife value and requires sites where there is potential for impacts to be surveyed. Policy GP38 requires landscaping proposals to help buildings complement their surrounding and to conserve existing natural features of value.
- 9.22 ACNP policy HQD1, in respect of the natural environment, requires development to be in keeping with local character and must be shown to have understood distinctive local landscape features. ACNP policy EN1 requires new development in the Parish to (inter alia) respect retain trees and hedgerows in accordance with current Bs5837 national best practice (as updated); minimise impact on natural habitats and species and provide net gains to biodiversity. The policy also requires ecological information to be

provided in support of applications and explains the development must respect local landscape character and important views into and out of the village and the Chilterns AONB. ACNP policy EN2 also seeks to minimise impacts upon and to provide net gains in respect of biodiversity.

- 9.23 BNP policy BP2 seeks to protect the specific character of the Chiltern Hills where great weight will be attached to conserving landscape and scenic beauty. BNP policy BP15 states that proposals will be supported which preserve or enhance the natural environment throughout the Parish, by ensuring the protection of local assets and the provision of additional habitat for wildlife and green spaces for the community. Outside the areas of special designation, proposals will be supported which are landscaped and include tree planting that respects the local landscape character.

#### *Impact on Landscape Character*

- 9.24 Beyond the Enterprise Zone, the site's surroundings comprise open countryside and arable fields to the north of the A41. The site itself is flat with the higher ground associated with the Chilterns AONB being visible in the distance, some 2 km from the factory site and beyond the villages of Buckland and Aston Clinton. A key consideration of the appropriateness of the scheme is its impact on longer views from the AONB.
- 9.25 Whilst the landscape surrounding the factory complex and the Enterprise Zone is characterised by open countryside and arable fields, the commercial built form which includes the existing factory, comprise dominant features within the landscape. As the proposed extension does not significantly extend the factory building or does not extend the boundaries of the complex at all, the extension would be experienced as part of the existing building. For this reason and in combination with the intervening scheme of landscaping, the proposed development is considered to have an acceptable impact when considering the landscape character.

#### *Visual Impact & Impact on the AONB*

- 9.26 The Landscape Officer has suggested that whilst the proposed extension in itself would normally be regarded as substantial, in the context of the size of the existing factory complex it is proportionately relatively modest. Furthermore the Landscape Officer notes that a considerable proportion of the proposed development implements extant permissions – the southern portion of the buildings which comprises 7,344 sq m – and can be built out without the need for any further consent. As such the proposed development that is 'over and above' this consented 'future baseline' is somewhat more modest. Nonetheless the proposals are of a sufficient scale that, following consultations with AVDC, the applicant was asked to submit an appropriate assessment of the potential landscape and visual impacts of the proposed development. The applicant subsequently submitted a Landscape and Visual Assessment (LVA) based on the amended plans.
- 9.27 Having reviewed the LVA, the Landscape Officer has confirmed that whilst he agrees with much of it, there are some shortcomings and areas of minor disagreement. With regard to the landscape character impacts of the proposed development, the LVA concludes that there would be 'minor adverse effects' on the immediate landscape surrounding the proposed extension and 'low adverse effects' on the wider landscape, including the Chilterns AONB and its setting (although confusingly the conclusion of the

LVA advises that the effects would be 'minor adverse'). In any case, the Landscape Officer agrees that the landscape character effects of the proposed development would not be of an extent that would be contrary to the aims of the relevant planning policies and that this would be a reasonable conclusion to weigh in the planning balance regarding landscape character effects of the proposed development.

- 9.28 However in its consideration of the visual amenity effects of the proposed development, the LVA concludes that none of the agreed visual receptors would experience impacts greater than 'moderate adverse' with the considerable majority experiencing either 'low' or 'negligible' effects. Whilst this is fair for the majority of visual 'receptors', with the proposed development being perceived in the direct context of the existing structure, there are viewpoints (particularly to the south of the proposed development) where the baseline views have the existing structure sitting at or below the horizon line. The proposed development will, from these vantage points, be perceived to break/interrupt this skyline in a noticeable manner. By way of example, the LVA concludes that the proposed development would result in a 'moderate adverse' impact on the users of PRow ACL/3/2 which is located towards the south east of the application site on the opposite side of the A41 to the factory. Based on the assessment that there would be a 'medium adverse' magnitude of effect on those walkers heading northwards along the footpath towards the proposed development.
- 9.29 The Landscape Officer suggests that the submitted LVA somewhat underestimates the level of impact on these footpath users. Walkers here would reasonably be adjudged to be highly sensitive to their surroundings as it is likely that they are using the footpath for the express purpose of enjoying a walk through the countryside. Whilst it is agreed that the proposed development (when compared with the baseline) would give rise to a 'medium adverse effect', the Landscape Officer does not agree that this level of effect on a 'high sensitivity receptor' would only result in a 'moderate adverse' impact. These receptors are considered to experience at least a 'moderate/major adverse' impact for those sections of footpath that afford 'skyline' views of the proposed development. However these view must be considered against the backdrop of the existing and extant permission and will be mitigated by the approved landscaping scheme in the longer term.
- 9.30 The Chilterns AONB, as previously described is located 2 km to the south of the site and includes Upper Icknield Way from which there are extensive views over the Vale. These views are sufficiently panoramic that the factory complex is viewed as only a very small part of a wider, much more expansive landscape view. At present the factory is viewed in the forms a small part of this panorama and is viewed in the context of the surrounding Enterprise Zone Development, furthermore the camouflage cladding means that it sits quietly within the landscape. The addition of the extension, given the distances involved is expected to be barely discernible from such a long view, nor harm views towards the AONB and would not harm the setting of the AONB
- 9.31 Overall however, whilst there will be some harm on visual receptors to the south, when considered 'in the round' the proposed development would give rise to only generally limited harm and that this level of harm would not be in undue conflict with the aims of the relevant policies and this would be a reasonable basis upon which to consider the landscape and visual impacts of the development. It should also be acknowledged that the southern section of the building benefits from extant consent and so this could be built out in the absence of permission being granted for the current scheme. The Landscape Officer, on balance raises no objection to the development proposals,

subject to a condition to agree the bespoke continuation of the camouflage scheme that has been used to soften the building's impact on the landscape. This is reflective of the comments raised by the Chilterns Conservation Board who also request that any additional lighting be controlled. This will be achieved by condition.

#### *Trees & Landscape*

- 9.32 There are no trees or hedgerows that will be effected by the development proposals and the scheme will not impact the approved landscaping scheme. It is however acknowledged that the extension will result in changes to the car parking area. A condition will secure a scheme of hard and soft landscaping to ensure that the car parking area continues to be softened by landscaping and assimilates with the existing scheme.

#### *Ecology*

- 9.33 Given the nature of the application site at present, there is no reasonable likelihood of any protected species being impacted by the development proposals. A condition however will ensure that the mitigation measures agreed in the context of the original planning application continue to be carried forwards.
- 9.34 In summary, considering the development's role in conserving and enhancing the natural environment; from a landscape character, trees, landscape and ecological point of view, the development proposals are considered to be acceptable. The development proposals are thus considered to comply with AVDLP policies GP35, GP38, GP39 and GP40; ACNP policy EN1 and EN2; BNP policies BP2 and BP15; and the advice contained in the NPPF.

#### ***Achieving Well Designed Places***

- 9.35 The NPPF in section 12 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 9.36 Policy GP35 of the AVDLP requires development to respect and complement the physical characteristics of the site and the surroundings, the building tradition, ordering, form and materials of the locality, the historic scale and context of the setting, the natural qualities and features of the area and the effect on important public views and skylines.
- 9.37 ACNP policy HQD1, to take the design considerations, requires development in the Parish to be of high quality design and should reflect the attractive vernacular of Aston Clinton, and be in keeping with local character. To achieve this, development proposals will be supported, provide their scale, density, height, massing, layout and materials, including alterations to existing buildings, have understood and reflected the character and scale of the surrounding buildings and of distinctive local landscape features.
- 9.38 BNP policy BP3, whilst relating to new buildings is considered to be relevant because it seeks to preserve local distinctiveness. The policy explains that In all parts of the Parish new buildings must preserve local distinctiveness through design, use of materials, density, space around buildings, height.
- 9.39 Whilst an extension comprising c.3,000 sq m of floor-space would normally be regarded to be substantial in the context of the existing factory, which is a substantial building itself,

the extension is considered to be modest. In terms of the maximum height of the building the following table sets out the comparisons:

<b>2011 permission-</b>	<b>Original 2019 proposal</b>	<b>Revised 2019 proposal</b>
19.5 (blow mold) 13.4m rest 22-29m silos	26m	19.5m

With the amendments to the height of the stackable storage area, so that it is no taller than the existing building, the extension is regarded to be subservient. From most viewpoints the extension will either not be visible or will appear discrete. The extension has been designed to assimilate with the main building in terms of its appearance and will not appear discernable against the backdrop of the existing building. The external materials and pattern strategy will match those found on the main building.

- 9.40 In summary the extension is considered to be reflective of the character, scale and appearance of the existing building. The scheme's impact on the landscape character of the area and on longer views and skylines are considered below in this report. Considering the design of the proposed development, it is considered to accord with AVDLP policy GP35; ACNP policy HQD1; BNP policy BP3; and the advice contained within the NPPF.

***Preserving & Enhancing the Historic Environment***

- 9.41 A positive strategy under paragraph 185 of the NPPF is required for the conservation and enjoyment of the historic environment and an assessment will need to be made of how the development proposals sustain and enhance the significance of heritage assets and the positive contribution that conservation of assets can make to sustainable communities as well as the need to make a positive contribution to local character and distinctiveness.
- 9.42 ACNP policy HQD1 requires development proposals to take full account of any relevant considerations concerning the historic environment and heritage assets in the area. BNP policy BP14 requires development proposals to demonstrate that the impact of the proposals on heritage assets has been carefully considered.
- 9.43 Whilst there are no Listed Buildings neither on nor within the vicinity of the application site and the site does not fall within any Conservation Area, explained an archaeological investigation has already been undertaken in respect of the application site, and Roman remains have already been recorded. BCC archaeology raise no objection to the development proposals.
- 9.44 It should also be noted that the Grand Union Canal is a non designated heritage asset and the bridge over the canal to the north east of the factory complex is Grade II Listed.. Given the canal and bridge's positioning to the north of the existing building, away from the proposed extension, the development is not considered to have any impact in this regard.
- 9.45 In light of the above, the development proposals are considered to accord with the advice contained in the NPPF and ACNP policy HQD1 and BNP policy B14 in respect of the historic environment.

***Meeting the Challenge of Flood Risk & Climate Change***

- 9.46 Paragraph 163 of the NPPF requires new development to ensure that flood risk is not increased elsewhere. Where appropriate applications should be accompanied by a site specific flood risk assessment.

- 9.47 ACNP policy E4 requires all development proposals with flood risk implications to demonstrate that flood risk is not increased elsewhere; to ensure that surface water run off does not exceed the existing rate using sustainable drainage and permeable paving and surfacing; and should be sited in areas of the least flood risk. ACNP policy EN2 also requires that where possible and appropriate, provide sustainable drainage facilities and a restrictive use of storage lagoons or similar retentive systems discharging to surface water receptors.
- 9.48 The site is located in Flood Zone 1 and is subsequently at low risk of fluvial flooding although it is located within an area identified as being of low, medium and high risk of surface water flooding. The proposed extension will connect into the existing surface water drainage system on site. Surface water runoff for the whole site is stored within an attenuation basin with a discharge to the Halcrow Beck at a rate of 4.3l/s. The LLFA have confirmed that the surface water drainage strategy is acceptable subject to a condition to secure evidence of that the as-built connection to the existing surface water drainage scheme has been carried out by a suitably qualified person prior to the use of the extension. Subject to the use of the recommended condition, the development proposals will not increase the risk of flooding onsite or elsewhere in the locality. The development is considered to accord with the advice contained within the NPPF and ACNP policies E4 and EN2.
- 9.49 The building has been designed to incorporate a number of sustainable energy technologies to reduce the dairy's carbon footprint. The long term aim is for the operation to be CO2 neutral. There is subsequently no objection to the proposals on this basis and this accords with the NP policies and advice contained in the NPPF.

### ***c) Amenity of Neighbouring Occupiers***

- 9.50 The NPPF at paragraph 127 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 and a good standard of amenity for all existing and future occupants of land and buildings.
- 9.51 AVDLP policy GP8 explains that planning permission will not be granted where development would unreasonably harm any aspect of the amenity of nearby residents when considered against the benefits arising from the proposal. Policy GP95 also states that in dealing with applications, the Council will have regard for the amenities of existing occupiers. Development that exacerbates any adverse effects of existing uses will not be permitted.
- 9.52 ACNP policy HQD1 seeks to achieve a good standard of amenity for all existing and future occupants. ACNP policy B3 supports employment development proposals provided that they do not generate unacceptable noise, fumes, smell or result in other disturbance to neighbouring residential properties; and that the amenity of neighbouring occupiers are not unduly harmed. Similarly BNP policy BP9 supports the redevelopment of existing businesses provided they do not damage the residential environment.
- 9.53 The dwellings to the north of the application site will not be impacted by the development proposals due to their positioning towards the south of the building. The occupiers of these buildings, due to the separation distances involved and the intervening presence of the existing building, will experience no material impacts when considering the potential for increased noise or disturbance or loss of outlook. The separation distances are such that the levels of privacy, enclosure and daylight/sunlight currently enjoyed by the occupiers of these dwellings will not be impacted by the development.



- 9.54 The impact of the proposed development upon residential neighbours to the south will be mitigated by the landscaping scheme which includes bunds and a 30 metre wooded buffer which is now well established. This should ensure that any dwellings to the south do not experience any material loss of outlook. Again the separation distances are such that there would be no impact on the levels of privacy, enclosure and daylight/sunlight currently enjoyed by the occupiers of these dwellings.
- 9.55 When considering the potential for noise and disturbance there are two sources of nuisance, operational noise and that associated with any additional traffic movements associated with the extension. The noise report submitted in the context of the earlier application showed that operational noise would be below ambient noise levels in the evening and during the night. Given the presence of the factory at the moment the extension is not considered to give rise to any material increase in noise and disturbance. Furthermore, the additional traffic movements arising from the development are low and subsequently no material impact is considered to arise. It should be noted that the traffic movements associated with the factory, in reality, have been less than those predicted in the context of the 2011 application. This has been evidenced and confirmed by Bucks County Highways. The impact of the factory as a whole has therefore been lower than expected and the proposal would not result in any undue impact from vehicle movements associated with the proposed extension. I. To considered noise and disturbance arising from the operation neighbouring occupiers will continue to be protected by the 2 metre high acoustic fencing that has been installed as part of the noise mitigation strategy for the factory. As with the previous consent conditions will be applied to ensure that noise levels from plant and machinery and vehicle reversing alarms are managed.
- 9.56 Consideration need to be taken of the potential disturbance arising from the construction of the development. It should be noted that the Environmental Statement that was submitted alongside the 2011 application considered the impacts of construction noise and disturbance, and considered the construction of the Arla factory in combination with three other major schemes in the vicinity. It found that only a negligible to minor adverse impact would arise and would be limited due to the site's location next to the A41. No more than minor vibrations were expected to be experienced by the occupiers of the nearest properties. Given that this considered the construction of the whole factory plus other adjacent construction projects, it would be reasonable to conclude that the impact associated with the construction of the southern portion of the building and the extension would be negligible.
- 9.57 When considering the potential for light pollution, the bunds and landscaping will reduce this impact and giving weight to the existing arrangement, no material impact would arise. It should also be noted that the building will be clad in materials with a matte finish to avoid any glare/reflection. The requirement for any additional lighting will also be controlled by condition as will the potential for odours arising from the operation.
- 9.58 When considering the potential for the development to impact on the amenity of neighbouring occupiers, it is considered that there would be no material impact when considering the potential for noise and disturbance, light pollution, impacts on privacy, outlook or sense of enclosure. On this basis the development proposals are considered to accord with AVDLP policies GP8 and GP95, ACNP policy HQD1 and B3; and BNP policy BP9.

**d) Planning Obligations / Section 106 Matters**

9.559 A deed of variation is being entered into by the applicant to ensure that the planning obligations secured in the context of planning application reference 11/00962/APP are carried forwards in the event that the committee is minded to grant permission. The areas of key importance are the agreed routing of HGVs through the area to ensure that the agreed distribution is maintained and to ensure that the Travel Plan is carried forwards.

**Other Matters:**

9.60 It is noted that originally the description of development referred to a revised scheme to "application 11/0962/APP". The parish council's raised that the documents to this application were not available. This was in fact a typo and the original application reference was 11/00962/APP. This was rectified so that interested parties could easily find the related documents.

9.61 It is acknowledged that one objector has suggested that the A41 be re-surfaced with a low noise emitting surface. As the development proposals would lead to only a very small number of additional vehicles using the A41, it would be unreasonable to expect Arla to fund such an improvement.

Case Officer: Laura Ashton

RE: 19/00399/APP Arla Foods Ltd Aylesbury Dairy, Extension to dairy (Final Phase as approved by 11/0962/APP dairy consent - revised scheme)

**Aston Clinton Parish Council, strongly objects to this application on the following grounds:**

Height and scale and impact on the character, landscape and important views.

From the applicants Planning Statement document of January 2019, we note that the current building height appears to be 14.645m above ground level. (Point 1.15, page 5, phase 4 Extension, bullet point 6)

We fail to find any previous approval for roof mounted silos as per point 1.15, page 5, phase 4 extension, bullet point (phase 4) bullet point 3, which will exceed existing ground level silo heights by 1m.

The proposed massive chilled storage facility with a height of 26m is far in excess of the existing roof line and totally inappropriate especially on this south east elevation. This will be visible for miles and especially from the Chiltern hills AONB.

Further, the statement in para 3.4 of the planning statement – is disingenuous in comparing the height of the proposed phase 4 structure, with the existing silos. The existing silos have a height of 22.9 m and are substantially smaller in scale than the proposed extension, which is also at a stated height of 26m. (reference proposed south east elevation drawings from the design and access statement.) We fundamentally disagree with the statement at the end of this paragraph “this extension will not be prominent in long distance views”. As this extension is circa 10m higher than the bulk of the host building, we fail to see how this will not be prominent.

Also, para 3.5 states that the revised scheme has a cleaner simpler south elevation to the 2011 scheme which cannot agree with, particularly given the increased height of the chilled storage facilities making it incongruous to the existing structures.

As a result of the above points, this application contravenes the following planning policies:

**NPPF para 127** states that developments should ensure that they –

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;  
 (c) are sympathetic to local character and history, including the surrounding built environment and landscape setting

Aston Clinton Neighbourhood Plan (**ACNP**) **policy HQD1** – states that development proposals will be supported provided:

i) Their scale, density, height, massing, landscape design, layout and materials... have understood and reflected the character and scale of the surrounding buildings and of distinctive local landscape features

**ACNP policy EN1** – any development in the village will be required to respect local landscape character and important views into and out of the village and the Chilterns AONB

**ACNP H1** – this proposal falls outside of the ACNP settlement boundary and is not suitable to a countryside location, as defined in parts i, ii and iii of this policy.

**AVDLP saved policy GP35** – as it is not in keeping with the existing host building in terms of height and scale and does not respect the effect it will have on important public views and skylines.

We also request that the local planning authority publish on the planning portal the original application 11/0962/APP that this application relates to, for consultees and public to view, as it currently not available.

## Comments for Planning Application 19/00399/APP

### Application Summary

Application Number: 19/00399/APP

Address: Arla Foods Ltd Aylesbury Dairy, Samian Way, Aston Clinton Bucks HP22 5WJ

Proposal: Extension to dairy (Final Phase as approved by 11/0962/APP dairy consent - revised scheme)

Case Officer: Laura Ashton

### Customer Details

Name: Parish Buckland Council

Address: Parish Office Village Hall Halton

### Comment Details

Commenter Type: Parish Council

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The application as presented, would have a detrimental impact to the landscape, surrounding countryside and Chilterns AONB, as would it's design.

The height and scale of the proposed high bay, chilled storage facility is designed as a solid block, attached to the gable end of the existing building, but extends 15m beyond the current building towards the Lower Buckland Road. This is unacceptable, as an extension should always be subservient to the main buildings and not dominate it. This application proposes an extension which is 11 meters higher than the main building, overlapping the original by 15m. This is not considered a subservient extension.

Section 3.3 of the application, the design and access statement states that 'the layout of the existing dairy complex was carefully considered to minimise its visual impact locally and within the wider landscape ..... small/lower profile elements were placed closer to the more sensitive A41 boundary to the south east.' The south eastern elevation is the most sensitive of the whole of this site due to the proximity of the Chilterns AONB and views into the site from the AONB. Despite the above, the applicant is now proposing to add a huge extension, taller and wider than the current building, to that very sensitive south eastern elevation.

The proposal moves the 26m high building 15m closer to the single track, Lower Buckland Road and adjacent countryside. This solid, overpowering mass would present a very hard edge to the whole development at a point where the built development should be stepped down, in landscape terms.

By moving the development 15m closer to Lower Buckland Road, also moves it closer to residential developments. The residential development of Buckland lies very close to the Arla development, on the opposite side of the A41 and not 500m away as the applicant claims within the design and access statement. This proposed, large extension, will have an adverse effect on the residential amenity of these properties, contrary to AVDLP policy GP8.

The Arla site is visible from the Chilterns, not only in views from the Upper Icknield Way and the Tring Hill section of the A41, but in wider views from Coombe Hill. A fact, the applicant has ignored. The original buildings were clad in muted colours in order to blend into the surrounding countryside. Although the applicant refers to the design as 'mimicking' the opposing silos, it cannot 'balance' due to the massing, bulk and height of the block extension, against the narrow cylinders of the original design. There was no analysis of sensitive, long distance views into the site from the AONB, even though this extension will be closer to the AONB than the remainder of the site and very much in the foreground of all views out of the AONB.

The Arla site is a gateway site into Aylesbury and the Vale. The proposed high-bay chamber will present a high solid mass, completely out of keeping with the current site.

The Aston Clinton Neighbourhood Plan is quoted, but the applicant has ignored the fact that this extension falls within the Parish and Neighbourhood area of Buckland. The Buckland Neighbourhood Plan has not even been considered, although it forms part of the planning policy for that area. The proposal is contrary to Policy BP3 of the BPC NP which states that 'In all parts of the Parish, new buildings must preserve local distinctiveness through design, use of materials, density, space around buildings and height.' This application fails to do this. The proposed extension is higher than the existing building, creating an effect of massing, not space.

Buckland Parish Council believe that the proposal contravenes the following planning policies:-  
NPPF p127 - this states that developments should ensure that they are:-

(b) visually attractive as a result of good architecture, layout and appropriate and effective landscaping

(c) sympathetic to local character and history, including the surrounding built environment and landscape setting

The current proposal is contrary to these requirements.

AVDLP GP35 - fails to respect the physical characteristics of the host building and fails to take into account the effect on important public views and skylines

Buckland Neighbourhood Plan BP3 - This application fails to accord with this policy, as stated above.

Aston Clinton Neighbourhood Plan EN1 - any development in the village will be required to respect local landscape, character and important views into and out of the village and the Chilterns AONB.

Aston Clinton Neighbourhood Plan H1 - this proposal falls outside of the ACNP settlement boundary and is not suitable to a countryside location, as defined in parts I, ii and iii of this policy.

# BUCKLAND PARISH COUNCIL

Clerk: Mrs Fiona Lippmann, The Village Hall, Old School Close,  
Halton Village, Aylesbury, HP22 5NG  
Telephone. 01296 626073. e-mail clerk@bucklandpc.org.uk

Aylesbury Vale District Council  
Gatehouse Road  
Aylesbury  
HP19 8FF



For the attention of Laura Ashton – Development Management

13th March, 2019

Dear Sirs

**Re: Application 19/00399/APP – Arla Foods, Samian Way, Aston Clinton**

Following the Buckland Parish Council meeting of 11<sup>th</sup> March, 2019, members voted unanimously to object to the above planning application, based on the phase 3 extension to the current building, as set out in the above, would have a detrimental impact to the landscape, surrounding countryside and Chilterns AONB, as would it's design.

The height and scale of the proposed high bay, chilled storage facility is designed as a solid block, attached to the gable end of the existing building, but extends 15m beyond the current building towards the Lower Buckland Road. This is unacceptable, as an extension should always be subservient to the main buildings and not dominate it. This application proposes an extension which is 11 meters higher than the main building, overlapping the original by 15m. This is not considered a subservient extension.

Section 3.3 of the application, the design and access statement states that 'the layout of the existing dairy complex was careful considered to minimise its visual impact locally and within the wider landscape ..... small/lower profile elements were placed closer to the more sensitive A41 boundary to the south east.' The south eastern elevation is the most sensitive of the whole of this site due to the proximity of the Chilterns AONB and views into the site from the AONB. Despite the above, the applicant is now proposing to add a huge extension, taller and wider than the current building, to that very sensitive south eastern elevation.

The proposal moves the 26m high building 15m closer to the single track, Lower Buckland Road and adjacent countryside. This solid, overpowering mass would present a very hard edge to the whole development at a point where the built development should be stepped down, in landscape terms.

By moving the development 15m closer to Lower Buckland Road, also moves it closer to residential developments. The residential development of Buckland lies very close to the Arla development, on the opposite side of the A41 and not 500m away as the applicant claims within the design and access statement. This proposed, large extension, will have an adverse effect on the residential amenity of these properties, contrary to AVDLP policy GP8.

The Arla site is visible from the Chilterns, not only in views from the Upper Icknield Way and the Tring Hill section of the A41, but in wider views from Coombe Hill. A fact, the applicant has ignored. The original buildings were clad in muted colours in order to blend into the surrounding countryside. Although the applicant refers to the design as 'mimicking' the opposing silos, it cannot 'balance' due to the massing, bulk and height of the block extension, against the narrow cylinders of the original design. There was no analysis of sensitive, long distance views into the site from the AONB, even though this extension will be closer to the AONB than the remainder of the site and very much in the foreground of all views out of the AONB.

## BUCKLAND PARISH COUNCIL

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Clerk: Mrs Fiona Lippmann, The Village Hall, Old School Close,  
Halton Village, Aylesbury, HP22 5NG  
Telephone. 01296 626073. e-mail clerk@bucklandpc.org.uk

The Arla site is a gateway site into Aylesbury and the Vale. The proposed high-bay chamber will present a high solid mass, completely out of keeping with the current site.

The Aston Clinton Neighbourhood Plan is quoted, but the applicant has ignored the fact that this extension falls within the Parish and Neighbourhood area of Buckland. The Buckland Neighbourhood Plan has not even been considered, although it forms part of the planning policy for that area. The proposal is contrary to Policy BP3 of the BPC NP which states that 'In all parts of the Parish, new buildings must preserve local distinctiveness through design, use of materials, density, space around buildings and height.' This application fails to do this. The proposed extension is higher than the existing building, creating an effect of massing, not space.

Buckland Parish Council believe that the proposal contravenes the following planning policies:-

**NPPF p127** – this states that developments should ensure that they are:-

- (b) visually attractive as a result of good architecture, layout and appropriate and effective landscaping
- (c) sympathetic to local character and history, including the surrounding built environment and landscape setting

The current proposal is contrary to these requirements.

**AVDLP GP35** - fails to respect the physical characteristics of the host building and fails to take into account the effect on important public views and skylines

**Buckland Neighbourhood Plan BP3** – This application fails to accord with this policy, as stated above.

**Aston Clinton Neighbourhood Plan EN1** – any development in the village will be required to respect local landscape, character and important views into and out of the village and the Chilterns AONB.

**Aston Clinton Neighbourhood Plan H1** – this proposal falls outside of the ACNP settlement boundary and is not suitable to a countryside location, as defined in parts i, ii and iii of this policy.

Buckland Parish Council would be grateful if you would take the above comments into account when deciding this application.

Yours faithfully



Fiona Lippmann

Clerk to Buckland Parish Council

# AYLESBURY VALE DISTRICT COUNCIL

Councillor Mrs Carole Paternoster

Aston Clinton Ward

Telephone: (01296) 630710

Email: [cpaternoster@aylesburyvaledc.gov.uk](mailto:cpaternoster@aylesburyvaledc.gov.uk)



4<sup>th</sup> March 2019

Laura Ashton  
Development Management  
Aylesbury Vale District Council  
Gatehouse Road  
AYLESBURY  
HP19 8FF

Dear Laura Ashton

## Re Application Number 19/00399/APP Arla Foods, Samian Way, Aston Clinton

I object to the phase 3 extension to the current building as set out in the above planning application on the grounds of design and its consequential impact on the landscape, surrounding countryside, and the Chilterns AONB.

The proposed high-bay chilled storage facility in the form of a 45m by 60m by 26m in height (internal dimensions) solid block attached to the gable end of the existing building (according to the applicant's planning statement para 1.15) but extending 15m beyond the current building towards the Lower Buckland road is unacceptable. The height of the current building is given by the applicant as 14.645m above ground level. The storage facility will be 11m higher than the current building to which it is attached. An extension should always be subservient to the main building and not dominate it. However, the applicant is proposing an extension which is 11 metres higher than the main building and overlaps the original by 15m. This is not a subservient extension.

At section 3.3 the applicant's design and access statement states that 'the layout of the existing dairy complex was carefully considered to minimise its visual impact locally and within the wider landscape. . . . . small/lower profile elements were placed closer to the more sensitive A41 boundary to the south east.' The south eastern elevation is the most sensitive of the whole of this site due to the proximity of the Chilterns AONB and views into the site from the AONB. Despite the fine words in the design and access statement the applicant is now proposing adding a huge extension, taller and wider than the current building, to that very sensitive south eastern elevation.

The proposal moves the 26m high building 15m closer to the single track Lower Buckland road and the adjacent open countryside. This overpowering solid mass presents a very hard edge to the whole development at a point where the built development should be stepped down in landscape terms.



INVESTOR IN PEOPLE

Dene House, Buckland, Aylesbury,  
Buckinghamshire, HP22 5HY





Moving the development 15m closer to Lower Buckland road also moves it closer to residential development. In section 2.2 of the design and access statement the applicant states that the villages of Aston Clinton and Buckland are approximately 500m south east of the A41. The residential development of Buckland lies very close to the Arla development, on the opposite side of the A41, not 500m away as the applicant claims. Therefore this proposed large extension will also have an adverse effect on the residential amenity of these properties, contrary to AVDLP policy GP8.

The applicant ignores views into the site from the Chilterns AONB. The Arla site is very visible from the Chilterns, not only in views from the Upper Icknield Way and the Tring Hill section of the A41, but in wider views from Coombe Hill. This is why the buildings have been clad in muted colours, so that they blend into the surrounding countryside. In para 3.5 of the design and access statement the applicant states that 'the proposed high-bay chamber element counterbalancing the height and vertical emphasis of the existing/proposed silos. The high-bay elevations will be designed to 'mimic' the vertical emphasis of the opposing silos by use of corresponding cladding colours in a vertically arranged colour pattern similar to the silos themselves.' The extension building is 26m in height, the existing and future silos will be a maximum of 23.9m in height. Therefore the high-bay chamber will always dominate, in near and far views. It cannot 'balance' due to its massing, bulk and height. The silos are narrow cylinders with space between, not a solid block. I disagree with the planning statement which says at para 3.4 'Whilst the warehouse extension element is taller than the host building it is no higher than the existing/approved milk silos and from most viewpoints, this element will be seen in the context of the silos and the existing large dairy building.' Where is the analysis of sensitive long distance views into the site from the AONB? This high-bay extension will be closer to the AONB than the remainder of the site, and therefore will be very much in the foreground of all views out of the AONB.

Para 3.5 of the planning statement states that 'The design of the proposed extension is an appropriate scale in terms of the overall building and . . . . the revised scheme has a cleaner, simpler end (south) elevation than the 2011 approved scheme.' This is definitely not the case. The Arla site is a gateway site into Aylesbury and the Vale. The proposed high-bay chamber will present a high solid mass, completely out of keeping with the current site.

Although the Aston Clinton Neighbourhood Plan is quoted, the applicant has ignored the fact that the high-bay chamber extension falls within the Parish and Neighbourhood Area of Buckland. The Buckland Neighbourhood Plan has not even been considered although it forms part of the planning policy for that area. The proposal is contrary to Policy BP3 of the Buckland Neighbourhood Plan which states that 'In all parts of the Parish new buildings must preserve local distinctiveness through design, use of materials, density, space around buildings and height'. This application by Arla fails to do this. The proposed extension is higher than the existing building, creating an effect of massing, not space.

This application contravenes the following planning design policies:

**NPPF para 127 (b)** 'are visually attractive as a result of good architecture, layout and appropriate and effective landscaping' and (c) 'are sympathetic to local character . . including the surrounding built environment and landscape setting.' The current proposal is contrary to these requirements.

**AVDLP GP35:** fails to respect the physical characteristics of the host building, and fails to take into account the effect on important public views and skylines.

**Buckland Neighbourhood Plan BP3:** This application fails to accord with this policy.

**Aston Clinton Neighbourhood Plan policies EN1 and H1:** fails to respect views out of the Chilterns AONB; unsuitable in a countryside location.

There are two solutions which would make this proposed extensions acceptable:

- Lower the height to that of the existing building by sinking the new building into the ground
- Locate the extension to the north or west elevation, within the site, where its height will seem less incongruous than on the sensitive south eastern elevation.

I would be grateful if you would please take the above comments into account when deciding this application.

Yours sincerely,



Carole Paternoster  
AVDC Aston Clinton Ward