



Planning Committee

Wednesday, 5 June 2019 at 4.15 pm

Council Chamber, Capswood, Oxford Road, Denham

A G E N D A

Item

1. Evacuation Procedure
2. Apologies for Absence
3. Minutes (*Pages 5 - 14*)

To approve the minutes of the Planning Committee meetings held on 17 April and 14 May 2019.

4. Declarations of Interest
5. Applications and Plans

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

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

*17/01763/OUT :Former Defence School Of Languages (Wilton Park),
Minerva Way, Beaconsfield, Buckinghamshire (Pages 15 - 54)*

Appendix 1 Bucks County Council Response (17/01763/OUT) (Pages 55 - 80)

Appendix 2 - Habitats Regulations Assessment (including an Appropriate Assessment) (HRA) (17/01763/OUT) (Pages 81 - 118)

17/02353/FUL : Link Park Heathrow, Thorney Mill Road, Iver, Buckinghamshire (Pages 119 - 140)

PL/18/4882/FA: 12 Baring Crescent, Beaconsfield, Buckinghamshire, HP9 2NG (Pages 141 - 146)

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

None

C. Committee observations required on applications to other Authorities

None

D. To receive a list of applications already determined under delegated powers by the Head of Planning and Economic Development (Pages 147 - 216)

For information

6. Enforcement Update (*Verbal Report*)

7. Planning Appeals and Schedule of Outstanding Matters (*Pages 217 - 220*)

For information

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

Membership: Planning Committee

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

Date of next meeting – Wednesday, 26 June 2019

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PLANNING COMMITTEE

Meeting - 14 May 2019

Present: R Bagge (Chairman)
J Jordan, D Anthony, M Bezzant, T Egleton, B Gibbs, P Hogan,
M Lewis, Dr W Matthews and D Smith

46. ELECTION OF CHAIRMAN

It was proposed by Councillor Jordan, seconded by Councillor Matthews and

RESOLVED that Councillor Bagge be declared Chairman of the Planning Committee for 2019/20.

47. APPOINTMENT OF VICE-CHAIRMAN

It was proposed by Councillor Bagge, seconded by Councillor Egleton and

RESOLVED that Councillor Jordan be appointed Vice-Chairman of the Planning Committee for 2019/20.

48. APPOINTMENT OF CONSULTATIVE GROUP

It was proposed by Councillor Bagge and seconded by Councillor Jordan and

RESOLVED that the Chairman and Vice-Chairman of the Planning Committee and Councillors Egleton and Matthews be appointed to the Consultative Body for 2019/20.

The meeting terminated at 8.27 pm

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PLANNING COMMITTEE

Meeting - 17 April 2019

Present: R Bagge* (Chairman)
J Jordan*, M Bezzant*, B Gibbs, P Hogan*, M Lewis*,
Dr W Matthews* and D Smith*

**Attended site visits*

Also Present: D Dhillon

Apologies for absence: D Anthony and T Egleton

41. MINUTES

The minutes of the Planning Committee held on 6 March 2019 were approved and signed by the Chairman as a correct record.

42. DECLARATIONS OF INTEREST

Councillor P Hogan declared a personal interest under the Council's Code of Conduct on applications PL/18/2916/FA, PL/18/4310/FA and PL/19/0187/FA as he was a Member of Beaconsfield Town Council who had made representations about the applications. He had not attended any meetings when these applications were discussed by the Town Council nor expressed a view on the applications and had not pre-determined the applications.

43. APPLICATIONS AND PLANS

Key to the following decisions:

ADV - Consent to Display Adverts; ARM - Approval of Reserved Matters; CI - Certificate of Lawfulness Issued; CON - Conservation Area Consent; D - Deferred; D (INF) - Deferred for Further Information; D (SV) - Deferred for Site Visits; D (PO) - Deferred for Planning Obligation; D (NEG) - Deferred for Negotiations; FCG - Consent for Tree Work; PCR TPO Part Consent/Part Refusal; LBC - Listed Building Consent; OP - Outline Planning Permission; P - Application Permitted; R - Refused or Rejected; R (AO) - Refused against Officer recommendation; RC - Removal of Condition; TC - Temporary Consent; TP - Temporary Permission; ULBC - Unconditional Listed Building Consent; UP - Unconditional Permission; VG - Variation Granted; W - Application Withdrawn.

(A) COMMITTEE DECISION REQUIRED FOLLOWING A SITE VISIT AND/OR PUBLIC SPEAKING:

Planning Committee - 17 April 2019

		Decision
Plan Number:	PL/18/2726/FA	R
Applicant:	Mr Mav Sandhu	
Proposal:	Erection of six flats incorporating vehicular access and hardstanding at The Other House, Beeches Drive, Farnham Common, Buckinghamshire, SL2 3JT.	
<p>Notes:</p> <ul style="list-style-type: none"> • A site visit was undertaken by Members. • Speaking on behalf of the objectors, Mr David Spruzen and Mr Alan McMahon. The District Councillor Dev Dhillon also spoke against the application. • Officers advised the Committee that an appeal had been lodged against the Council's failure to determine the application within the statutory time period, and as such the application would be determined by the Planning Inspectorate. Therefore the Committee were asked to indicate what the decision of the Council would have been in the absence of an appeal being lodged. • In response to queries from Members officers advised that the tree officer was satisfied that there would be no detrimental impact on trees at the site. However, it was confirmed that the tree officer would be asked to look again at concerns raised by the objectors. <p>Councillor J Jordan proposed that the Committee be minded refuse the application for the reasons outlined in the report, and in addition for reasons that it would not be consistent with the overall character of the area, that the plot would not be large enough to accommodate sufficient levels of private amenity space for 6 dwellings, and the lack of a separate access to the basement car park which would cause conflict between pedestrians and vehicles and would also act as a disincentive to use the parking provision. This proposal was seconded by Councillor P Hogan and agreed unanimously at a vote.</p> <p>RESOLVED that the Committee be minded refuse the application for the reasons outlined in the report, and in addition for reasons that it would not be consistent with the overall character of the area, that the plot would not be large enough to accommodate sufficient levels of private amenity space for 6 dwellings, and the lack of a separate access to the basement car park which would cause conflict between pedestrians and vehicles and would also act as a disincentive to use the parking provision.</p>		
		Decision
Plan Number:	PL/18/2916/FA	P
Applicant:	Mr Ramandeep Singh	

Planning Committee - 17 April 2019

	Sohal	
Proposal:	Part two storey/part single storey side extension, single storey side extension and single storey rear extension. Extension of vehicular access at 68 Wattleton Road, Beaconsfield, Buckinghamshire, HP9 1RY.	
<p>Notes:</p> <ul style="list-style-type: none"> • A site visit was undertaken by Members. • There was no public speaking on the application. • Officers advised that the Council would be seeking amended plans to ensure that materials used would match the exterior of the existing dwelling. <p>Councillor B Gibbs proposed that the application be delegated to the Head of Planning and Economic Development to approve subject to the receipt of amended proposed plans for the front extension to more accurately reflect the existing design of the front elevation and surrounding development. This proposal was seconded by Councillor M Lewis and agreed unanimously at a vote.</p> <p>RESOLVED that the application be delegated to the Head of Planning and Economic Development to approve subject to the receipt of amended proposed plans for the front extension to more accurately reflect the existing design of the front elevation and surrounding development.</p>		
		Decision
Plan Number:	PL/18/4310/FA	P
Applicant:	Mr George Martin	
Proposal:	Construction of two detached dwellings, modification of access and hardstanding, following demolition of existing building at Byways, Gregories Farm Lane, Beaconsfield, Buckinghamshire, HP9 1HJ.	
<p>Notes:</p> <ul style="list-style-type: none"> • A site visit was undertaken by Members. • Speaking on behalf of the objectors, Mrs Sarojini Philpot. • Speaking on behalf of the applicant, Mr Sam Tiffin. • Officers advised that discussions had taken place with the applicant which had resulted in positive changes being made to the application including the removal of a garage and changes to the design of the front elevation. • Members were advised that a condition could be added to require the applicant to provide details of the gates to be used. <p>Councillor J Jordan proposed that the application be permitted subject to the conditions and informatives outlined in the officer's report, with the inclusion of an additional condition requiring the applicant to provide details of all front boundary</p>		

enclosures, including gates. This proposal was seconded by Councillor M Lewis and agreed unanimously at a vote.

RESOLVED that the application be permitted subject to the conditions and informatives outlined in the officer's report, with the inclusion of an additional condition requiring the applicant to provide details of all front boundary enclosures, including gates.

		Decision
Plan Number:	PL/18/4550/FA	D (NEG)
Applicant:	Mr Zia Hussain	
Proposal:	Erection of stables, incorporating storage area. Provision of vehicular access at Neelam Stables, Parsonage Lane, Farnham Common, Buckinghamshire, SL2 3PE.	

Notes:

- A site visit was undertaken by Members.
- Speaking on behalf of the objectors, Mr Tristan Miles. The District Councillor Dev Dhillon also spoke against the application.
- Speaking in support of the application, Mr Zia Hussain.
- Officers advised that the application was identical in terms of size and siting to an approved application from 2003 which had not been implemented and this was a material planning consideration. There had been no major changes to local or national policy applicable to the application since it was originally approved.
- It was clarified that the application was for two stables and a tack room/hay store. Proposed condition 3 restricts use to the keeping of horses. Any future change of use would require planning permission.
- It was requested that condition 3 be re-worded to clarify that "commercial purposes" would not include letting the stable and land as a whole.
- Concern was expressed with the proposed design and materials of the building not being in keeping with its agricultural setting and proposed use.

Councillor B Gibbs proposed that the application be deferred pending discussions between officers and the applicant to find a more appropriate design of building which would be consistent with its use for the stabling of horses within an agricultural setting. This proposal was seconded by Councillor J Jordan and agreed at a vote.

RESOLVED that the application be deferred pending discussions between officers and the applicant to find a more appropriate design of building which would be consistent with its use for the stabling of horses within an agricultural setting.

Planning Committee - 17 April 2019

		Decision
Plan Number:	PL/18/4669/FA	D (INF)
Applicant:	Mr Sameer Mohidin	
Proposal:	Demolition of existing house and erection of new detached dwelling, creation of vehicular access at 11 Britwell Road, Burnham, Buckinghamshire, SL1 8AQ.	
<p>Notes:</p> <ul style="list-style-type: none"> • A site visit was undertaken by Members. • Speaking on behalf of the objectors, Mr Brian Dawson. • Officers advised that the creation of a new access to the site was now a pre-occupation condition rather than a pre-commencement condition. • It was advised that the removal of a wall shared with the neighbouring property was covered under the Party Wall Act 1996 and was not a material planning consideration. • Officers advised that further legal advice would be needed to respond to a query from Members relating to potential harm caused to the neighbouring property. <p>It was proposed by Councillor M Bezzant that the application be deferred to enable further discussion between officers and the applicant seeking to resolve the issues around the shared wall with the neighbouring property, and to enable officers to obtain further legal advice. This proposal was seconded by Councillor B Gibbs and agreed at a vote.</p> <p>RESOLVED that the application be deferred to enable further discussion between officers and the applicant seeking to resolve the issues around the shared wall with the neighbouring property, and to enable officers to obtain further legal advice.</p>		
		Decision
Plan Number:	PL/19/0187/FA	P
Applicant:	Mr Harvey	
Proposal:	Redevelopment of site to create two detached dwellings, landscaping and hardstanding at 3 Owlsars Close, Beaconsfield, Buckinghamshire, HP9 1SS.	
<p>Notes:</p> <ul style="list-style-type: none"> • A site visit was undertaken by Members. • Speaking on behalf of the objectors, Dr Peter Sanders. • Officers advised that the application contained only minor changes to the application approved in 2013 and amended in 2014. • It was clarified that the two dwellings would be two storey. <p>Councillor M Bezzant proposed that the application be permitted subject to the</p>		

conditions and informatives set out in the officer's report. This proposal was seconded by Councillor J Jordan and agreed unanimously at a vote.

RESOLVED that the application be permitted subject to the conditions and informatives set out in the officer's report.

(B) COMMITTEE DECISION REQUIRED WITHOUT A SITE VISIT OR PUBLIC SPEAKING:-

		Decision
Plan Number:	PL/18/00928/FUL	P
Applicant:	Mr D Crisp	
Proposal:	Conversion of stable building to a residential dwelling at Old Oak Farm, Parsonage Lane, Farnham Common, Buckinghamshire, SL2 3PA.	

Notes:

- Officers advised that the applicant was prepared to remove all of the storage containers on the site, and to keep only one mobile field shelter.

The officer recommendation to grant conditional permission, with a Section 106 agreement requiring the removal of all of the storage containers and all but one of the mobile field shelters on the site, was put to the Committee by the Chairman and was agreed.

RESOLVED that the application be delegated to the Head of Planning and Economic Development to approve subject to a Section 106 agreement requiring the removal of all of the storage containers and all but one of the mobile field shelters on the site.

(C) COMMITTEE OBSERVATION REQUIRED ON APPLICATIONS TO OTHER AUTHORITIES

None

(D) APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY

The Committee received for information a list of the applications dealt with under delegated authority by the Head of Planning & Economic Development.

44. ENFORCEMENT UPDATE

This item was withdrawn from the agenda.

45. PLANNING APPEALS AND SCHEDULE OF OUTSTANDING MATTERS

The Committee received for information a progress report which set out the up-to-date position relating to Planning Public Inquiries, Hearings and Court Dates.

RESOLVED that the report be noted

The meeting terminated at 6.55 pm

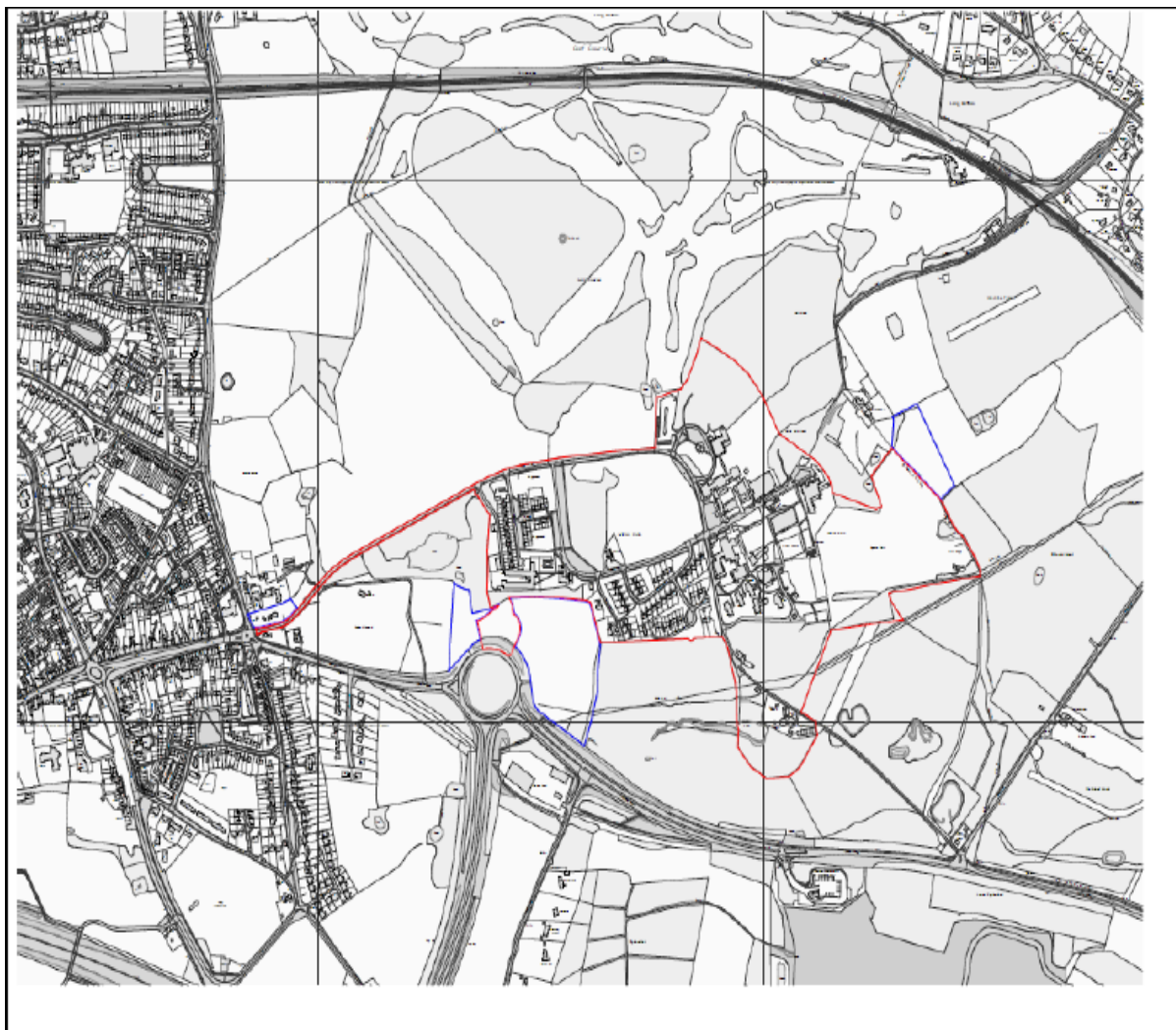
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PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 5th June 2019 **Parish:** Beaconsfield Town Council

Reference No:	17/01763/OUT
Proposal:	Outline Application for redevelopment of Wilton Park site comprising 350 dwellings (comprising 46 retained Service Family Accommodation dwellings and 304 new residential properties (Class C3); employment and community uses including new ATC facility (Classes A1, A3, B1, B2, D1 & D2); formal and informal public open space, including local park and sports pitches with changing facilities; new access road from A40 Pyebush Roundabout to form southern part of Beaconsfield Relief Road; network of footpaths and cycle ways including alterations to Minerva Way; car parking; on-site access roads; and landscaping works.
Location:	Former Defence School Of Languages (Wilton Park), Minerva Way, Beaconsfield, Buckinghamshire
Applicant:	Mr M Gilpin
Agent:	Mr Roger Rippon
Date Valid Appl Recd:	27th September 2017
Recommendation:	RECOMMENDATION: Minded to grant conditional permission, with the decision deferred for referral of the application to the Secretary of State. Final decision, including conditions, delegated to the Head of Planning and Economic Development subject to the prior completion of a Section 106 Planning Obligation. Any negotiation or changes to the Legal Agreement to be delegated to the Head of Planning and Economic Development with authorisation to refuse planning permission if an acceptable Legal Agreement is not completed within a timely manner for reasons relating to those matters addressed in the Legal Agreement.
Case Officer:	Mr Ben Robinson

SEE MAP BELOW

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



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NOT TO SCALE

COMMITTEE CALL IN

This application has been reported to Planning Committee due to the level of objection that has been received.

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

SITE LOCATION

Wilton Park occupies approximately 37.5 hectares of Green Belt land just to the east of Beaconsfield Old Town and north of the A40 London Road. Although the western boundary of the site is only 0.5 km from the eastern edge of Beaconsfield Old Town at the A355, the large scale and the shape of Wilton Park (1.1 km east to west and 0.6 km north to south) means that the site extends up to 1.6 km east of Beaconsfield.

The site is bounded to the north by open pasture land (across which the northern section of the A355 Beaconsfield Relief Road is currently being built by contractors appointed by Bucks County Council), woodland, and Beaconsfield Golf Club; to east by Pitlands Wood and Chiltern Park Burial Park; to the west by woodland, a fishing lake and Beaconsfield cricket club; and to the south by open land with wooded areas between the site and the A40 / Pyebush roundabout.

Wilton Park was previously home to the Ministry of Defence School of Languages (DSL). The School of Languages closed in 2014 and the whole site was sold by the Ministry of Defence.

In terms of its history the original Wilton Park estate featured an early 18th century country house. Wilton Park was leased to the War Office during WWII for use as an interrogation centre. The interrogation centre closed at the end of 1945, after which Wilton Park was taken over by the Foreign Office, becoming a centre for the 'de-Nazification' of Prisoners of War. The military returned to the estate in the late 1940s, when it became the home of the Army Schools of Administration and Education.

The language school was established in the 1960's. The original estate buildings were demolished throughout the 1960's, including the mansion in 1968 to make way for a 16-storey residential tower block. The only remnants of the 18th century estate are part of the kitchen garden wall and fragments of the landscape setting.

The site is divided into a non-secure area with housing for armed service families and associated open space, sports pitches and a number of other buildings (one in community use), and a secure area mainly comprising former educational buildings, accommodation and sports and recreation facilities for students, and open space.

The key buildings and uses currently occupying the site include the following:

Non secure areas

- 86 no. 2-storey former Service Family Accommodation (SFA) homes. These homes are split between two areas: SFA west comprising 40 no. 2 and 3-bed homes, and SFA south comprising 46 no. 3 and 4-bed homes. The two areas include car parking, garages and children's play areas. Most of these SFA houses are now occupied by private tenants.
- Former children's nursery comprising a single storey building.
- The Royal Air Force (RAF) Air Training Cadets (ATC) facility comprising a hall and external operations area.
- 3 sports pitches currently leased to a local youth football club for use at weekends. The pitches are located in the middle of the site and set to the east of a grassed area used for informal recreation and a children's play area.

Secure Area (inside the security fence):

- Unused 2 and 3-storey education buildings and supporting facilities.
- Residential tower block (16-storeys) set close to the location of the original Wilton House.
- Unused 3-storey accommodation buildings for students, located principally within the southern section of the secure area.
- Concrete bunker which sits predominantly above ground within the middle of the site.
- Waste water treatment works and other supporting maintenance buildings located within the woodland in the most southerly part of the site.
- Private woodlands crossed by Public Footpath BEA/17/1.
- Sports pitches and outdoor tennis courts for DSL staff and students. Although laid out, the facilities are in very poor condition and unused.
- Unused indoor sports and leisure facilities for students, including a sports hall and squash court.
- Theatre that was used solely by students.
- Unused shooting ranges (indoor and outdoor).

THE APPLICATION

The application seeks outline planning permission for the redevelopment of the site comprising a total of 350 dwellings (including 46 retained Service Family Accommodation (SFA) dwellings) and 304 new residential properties (Class C3); employment and community uses including a new ATC facility (Classes A1, A3, B1, B2, D1 and D2); formal and informal public open space, including local park and sports pitches with changing facilities; new access road from A40 Pyebush Roundabout to form southern part of Beaconsfield Relief Road; network of footpaths and cycleways including alterations to Minerva Way; car parking; on-site access roads and landscaping works.

This is an outline application with the only detailed matter to be considered at this stage being access. The applicant has confirmed that this relates to access into the site with the internal road layout being reserved for subsequent approval at the reserved matters stage. All other detailed matters (i.e. layout, scale, appearance and landscaping) have also been reserved for subsequent approval.

A plan has been submitted showing the access arrangements that will be subject to approval as part of this application. This effectively shows the southern section of the Beaconsfield Relief Road and reflects the details previously approved under planning permission reference: 14/01467/FUL. The first part of this access road from Pyebush roundabout to the planned southern onsite roundabout has already been constructed and now provides the sole means of vehicular access into the Wilton Park site. The previous vehicular access via Minerva Way is no longer possible although the route is still open to pedestrians and cyclists.

This report will consider the submitted detailed access arrangements for the development as well the principle of providing a total of 350 homes (304 new homes, comprising 264 additional homes), employment and community uses, and the formal and informal public open space and recreational facilities. The 46 SFA dwellings to be retained would be not restricted and would continue to be available.

An illustrative master plan has been submitted to show how the proposed development could be accommodated on the site. This layout is only illustrative and given that matters of layout, scale, appearance, landscaping and the internal access roads have been reserved for subsequent approval, the detailed assessment of these aspects of the application will be considered at the reserved matters stage.

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

- Planning Statement
- Affordable Housing Statement
- Transport Assessment
- Shadow Habitats Regulations Assessment
- Landscape Character and Visual Impact Assessment
- Design Code
- Ecology Report
- Financial Viability Assessment
- Sustainability Statement
- Statement of Community Involvement
- Renewable Energy Baseline Assessments
- Noise Assessment
- Landscape Management Strategy Statement
- Heritage Statement
- Geo-environmental Assessment
- Framework Travel Plan
- Flood Risk Assessment
- Energy Strategy
- Ecological Appraisal
- Archaeological Assessment
- Arboricultural Assessment
- Air Quality and Odour Assessment
- Historic Development
- Remedial Strategy
- Construction Management Plan

The proposal will deliver the following outputs:

- 264 additional new build homes.
- 40% affordable housing comprising 67 shared ownership homes and 12 affordable rented homes plus a financial contribution of £3.1m for off-site affordable housing (equivalent to 27 homes).
- Provision of southern section of Beaconsfield Relief Road by occupation of 99th home.
- Financial contribution to secondary education.
- Financial contribution to primary education.
- Financial contribution towards new Health Centre (Clinical Commissioning Group) of £150,000.
- On site provision of replacement football pitches
- Provision of temporary pitches during the construction phase.
- Sports pavilion.
- Community Hub.

RELEVANT PLANNING HISTORY

14/01467/FUL - Demolition of existing residential and non-residential buildings. Construction of a new road from A40 Pyebush roundabout to the northern boundary of Wilton Park site to provide access to Wilton Park site and to form Phase 1 of the Beaconsfield Relief Road, with associated surface water drainage and landscaping. Conditional permission (This permission has been implemented with the part of the access closest to Pyebush roundabout having been completed).

16/01958/TEMP - Provision of a temporary security and information centre at the entrance to Wilton Park. Conditional permission. (implemented)

17/00824/TEMP - Temporary planning permission for a portable building extension to day nursery building. Conditional permission (implemented)

17/00849/TEMP - Display of 4 temporary housing units, one facilities unit and one artificial landscaping for a period of 2 years. Construction of new access road and hardstanding. Conditional permission. (implemented)

17/01054/FUL - Replacement ATC facility and parade ground. Conditional permission. (Not implemented).

PARISH/TOWN COUNCIL

Beaconsfield Town Council

Received on the 21st February 2019

"Strong objection - we demand a robust approach from Highways to ensure the completion of the relief road and to mitigate traffic congestion in the surrounding area. We urge the District Council to ensure its original brief for 40% truly affordable housing is met. Inland Homes offer of a contribution towards provision of public services is inadequate."

Received 1st March 2019

"We are writing to object to the planning application 17/01763/OUT from Inland Homes for the proposed development at Wilton Park. This scheme first appeared in 2014 for some 175 homes and was approved along with a condition for road improvements which complete the southern part of the A355 relief road.

In the revised application currently under consideration, the number of homes has been increased to 304 which is a significant increase to the original application and consequently will have a far greater impact on the town, our community and the current infrastructure.

Our concerns fall into the following areas:-

Affordable Housing - the current application falls significantly short of the statutory obligation. Guidelines say it should be 40% but it is our estimation that the provision is even lower than the 30% Inland Homes state.

Transport/Traffic - the additional vehicle load of around 900 vehicles can only be considered as detrimental to the town. It is not feasible that residents will walk into the new town where the supermarkets and railway station are located. With regards to the relief road, Inland Homes are suggesting that the work required will be completed after building phase 1 of the amended proposal, a delay of around 2 years.

Parking - Additional residents using the railway station will lead to further parking problems as users already park on surrounding residential roads.

Health Provision - the existing practices in the town are severely overstretched and would find it difficult to manage additional residents.

Schools - there is already a need for additional primary and secondary school places even without the proposed development.

Community - clearly the proposal is not welcomed by the community. The development appears in the main to be for 5 and 6 bedrooled dwellings that are clearly not affordable housing."

Penn Parish Council

Received on the 27th December 2018

"Strong Objection - no provision for affordable housing on this GB site which does not comply with the original application. Plans ignore the original permission granted. The Parish Council supports the views of the Beaconsfield Society. Financial viability figures submitted are risible and should be peer reviewed by a professional body."

Chalfont St Peter Parish Council

"Chalfont St Peter Parish Council wish to express concern regarding the effect construction will have on Wheatsheaf Farm which is within Chalfont St Peter Parish and downhill from the site. Particular concern regards the demolition of the Tower Block which we understand contains asbestos."

REPRESENTATIONS

Approximately 700 letters of objection have been received. The main points raised are summarised below:

- There is an absence of affordable housing for young people, teachers, nurses, police force etc and for the people who have lived in Beaconsfield for years.
- There are no 3 bed homes in this scheme which are the recommended size for affordable housing stock.
- Core Policy 3 states that there should be 40% affordable housing in development of 5 homes or more, this proposal not only says that they cannot make enough profit to build affordable housing but also states they can't afford to offer a sum of money to provide instead.
- The town is already overloaded with large properties that are encouraging external investment or commuters, rather than genuine residents.
- There are no sufficient properties in the town which are affordable to many who are employed within the area.
- There is a lack of confirmation from Inland homes that the football pitches will be continued during the build process.
- The proposal is an overdevelopment of Green Belt land where policies say that any development in Green Belt land should not have a larger floor area than existing properties.
- The proposed release of Green Belt land should be given more thought.
- There is no provision for additional school places for a possible 500 pupils.
- There is no provision for Doctors surgery's for over 1000 possible inhabitants.
- The 350 homes specified will likely produce 700 incremental polluting cars.
- Parking is already a nightmare with numerous non-residents parking during the daytime causing significant congestion.
- Open fields should be retained opposite Maxwell Road as a 'lung' for the town which is essential to retain the character of the town.
- There are already recurrent issues with gas, water and sewage systems being weakened and over worked.
- The scheme is of concern to the locals due to the significant impact of the large scale scheme on the highways, environment, ecology and local infrastructure. There is however insufficient evidence to support the significant increase in households, occupants and drivers.
- The proposed floor space is larger than that of the current Wilton Park complex and breaches the Development Brief.
- The proposed development is not sustainable under the NPPF and is in breach.
- Infrastructure must be put in place before development takes place such as traffic, parking, extra school places and extra medical facilities.
- The traffic sampling was not broad enough and as such has not established an accurate baseline on which to project future suitability.
- There is no viability statement for public scrutiny.
- There is a lack of details regarding measurements of floor space, heights and public access to the estate.

- The actual buildings show no sustainable features.
- The scheme will set a precedent by allowing developers to increase the size of their development. Overdevelopment leads to overpopulation and a more densely populated area is in breach of the Local Plan and Core Strategy.
- The community of Beaconsfield need to have countryside space for recreation and health pursuits.
- The Green Belt is of vital importance and provides an important amenity value to the people of Beaconsfield.
- The Green Belt land provides a green buffer between Beaconsfield and surrounding villages such as Seer Green.
- The release of Green Belt land should not be allowed.
- The proposed scheme will cause an intrusion into the Countryside.
- There is a concern that the allotment area opposite Candlemas Road will be lost to development. This is used for food production by local residents and would be a severe loss to a long standing tradition in this part of Beaconsfield.
- The Council must ensure that the development is exemplary given that it will have ramifications across all of the Green Belt around the town.
- There is no suggestion in the planning application that sewerage, electricity and other utilities will be improved.
- The proposed traffic lights at the A40/A355 junction will create even more traffic and pollution.
- The relief road should be completed prior to the construction of any works on site.
- The proposed contribution to infrastructure to support the development is inadequate.
- Additional housing will add to the demand for car parking in central Beaconsfield.
- Wilton Park is of historical importance which played an important role during WWII and the Cold War. There needs to be a lasting memorial/sculpture/statue to this incredible work.
- One retail outlet is not going to provide support for 350 homes.
- The character of Beaconsfield is being ruined.
- The scheme will have adverse effects to the Conservation Area.
- The proposal would erode the rural setting of the listed Wheatsheaf farmhouse and is harmful to its significance as a building rooted in agriculture and the land.

29 letters of support have been received which have been summarised below:

- There is provision for interim football pitches and the development provides an improvement to sport pitches in Beaconsfield.
- The proposed scheme will provide a new, improved and larger home for First Place Nurseries.
- The proposals will bring much needed new homes to Beaconsfield.

9 letters of neither support nor objection have been received which have been summarised below:

- Delighted that the planning application includes provision for 2 ha of sporting pitches but there does not seem to be any provision for interim period whilst the development is being constructed.
- There are bats and common lizards within this particular area of the proposed development and so is a habitat for several protected species.
- There is an opportunity to provide a new purpose built facility for a local health centre.
- The proposed dwellings would be within a private estate which reduces engagement with residents in Beaconsfield.

CONSULTATIONS

Chiltern and South Bucks District Councils responses

Chiltern District Council Planning

"This Council has considered the above application and raised NO OBJECTION to the application subject to your authority ensuring that the proposal complies with all relevant policies contained in the adopted Development Plan and guidance in the National Planning Policy Framework.

Your authority is specifically requested to carefully consider the impacts of the proposed development on Wheatsheaf Farm, which is a listed building located close to the site but within Chiltern District."

Chiltern and South Bucks Waste Management Team

Received 15th February 2019

"I would like to highlight and emphasise for the developer/architect the planning guidance document produced by the service."

Strategic Environment

"The site investigation has identified elevated concentrations of Polycyclic Aromatic Hydrocarbons (PAHs), Total Petroleum Hydrocarbons (TPHs) and metals in the soils across the site. The contaminants appear to relate to the past uses of the site and are mainly associated with the bulk fuel storage tanks for the boiler house, the former MT workshop, the former fuel storage tank in the bunker and the chemical testing laboratory.

Various elevated concentrations of PAHs above adopted target values have been identified in groundwater. Elevated concentrations of cadmium, mercury, phenol, 4-Methylphenol and semi volatile organic compounds as well as low levels of methane and carbon dioxide.

As part of the remediation strategy, a detailed quantitative risk assessment has been undertaken; certain contaminants were carried forward for stage 3 assessment. The consultant has indicated that further investigations will be conducted in the areas that were previously inaccessible. The consultants proposed remedial methods are acceptable from a human health perspective. It is recommended that a Land Quality Condition is required. "

Air Quality

No mitigation measures considered necessary.

Conservation/Historic Buildings Officer

No objection

Landscape Officer

The landscaping proposals shown on 17/01763/OUT are generally acceptable and look good.

Tree Officer

There is a TPO situated within the site which is known as No. 6 2014 and is a Woodland designation Order. Ancient Woodland is situated within the site as well as to the south of existing sports pitches. I have a number of concerns over the proposed juxtaposition of a number of trees in relation to proposed dwellings as I do not believe it would be possible to practically retain these trees because of the size of garden plots and likely apprehensions from future occupiers. Amendments are required to the proposed layout.

Urban Design Consultant

No objection.

Ecology Advisor

No objection subject to conditions.

Buckinghamshire County Council Responses

Highways Authority

No objections subject to conditions and Section 106 Legal Agreement (full response attached as **Appendix 1**).

Archaeology Officer

A condition should be applied to require the developer to secure appropriate investigation, recording, publication and archiving of the results in conformity with the NPPF.

Lead Local Flood Authority

No objection subject to conditions.

Strategic Planning

Education – Primary and secondary schools in the town are at capacity and there is a need for additional capacity to accommodate children from the development. BCC would require the scheme to make a financial contribution to provide additional primary and secondary school facilities. A new day nursery is provided on-site as part of the development.

Rights of way – Footpath 17 Beaconsfield Parish (BEA/17/1) is the only footpath within the red line, skirting the site on south and south-eastern boundary. It seems from a walking and cycling perspective the main routes into Beaconsfield will be via Minerva Way and the new cycleway along the western edge of the A355 link road, neither of which form part of the rights of way network. It seems unlikely that footpath BEA/17/1 and the network south of the A40 would be used to access London End as opposed to Minerva Way. It is a longer distance and walkers would need to cross four lanes of the A40 east of the Pyebush roundabout.

Waste and Minerals – The site of the proposed development is a large brownfield site with an extensive amount of existing built development. There are good opportunities for the reuse and recycling of the existing building materials that form the existing built developments on the site.

Other responses

Chiltern Clinical Commissioning Group

“There will likely be an increase in population of approximately 760 new patients as a result of this housing growth which will have an impact on the Simpson Centre and Millbarn Medical Centre Surgeries.

This number of new registrations puts increasing pressure on the practice in a number of ways. In the majority of cases, primary care services are already operating under extreme pressure and physical constraints such as a lack of space. You may already be aware that the CCG is working closely with both practices in Beaconsfield and the Town Council to secure land that will accommodate the building of one site. We would therefore request a developer contribution to help fund this new facility as a condition of planning permission being granted.

Chilterns Conservation Board

This application is outside the AONB and set away from the boundary. The intervening topography and land-use pattern results in a context that places the development away from the setting of the AONB.

The special qualities of the Chilterns should be conserved and enhanced by reducing the noise and other detrimental impacts on tranquillity generated by the development and operation of transport networks and services and other infrastructure. It is accepted that the existing road as currently proposed does not visually affect the setting of the AONB but we also promote consideration of other relevant issues and including tranquillity and noise as additional road capacity will inevitably lead to the routing of more vehicles north towards Amersham and therefore the AONB. Should this lead to pressures for future traffic calming and other measures, the County would need to strictly apply appropriate designs to avoid urbanisation of the roads/junctions here.

Environment Agency

"The preliminary risk assessment shows there is contamination to ground from historic fuel storage. The site is located in source protection zone 2 (SPZ2), a vulnerable groundwater area. Therefore these proposals need to be dealt with in a way which protects the underlying groundwater.

We recommend that the requirements of the National Planning Policy Framework and National Planning Policy Guidance are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken.

We expect reports and risk assessments to be prepared in line with our 'Groundwater protection: Principles and practice document (GP3) and CLR11.

In order to protect groundwater quality from further deterioration:

- No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution/
- Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution."

Received 31st January 2019

"We have no further comment to make following our letter dated 6th October 2017"

Natural England

Received on the 25th March 2019

"No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites or landscapes and has no objection.

Advice on other natural environment issues is set out below:

Priority habitat – we would like to draw your attention to the north east corner of the proposed development. This area is mapped as priority habitat, deciduous woodland. This priority habitat area also buffers Ancient woodland. We would recommend a re-design of this corner to conserve and enhance this priority habitat.

Protected landscapes – (Chilterns AONB) – based on the plans submitted, Natural England has no objection to the proposed development.

South East Reserve Forces and Cadets Association (SERFCA)

Received 12th February 2019

"In accordance with References A and B, SERFCA has no objections to this planning application."

Received 14th February 2019

Additional comments to make:

- The Air Training Corps and Army Cadet Force have been active in Beaconsfield for many years. This has had a huge beneficial effect for hundreds of youngsters, who are now adults.
- The current facility at Wilton Park has become outdated and maintenance has been reduced in anticipation of a new facility being provided.
- The proposed new facility will provide modern and better homes for the two cadet groups, in a much more attractive setting. This should encourage more youngsters to join and benefit from the Cadet experience.
- We support the redevelopment of Wilton Park.

Sport England

"Sport England objects to the application because it is not considered to accord with any of the exceptions to Sports England's Playing Fields Policy or with Paragraph 74 of the NPPF.

Should the local planning authority be minded to grant planning permission for the proposal, contrary to Sport England's objection then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, the application should be referred to the Secretary of State, via the National Planning Casework Unit. "

Thames Valley Police

"I have reviewed the submitted documents and analysed the crime statistics and I have some fundamental concerns relating to the layout.

Unfortunately, I have little choice but to object to the proposals as they stand. I consider some aspects of the design and layout to be problematic in crime prevention design terms and therefore feel that the development does not meet the requirements of the NPPF.

Should these illustrative plans come forward again at Reserved Matter I would have no option but to object for the following additional reasons:

- Exposed rear boundaries
- Potentially high number of blank elevations
- Rear courtyard parking
- Parking by formal open air sports pitches
- Amenity space "

Thames Water

"Waste Comments – the planning application proposal sets out that Foul Water will not be discharged to the public network and as such Thames Water has no objection. The application indicates that surface waters will not be discharged to the public network as such Thames Water has no objection.

Water Comments – With regard to water supply, this comes within the area covered by the Affinity Water Company."

POLICIES

National Planning Policy Framework (NPPF) - February 2019

National Planning Policy Guidance (NPPG)

South Bucks District Local Plan - Adopted March 1999 Consolidated September 2007 and February 2011: Saved Policies GB1, L10, EP3, EP4, EP5, EP6, H9, COM1, COM2, TR5, and TR7.

South Bucks Local Development Framework Core Strategy (adopted February 2011) CP1, CP2, CP3, CP5, CP6, CP7, CP8, CP9, CP10, CP11, CP12, CP13 and CP14

Wilton Park Development Brief SPD - adopted March 2015

South Bucks District Council Affordable Housing SPD (Adopted July 2013)

EVALUATION**Background and Policy Context**

1. Wilton Park comprises a brownfield site located within the Metropolitan Green Belt. The site is allocated within Core Policy 14 of the Core Strategy (adopted 2011) as an opportunity site for redevelopment and also on the proposals Map as a Major Developed site within the Green Belt. The

principle of the redevelopment of the site has therefore been established within the Development Plan.

2. Core Policy 14 states that any redevelopment proposals should be comprehensive, delivering a high quality mix of residential and employment development, community facilities and open space.

3. The Wilton Park Development Brief Supplementary Planning Document (SPD) was adopted in March 2015 and builds on the requirements of Core Policy 14. The purpose of the Development Brief is to establish the principles that will guide the redevelopment of Wilton Park. A key objective of the brief is to ensure that the redevelopment of the site is comprehensive, of high quality, respects its location and setting, delivers benefits to the local community and that the necessary infrastructure is put in place. This includes the provision of a section of the Beaconsfield Relief Road, the provision of sports/recreational facilities and the Air Training Corps (ATC). In addition, the development would be required to contribute or provide a number of elements including education and health to mitigate the impact of the development.

4. Both the South Bucks Core Strategy and the Wilton Park Development Brief were adopted prior to the current version of the National Planning Policy Framework (February 2019). Whilst weight can still be given to the existing Policies in the Development Plan, this is according to their degree of consistency with the NPPF. The closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given.

5. Paragraph 67 of the NPPF sets out that planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Paragraph 117 of the NPPF sets out that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. The redevelopment of this 'brownfield' site, as provided for in Core Policy 14 and the Development Brief, would facilitate the delivery of 264 additional new homes and would therefore contribute towards meeting housing need within the District in accordance with the requirements of the NPPF.

6. It is also of relevance that as part of the emerging Chiltern and South Bucks Local Plan 2036, Wilton Park forms part of a wider site which is proposed to be removed from the Green Belt. The Publication version of the Chiltern and South Bucks Local Plan 2036 was approved at Council on 14 May 2018 and it was agreed that this should be endorsed as a material consideration in the determination of planning applications. However, given its current stage, only limited weight can currently be given to this document.

Key Matters

7. The key matters for this application are as follows:
- Whether the number of homes and other proposed uses can be delivered in principle whilst ensuring that the development will not result in substantial harm to the openness of the Green Belt.
 - Whether the proposal would meet with the aims of the Wilton Park Development Brief to deliver a high quality mix of residential and employment development, community facilities and open space.
 - The amount of affordable housing proposed.
 - Whether the proposal would provide sufficient recreational facilities including sports pitches.
 - The effect of the proposed development on the character and appearance of the surrounding area, including the Chilterns AONB, Beaconsfield Conservation Area and the setting and significance of any heritage assets.

- The impact on the amenities of surrounding residential properties.
- The effect on ecology, biodiversity and trees, including the Burnham Beaches Special Area of Conservation.
- Whether the submitted details of access (to be approved) are acceptable having regard to the impact on highway safety and the wider highway network.
- Ensuring technical matters have been addressed including, flood risk, drainage, contamination etc.

Green Belt

8. As noted, the site is located within the open Green Belt wherein most development is inappropriate and there is a general presumption against such development. Paragraph 145 of The NPPF sets out a number of exceptions to inappropriate development in the Green Belt. The Wilton Park site falls under the definition of previously developed land. As such exception '(g)' is the most relevant to this proposal and states as follows:

"g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- *not have a greater impact on the openness of the Green Belt than the existing development; or*
- *not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority."*

9. As set out above, Core Policy 14 (adopted 2011) and the Wilton Park Development Brief (adopted 2015) were adopted prior to the publication of the revised NPPF (February 2019). They are consistent with the first bullet point of exception (g) above, namely that new development should not "have a greater impact on the openness of the Green Belt than that existing development" and the approach to the Green Belt set out within the Development Brief is based on this requirement. However, the brief is not consistent in terms of the second bullet point of Paragraph 145. This allows for greater level of flexibility within the Green Belt if it is concluded that the development "contributes to meeting an identified affordable housing need within the area of the local planning authority". In such cases a greater impact on the openness of the Green Belt may be acceptable provided the development would not cause "substantial harm to the openness of the Green Belt".

10. In order for the second bullet point of exception (g) to be relevant to this application, the development would need to contribute to meeting an identified affordable housing need. The issue of affordable housing is considered in detail below. It will be noted that the development would provide the equivalent of 40% affordable housing of the additional dwellings being proposed and would therefore contribute to meeting the identified affordable housing need within South Bucks District.

11. Given the above, bullet point 2 of Paragraph 145 of the NPPF is relevant and in Green Belt terms the assessment that needs to be made is whether the development would cause "substantial harm" to its openness.

12. In making this assessment it is firstly important to reiterate that this application is in outline form with all matters apart from access having been reserved for subsequent approval. This application is therefore only considering the principle of the proposal as set out in the description of development and whether this could be accommodated on site without resulting in substantial harm to the Green Belt.

13. Both Core Policy 14 and the Development Brief provide an indication of the amount of new development that would be acceptable on the site. The Development Brief also provides more detail with regard to how the impact on the Green Belt should be assessed. As already noted, Core Policy 14 and the Development Brief do not fully reflect the approach to the Green Belt set out within the second bullet point of exception (g) of Paragraph 145 of the revised NPPF. However, the Development Brief does provide a useful starting point in assessing the impact of the development on the openness of the Green Belt.

14. In terms of the number of units proposed, Core Policy 14 indicates that around 300 additional dwellings could be delivered, along with new employment floorspace. The Development Brief further states that it is expected that the total number of homes is likely to be between 250 and 350 units, including any units of Service Family Accommodation (SFA) to be retained. The current proposal for 304 new homes (264 additional) and the retention of 46 SFA homes is broadly in line with the expectations set out in the Development Brief.

15. The Development Brief also sets out more detailed considerations to guide the appropriate scale, form density and character of development in different parts of the site. It acknowledges that in making this assessment the location of the new development is unlikely to be exactly the same as the existing development. It states that the Council accepts the general principle of retaining the quantum of floor space, including from the demolition of the tower and SFA housing and considers it acceptable for new development to be located on currently undeveloped areas, provided that, overall, there is no greater impact on the Green Belt and all other objectives of this SPD and the Core Strategy are met. The Brief also provides an indication of where development could be located and the likely heights and density of development in different areas.

16. The submitted illustrative master plan provides an indication of how the applicant considers a development could be accommodated on site to comply with the requirements of the Development Brief. Apart from a few areas on the fringes of the development, the illustrative layout indicates that the proposed buildings would largely be located within the areas identified for development in the Development Brief. It is also considered that the indicative heights for the buildings are reasonable given the existing built form on the site (including the tower block) and buildings of this scale could be accommodated without resulting in substantial harm to the Green Belt. In any event, a detailed assessment of the precise layout and distribution of built form would need to take place at the reserved matters stage.

17. To conclude on Green Belt matters, National Policy has changed since the Core Strategy and Development Brief were published and allows for a more flexible approach for proposals on previously developed sites that are providing affordable housing. Notwithstanding this, the number of residential units and other uses proposed is broadly in line with the expectations set out in the Core Strategy and Development Brief. As such, subject to the approval of details at the reserved matters stage it is considered that the proposal could be accommodated on site without resulting in substantial harm to the Green Belt. No objections are therefore raised in Green Belt terms having regard to the relevant sections of the NPPF, Core Policy 14 and the Wilton Park Development Brief.

Affordable Housing

18. One of the primary aims of the NPPF is to significantly boost the supply of housing and the advice is clear that housing applications should be considered in the context of the presumption in favour of sustainable development. Paragraph 8 also sets out that achieving sustainable development means supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations. Paragraph 61 of the NPPF also highlights that local authorities should plan for a mix of housing based on current and future demographic trends and needs of different groups within the community.

19. Paragraph 62 of the NPPF further sets out that where a need for affordable housing is identified, planning policies should specify the type of affordable housing required, and expect it to be met on-site unless:

- a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and
- b) the agreed approach contributes to the objective of creating mixed and balanced communities.

20. Paragraph 64 of the NPPF further states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership (as part of the overall affordable housing contribution from the site), subject to exemptions including Built to Rent and self build. There is no exemption for viability. Affordable Home Ownership is taken as shared ownership housing.

21. Core Policy 3 sets out that for developments of this scale at least 40% of dwellings should be affordable, unless it is clearly demonstrated that this is not economically viable. The Policy also sets out that on qualifying sites, about two thirds of the affordable of the affordable units provided should be social rented, with the remainder as intermediate affordable dwellings. The Development Brief reiterates this and states that the level of affordable housing provided should be in accordance with Core Policy 3. The Emerging Chiltern and South Bucks Local Plan 2036 also requires 40% of new homes to be affordable.

22. The South Bucks District Affordable Housing SPD (July 2013) states that since the Core Strategy was prepared, 'affordable rent' has been added to the range of affordable housing products available. The introduction of affordable rent means that social rented housing is less likely to come forward in future. The SPD therefore states that in applying Core Policy 3, references to social rent should be taken as including affordable rent.

23. The Wilton Park Development Brief also states that the development should provide for a range of housing, including provision for affordable housing, with a broad mix of dwelling sizes. It also states that given the location of the site, there is scope to provide a greater proportion of larger family dwellings. The Brief states that affordable housing should provide modest, high quality units of accommodation designed with maximum occupancy, flexibility, adaptability and daily living in mind. It also states that the location of the affordable housing should be integrated within the wider residential development, avoiding large clusters but mindful of achieving management efficiencies.

24. The proposal would provide 264 additional dwellings on the site. The amount of affordable housing that would be necessary to meet the 40% target set out in Core Policy 3 and the Wilton Park Development Brief would be 106 units (rounded up to ensure the 40% is met). To comply with Paragraph 64 of the NPPF a minimum of 31 of these units would need to be available for affordable home ownership (shared ownership). Notwithstanding the above targets, the Policies in the Development Plan do allow for a reduction in the amount of affordable housing where that is clearly justified in terms of viability. Core Policy CP3 recognises that there can be circumstances where an alternative to the provision of affordable housing on-site may be appropriate. Core Policy 3 therefore makes provision for the developer to make a financial contribution as a commuted sum to the Council to enable the affordable housing provision to be made elsewhere.

25. As outlined earlier in the report, the circumstances of this site are quite unique. This is a Brownfield site, with a significant existing use value. The scheme is due to provide a section of the Beaconsfield Relief Road at the applicant's expense. Plus, in order to construct the relief road, 40 existing homes and the ATC will need to be demolished. In addition, the development would be required to contribute or provide a number of elements of infrastructure to mitigate the impact of the development.

26. During the course of the application the Council has worked proactively with the applicant to ensure that the proposal achieves an acceptable amount of affordable housing on the site. Initial reviews of the viability were undertaken prior to the publication of updated guidance relating to viability assessments set out in the revised NPPF and the new National Planning Policy Guidance (PPG) in July 2018. As a result of discussions with the applicant and having regard to some of the viability work that was previously undertaken, as well as the revised national guidance, the applicant submitted a revised viability assessment in January 2019. This identified a surplus of £12,900,000 which could be made available for affordable housing and the provision of infrastructure to mitigate the impact of the development. Based on this surplus the applicant made an affordable housing offer of 79 affordable units on site, which amounted to just under 30% of the 264 additional dwellings proposed, and comprised the following mix of units:

Unit type	Affordable rent	Shared ownership	Total
1 bed flat	4	18	22
2 bed flat	4	31	35
2 bed house	3	17	20
3 bed house	1	1	2
	12	67	79

27. In response to the submission of the above affordable housing offer and the revised financial viability assessment the Council commissioned viability consultants to undertake a review and audit of the applicant's January 2019 financial viability appraisal. The consultants have concluded that in addition to the offer of 79 units and the S106 infrastructure provision a further surplus of £2,347,648 was financially viable which could be used to provide additional affordable housing.

28. In addition, the consultants concluded that since the above figure is based on an early phase cost plan, and could be subject to change once the development is progressed, it would be appropriate to require a Review Mechanism as part any S106 Agreement in the event that a compliant level of affordable housing is not provided.

29. The applicant has considered the report from the Council's consultants, including the point regarding the need for a review mechanism, and has made a further offer. This comprises 79 units originally offered plus a further financial contribution of £3.1 million towards affordable housing.

30. The Council's starting point is that affordable housing will normally need to be provided on-site. However, Core Policy 3 recognises that there can be circumstances where an alternative to the provision of affordable housing on-site may be appropriate. Core Policy 3 therefore makes provision for the developer to make a financial contribution as a commuted sum to the Council to enable the affordable housing provision to be made elsewhere. This approach is also in line with the NPPF.

31. As already noted and having regard to the viability assessment that has been undertaken it is acknowledged that the proposed development presents unique challenges that would result in different viability challenges to a scheme on an undeveloped greenfield site. The report from the Council's Viability Consultant acknowledges that the nature of the development, and the overall mix of units, is such that any increase in on-site affordable housing could have further implications for the viability of the development. As such, given the overall challenges presented with developing this previously developed site and that approximately 75% of the affordable housing would be provided on site, it is considered reasonable for the remainder of the affordable housing provision to comprise a financial contribution.

32. The South Bucks District Council Affordable Housing SPD (July 2013) sets out that the starting point for commuted sum payments in higher value areas such as Beaconsfield, which is £112,000 per dwelling (based on two-thirds social or affordable rented housing and one-third intermediate

housing). The policy compliant figure of 40% of the 264 dwellings proposed would amount to a total of 106 units. The applicant has offered 79 units on site leaving a balance of 27 units to be covered by the financial contribution. This would amount to £3,024,000 and the overall affordable provision is set out below.

	Affordable rent	Shared ownership	Total
On-site	12	67	79
Off-site contribution	18	9	27
Total	30	76	106

33. The Affordable Housing SPD also states that commuted sums generate additional costs for the Council in terms of calculation, negotiation and finding alternative sites or houses. It states that in order to meet the Council's costs, an additional fee will be levied. This would normally amount to 3.5% of the commuted sum. The remainder of the total financial contribution would amount to £76,000 and whilst this is below the 3.5% figure normally required, given the viability issues outlined above, this is considered a reasonable figure to cover these costs in this instance.

34. The above offer from the applicant has been made on the basis that no further review of the financial viability would be needed and it is also acknowledged that the above mix of affordable units is weighted towards shared ownership rather than affordable rent. However, the above offer would provide a significant contribution towards affordable housing in the District, amounting to an equivalent figure of 40% of the overall dwellings proposed. Furthermore, given the aforementioned challenges to viability associated with the redevelopment of this site and also that the offer made is slightly above the surplus that was identified in the Council's financial viability assessment, it is considered that in this instance the above offer is reasonable and meets the objective of providing a mix of housing and needs of different groups within the community. A review mechanism in this instance is therefore not considered necessary.

35. Taking all of the above into account it is considered that the proposed offer of a mixture of on-site affordable housing plus the financial contribution is appropriate given the specific circumstances of this case subject to the completion of a S106 Legal Agreement to secure the delivery of the on-site provision and financial contribution as set out above.

Mix of uses - Community uses

36. Core Policy 14 states that any redevelopment proposals for Wilton Park should be comprehensive, delivering a high quality mix of residential and employment development, community facilities and open space.

37. The Development Brief states that the development should include new community facilities in the form of a multi-functional 'community hub'. The buildings and associated outside space should be designed and managed as a true shared facility, allowing for flexible and shared use for a range of activities for new residents at Wilton Park and for those already living in Beaconsfield. It also states that to ensure that the new facility is accessible to new and existing residents, and to minimise car trips, the community hub should be located towards the western end of the site and close to the relocated sports pitches and open space, with excellent pedestrian and cycle links and easily accessible by public transport. There should also be appropriate access for maintenance and emergency vehicles.

38. The Development Brief also states that the community hub could include a multi-use community facility incorporating WC's, kitchen space and storage. Alternatively, it could be a sports-orientated or arts-orientated facility. Overall it states that the community hub should comprise buildings of between 1,500 and 2,000 sqm (GEA) which include (but are not necessarily limited to):

1. Separate new ATC accommodation of approximately 225 sq.m
2. Sports changing facilities of approximately 200 sq.m for the adjacent playing pitches
3. Community facilities management centre of approximately 100 sq.m
4. Flexible A1 and/or A3 space of approximately 200 sq.m.

39. The Development Brief also states that there may be scope for the community hub to accommodate health care facilities if these are required to mitigate the impact of the development at Wilton Park.

40. The precise details, including floorspaces of the community buildings would need to be assessed at the reserved matters stage. However, the illustrative masterplan and other supporting documents provide an indication of how the requirements of the Development Brief could be met.

41. The illustrative plan indicates that a new Community Hub would be located towards the western end of the site, adjacent to the entrance and the re-located sports pitches and Village Park. It is stated to include sports changing facilities and retail and office uses. On the northern edge of the recreational area, a pavilion building is shown to overlook a pond towards the open space and this is shown to provide a flexible gallery (Class D1) and café space (Class A3) including a display of the history of Wilton Park.

42. In respect of the ATC building, it is noted that planning permission has already been granted under a separate application (reference: 17/01054/FUL) for the construction of a new ATC building and parade ground within the woodland area towards the south east area of the site. This is also included on the illustrative plan for the current application.

43. No health care facilities are shown to be proposed as part of the development. However, the applicant has agreed to provide a financial contribution of £150,000 towards the health care implications of the development. The sum would be used by the Chiltern Clinical Commissioning Group, in cooperation with local doctors, for the expansion of one of the existing GP surgeries in Beaconsfield or towards the provision of a new surgery within the vicinity of the site.

44. To conclude on the community uses, the precise floorspaces of the buildings will need to be subject of assessment and approval at the reserved matters. However, in principle the illustrative masterplan indicates that the proposal would be able to accommodate the different community uses within the development to meet the requirements of the development brief. This is subject to a S106 Legal Agreement to secure the provision of the community uses as part of the development.

Open Space and recreation

45. The NPPF sets out that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

46. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

47. The Wilton Park Development Brief was adopted prior to the publication of the recently revised NPPF (2019). However, the above guidance remains largely unchanged from the 2012 version of the NPPF and this was taken into account when the Development Brief was adopted in 2015. It is therefore considered that the Development Brief is consistent with the NPPF and should be given weight when considering open space and recreation provision for the proposed development.

48. The Development Brief acknowledges that the public currently has only limited access to the sports and recreation facilities and open space at Wilton Park. It states that comprehensive redevelopment of the site offers the potential for improved access to a larger area and qualitative improvements.

49. The development brief goes on to state that the development should provide for a range of types of open spaces for the site. These will include formal sports pitches, to replace the existing facilities currently on the non-secure part of the site, large spaces for informal recreation (including circular routes for walking and jogging) and smaller areas for children's play and for the general amenity of the residential areas. It states that there should be at least 17 hectares of accessible open space and at least 2 hectares of formal open-air sports pitches.

50. The Development Brief further states that the sports pitches are likely to be relocated from their current position, towards the western boundary of the site, where they will be within easy walking and cycling distance of Beaconsfield, and easily accessible by bus or car via a new vehicle access off the Pyebush Roundabout. It also states that the replacement land and facilities must be of at least the same standard as that which currently exists. It is also stated that it is expected that the pitches will be used to the maximum benefit of the local community, and the District Council, as local planning authority, would support the use of pitches for football.

51. The Development Brief requires that car parking for the sports pitches will be available adjacent to the community hub. Proposals demonstrating that the pitches will be retained in perpetuity for the use of local clubs will need to be submitted by the developer as part of the planning application for the site. It is also stated that disruption should be minimised by ensuring that at least 2 hectares of land is fully and readily available as open-air sports pitches throughout the construction period, either in their current location or elsewhere on the site.

52. In addition to the above The Draft South Bucks and Chiltern District Councils Playing Pitch Strategy 2018-2036, further reiterates the requirements of the Development Brief.

53. In terms of the current proposal, as already noted the overall details for the layout of the site will be subject to approval at the reserve matters stage. However, the submitted Illustrative Master Plan, Design and Access Statement and other supporting documents seek to demonstrate how the proposal will meet the requirements of the Development Brief.

54. The submitted supporting documents indicate that a minimum of the following open space would be provided to accord with the requirements of the Development Brief:

- Recreation and Leisure (Formal sports pitches) - 2.0 ha
- Recreation and Leisure (Informal) - 5.87 ha
- Other amenity areas (woodland, eco-zone, landscaped buffers) 12.01 ha

55. The sports pitches would be located towards the western end of the site, which is the closest available space to Beaconsfield. It is also indicated that car parking would be provided adjacent to the sports pitches and a sports pavilion, with a total floor area of 200 sq metres, would be provided. There is also sufficient space within the recreational areas to accommodate Local Equipped Areas for Play (LEAP) as part of the development to serve both the proposed development and local

community. The precise details, including locations and specification of the LEAP's could be secured at the reserved matters stage.

56. The applicant has also provided details for the provision of three interim sports pitches and temporary car parking towards the eastern end of the site. This will be made available and ensure continuity of provision of football facilities on the site during the period between the use of the existing pitches being terminated and land at the western end of the site being cleared and the new sports pitches being laid out and made ready for use. This temporary arrangement has the support of Beaconsfield Football Club who currently use the existing pitches.

57. Taking the above into account it is considered that the information provided within the Design and Access Statement, Planning Statement, illustrative master plan, and other supporting documents is sufficient to demonstrate that the proposal is capable of meeting the requirements of the Development Brief, in respect of open space and recreation, subject to the details being approved at the reserved matters stage and a S106 Planning Obligation to ensure delivery.

58. Notwithstanding the above, it is noted that Sport England (SE) has raised objections to the proposal. Whilst SE acknowledge that the proposal would accord with the requirements of the Development Brief they consider that the proposal would result in an overall reduction in the number of playing fields within the application site and also that the proposed replacement playing field appears to be smaller than the existing. In addition, SE also note that the proposal would result in the reduction of tennis courts/Multi-Use Games Area (MUGA), squash courts and a sports hall. It is also stated that this impact would be exacerbated by the increase in demand that would be created by the proposed development.

59. It is acknowledged that the secure part of the former MOD site previously had the benefit of sports facilities, including sports pitches at the western end of the site. The applicant's agent has clarified that these other facilities are not currently being used for any sporting activity. Furthermore, he states that because they were located within the secure area of the site they have not been available for use by anyone other than MOD authorised personnel for many years and have not been used since the applicant contracted to purchase the site in 2012. The only formal recreational facilities that are currently in active use on the site are the three playing pitches located within the non-secure central part of the site. He also states that the pitches are not to Sport England's standards and the ground quality is relatively poor with no land drainage. Car Parking is currently informally arranged on access roads and there are no changing facilities and only 2 portaloos for the players.

60. The applicant's agent states that the new pitches will provide a much higher quality and more accessible formal recreation environment than is provided by the existing playing field. He confirms that the development will provide the required amount of sports pitches in the location identified in the Development Brief and that these would meet Sport England's recommended dimensions for youth football for 3 different age groups. It is also stated that the new pitches will be constructed to the highest modern standards, with the ground being levelled, land drainage installed and high quality grass surface laid out with boundary landscaping. The playing fields will be maintained and managed by a Site Management Company at no cost to the public. Furthermore, changing room and toilet facilities will be provided in a purpose designed new building located adjacent to the playing field. The existing pitches have never had such facilities. Off road car parking will also be provided close to the pitches for players and spectators to use free of charge at all times.

61. In conclusion, the objection of SE is acknowledged. However, SE do not dispute that the proposal would meet with the requirements of the Development Brief which was adopted having regard to the relevant criteria set out in the NPPF. The approach set out in the Development Brief is also supported by the most recent Draft South Bucks and Chiltern District Councils Playing Pitch Strategy 2018-2036. Furthermore, it appears that the pitches and other facilities referred to by SE have

not been in use for a significant number of years and due to their location within a secure MOD facility have not previously been available for public use. The current development would therefore provide for improved sports and recreational facilities when compared to those that are currently publically available, including new playing pitches, changing facilities, parking areas and informal open and recreational areas. As such, in this instance it is considered that the benefits resulting from the proposal would outweigh the loss of the former uses and no objections are raised with regard to the provision of open space and recreation. This is subject to a S106 Legal Agreement to ensure the uses/facilities are provided and ensure they are made available to the public in perpetuity.

62. Should the Planning Committee be minded to grant planning permission contrary to Sport England's objection, in accordance with the Town and Country Planning (Consultation) (England) Direction 2009, the application should be referred to the Secretary of State via the National Case Work Unit.

Mix of uses - Commercial

63. The Development Brief states that whilst the form and quantum of commercial floorspace would need to be subject of a more detailed market assessment at planning application stage, the Council would support good quality B1 office accommodation. It also states that other acceptable employment generating uses within the site would include a care home, crèche or children's nursery and small scale local retail provision. It also states that the Council will encourage the inclusion of small-scale purpose-designed live-work units to help reinforce the mixed use of the new development.

64. The application proposes a mix of commercial uses including offices space, retail, a café/gallery and a day nursery. Given the application is at the outline stage the precise details and floorspace for these buildings will need to be considered at the reserved matters stage. The overall amount of office space shown to be provided on the illustrative plan and other supporting documents would constitute a relatively small proportion of the overall development. The proposal also does not include provision of any live-work units.

65. The applicant has provided a Market Assessment. The Council's Principal Economic Development Officer (EDO) has considered this and raised a number of suggestions as to how this document could be improved as well as the potential for alternative uses on the site, including a flexible incubation centre with small office units and hot desks, for start-up and small businesses. She also suggests that live work units should be considered to meet the aspirations of the Development Brief.

66. Overall it is acknowledged that the submitted information indicates that a relatively small proportion of the development would provide commercial uses. However, as evidenced above, the viability of the redevelopment is challenging. The viability assessments indicate that, in this location, residential is the most viable and profitable part of the development. As such, if the commercial floorspace were to be increased at the expense of residential floorspace, it is likely that this would have an adverse impact on the overall viability for the development. This would likely result in a reduction in the amount of affordable housing that could be provided. Under these circumstances, it is considered that the overall mix of uses on site would be acceptable and no objections are raised in this respect subject to the provision of the non-residential uses being secured by way of a S106 Legal Agreement.

Character and Appearance / Design

67. Wilton Park occupies a relatively flat plateau but there is a fall in levels of approximately 10 metres to the north-east and south-east. The Chilterns Area of Outstanding Natural Beauty is less than 1 km to the north of the site.

68. The site is mostly enclosed by existing mature vegetation on and off the site which screens it from most views from roads and public footpaths beyond the site boundary. However, there are some limited local views from surrounding public footpaths, Beaconsfield Golf Club and Forestry Commission woodlands. The only element of built form that is notably visible from outside the site is the tower block.

69. The western end of Minerva Way is located within the Beaconsfield Old Town Conservation Area. The main part of the Conservation Area is located to the west of the A355/Amersham Road/Lakes Lane junction.

70. Given the outline nature of the scheme application, a detailed assessment of the design of the development, its layout and its wider landscape impacts will need to be made at the reserved matters stage. However, it is acknowledged that the overall number of units and uses proposed is in accordance with the expectations of Core Policy 14 and the Development Brief.

71. The application has also been accompanied by a Landscape Visual Impact Assessment which acknowledges that from external long and short distance viewpoints in the surrounding landscape around Wilton Park, the proposed development would generally not be visible due to woodland screening. Overall, it concludes that the proposed development would have a Neutral/Negligible Effects on the visual amenity of sensitive receptors with views into the Site, with Major to Major/Moderate Beneficial Effects predicted where receptors experience improvements in their views. From internal views within Wilton Park, the overall effect of the proposed development on the visual amenity of receptors is assessed as a Minor/Moderate to Minor Beneficial Effect.

72. The Council's Urban Design Advisor has provided advice with regard to the design of the submitted illustrative Master Plan. He has considered the layout with regard to the Building for Life 12 (BfL12) questions. He states that when considered against BfL12 the scheme does not attract any 'red' indicators. Where there are amber indicators, there is scope to resolve these at any future Reserved Matters stage and via appropriate condition/informative. He states that the bias towards 'ambers' should not be a cause of concern at this stage as the application is in outline only. He states that these 'ambers' have every opportunity to become 'green' indicators as detailed designs emerge and evolve. He concludes that at present, the scheme is considered to perform positively against BfL12. BfL12 is aligned to the NPPF: as such the proposals are consistent with national policies relating to design quality and the Council's emerging Local Plan policies relating to design quality.

73. Thames Valley Police has noted that there are aspects of the design and layout that are problematic in crime prevention design terms. The applicant has confirmed that these issues will be addressed at the 'reserved matters' stage in consultation with the Crime Prevention Design Advisor.

74. Taking the above into account and subject to approval and assessment at the reserved matters stage, it is considered that the development proposed has the potential to provide a well-designed scheme that would meet the requirements of the Development Brief and would respect the surrounding landscape (including the Chilterns Area of Outstanding Natural Beauty).

Heritage / Archaeology

75. Wilton Park was originally a designed landscape with a late-eighteenth-century country house although the dwelling was demolished, and the park is now occupied by mid and late-twentieth-century buildings, including a sixteen-storey tower block, latterly occupied by the Defence School of Languages. There are no listed buildings within the site. However, to the east of the site is Wheatsheaf Farmhouse (a Grade II listed Building) and to the west is the Beaconsfield Conservation Area.

76. The Council's Conservation/Listed Building Officer notes that some historic structures still survive including an 18th century walled garden which she considers to be a building of local interest and a non-designated heritage asset. She notes that the Illustrative Master Plan shows views of this structure across the open playing fields will be lost and states that these walls should, remain intact and wherever possible should be visible from public spaces/ roads rather than hidden in back gardens. This is reflected within the Wilton Park Development Brief which states that consideration should be given to the scope to incorporate the line of the original walled garden that still remains on the site. However, given that the proposal is at outline stage, these concerns fall to be taken into account at the reserved matters stage and could be taken into account.

77. As noted, to the east of the site is Wheatsheaf Farm and barns (Grade II listed). The Council's Heritage Consultant, at the time of the original submission, raised concerns that the illustrative layout had the potential to impact on the setting of Wheatsheaf Farmhouse. The owner of the property has also raised concerns that the proposal would erode the rural setting of the listed Wheatsheaf farmhouse and is harmful to its significance as a building rooted in agriculture and the land. Since the original submission, the illustrative layout has been amended such that the dwellings are now broadly within the areas shown for development within the Development Brief. Within the intervening period the Heritage Consultant who provided the original comments has left the Council. The Council's Conservation/Listed Building Officer has therefore visited the site following the submission of the amended illustrative plan. She states that at the time of her visit the trees located between Wheatsheaf Farm and the application site were mainly without leaves, and she does not consider that the impact of the proposed new development, as shown on the amended illustrative plans, would have significantly more impact on the setting of Wheatsheaf Farm and barns, than the existing MoD buildings. Having regard to this advice and also that the illustrative Master Plan is broadly in accordance with the areas shown for development within the Development Brief, it is considered that the proposed number of units and uses could be accommodated within the site without having a detrimental impact on the setting of Grade II listed Wheatsheaf Farm subject to approval and full assessment at the reserved matters stage.

78. In addition to the above, it is considered that the distance of the main developed part of the site from Beaconsfield Conservation Area is such that it would not have a detrimental impact on its setting.

79. The County Archaeologist has also raised no objections to the proposal subject to conditions.

80. The scheme is therefore considered to accord with the NPPF guidance relating to the historic environment.

Amenities of future occupiers, neighbouring properties and recreation

81. The submitted illustrative masterplan indicates that the development could be designed to include individual and communal garden areas to serve future occupiers. The development would also be set within a landscaped setting including significant public open space. As such, it is considered that a development for the number of units proposed could be developed to provide a good level of amenity for future occupiers of the development.

82. The development would largely be sited a significant distance from residential properties outside the site. There is however a residential property (Wheatsheaf Cottage) to the north east of the site. This neighbouring dwelling is located approximately 150 metres from the developed part of the site and given this distance it is not considered that the proposed development would have a detrimental impact on the amenities of its occupiers.

83. The owner/occupier of Wheatsheaf Cottage has raised concern regarding the potential impacts during the construction of the new development. Issues relating to construction noise are covered by environmental health legislation and it is not considered that such issues would be sufficient to warrant the refusal of the application. However, as per the suggestion of the Council's Environmental Health Team it is considered reasonable to subject any permission to a condition to require the submission of a more detailed construction management plan.

Highways/Access

84. As previously noted the matter of access is to be determined at this outline stage. The applicant has confirmed that this relates to access into the site with the internal road layout being reserved for subsequent approval at the reserved matters stage.

84. A plan has been submitted showing the access arrangements that will be subject to approval as part of this application and this effectively constitutes the southern section of the relief road as previously granted permission under reference: 14/01467/FUL.

86. The Highway Authority (HA) has considered the submitted information, including plans, transport statements and technical notes. Due to the length and technical nature of the HA response, this is attached to this report for reference at **Appendix 1**.

87. In summary, the HA acknowledges that the site access road which also forms the southern section of the relief road has already received planning permission. The internal access arrangements including estate roads will need to be approved at the reserved matters stage.

88. The development would be accessed onto Pyebush Roundabout and the HA stated that the following mitigation measures are necessary to avoid a detrimental impact on the operation of this roundabout:

- Provision of road markings to allow for turning movements from the nearside entry lane on the western London Road approach towards the A355
- Changes to the road markings in the circular carriageway between the northern and eastern arm of the roundabout junction
- Provision of road markings to restrict the use of the nearside lane on the A355 southern approach to left turning vehicles only.

89. The HA confirms that the above measures will mitigate the impact of the development and will improve the overall performance of the junction.

90. The HA also notes that the completion of the relief road will significantly assist in relieving congestion at the London End Roundabout and will also adequately mitigate the impact of the redevelopment of Wilton Park.

91. The HA has also identified that crossing facilities on the London End roundabout are required in order to allow the pedestrian and cycle traffic resulting from the proposed development to achieve a safe and convenient route between the development and the centre of Beaconsfield. Based on all the information relating to the design of the crossings and the assessments of the junction, it is the view of the HA that the preferred form of crossing would be a signalised crossing. The HA also identify that a signalised crossing would be appropriate to allow for pedestrians and cyclists to cross the relief road in order to travel between the site and the centre of Beaconsfield.

92. The HA state that the submitted assessments show that the crossing is unlikely to have a severe impact on the operation of the London End junction with the relief road in place. However, the HA note that the applicant is proposing to construct a number of dwellings on site, during an 'interim development' period, before completing the full relief road. During this period the flows on the A355

will continue to be high and the congestion within Beaconsfield will not be relieved. As such, the HA states that it would like to see the southern section of the relief road delivered as quickly as possible.

93. The applicant has suggested that relief road would be provided prior to the occupation of 99th new home. The HA state that the new crossing, the vehicular, pedestrian and cycle movements generated by the initial 99 dwellings would be acceptable only on an interim basis. Furthermore, the HA state that this flexibility is provided on the basis that there is certainty to the duration of the impacts to London End junction resulting from the development and new crossing. As such, in order to provide greater certainty with the delivery of the relief road and to limit the adverse interim impacts of development, the HA state that a time related back-stop is required in order to provide a time limit on when the relief road is provided.

94. In respect of Public Transport the applicant has proposed to subsidise the re-routing of bus service along the new relief road and provide new bus stops. The principle of this is acceptable to the HA. However, given the distance of a significant proportion of the homes from the bus stops the HA is concerned to ensure that the service will provide an attractive and convenient alternative to the private car in order to encourage modal shift. The applicant has therefore agreed to provide a financial contribution towards community transport measures and also to allow the purchase of season tickets for residents of the new development for a limited period.

95. Overall the HA considers the application is acceptable in highway terms subject to a signed S106 Planning Obligation and to ensure the provision of the following:

- The full relief road to be completed and open to through traffic prior to the completion on the 99th dwelling, or within 24 months from the commencement of the development, whichever comes first.
- A Full Travel Plan
- Travel Plan review fee
- Developer contributions (total of £390,000) for the diversion of existing bus services
- Construction of new bus stops
- Developer contribution (total of £152,000) for the purpose of the purchase of season tickets for occupiers of the development.
- Developer contribution (total of £50,000) towards Community Transport.
- Highway Works Delivery Plan to secure off-site highway works including the new means of pedestrian and cycle access from Minerva Way (including a signalised crossing on the new A355 Relief Road); a crossing facility on the existing A355 to the north of the London End Roundabout and mitigation works to the Pyebush Roundabout.

96. The applicant has agreed in principle to all of the above triggers except that referring to completion of the relief road within 24 months of commencement, which they do not consider to be acceptable or reasonable.

97. The applicant states that cash-flow is the major concern. As part of providing the southern section of the Relief Road the applicant is obligated to finance the site preparatory works, including demolition, construction of the new ATC facility, demolition of 40 Service Family Accommodation units (losing their rental income). The applicant states that it needs the ability to deliver a positive cash flow to finance these considerable costs, and the only way to achieve this is through the construction and sale of new homes.

98. The applicant has also confirmed that it is not in their interest to stop development part way through construction with the Relief Road incomplete. A significant part of the forecast profit from the scheme is in the 204 dwellings that can only be completed once the southern section of the Relief Road has been delivered. As such the applicant confirms that there is a significant financial incentive to ensure delivery of the Beaconsfield Relief Road.

99. The applicant has suggested alternative interim triggers which will help provide reassurance that the progress of the relief road is being made. These interim triggers are as follows:

- Prior to commencement of development at Wilton Park, applications must be made for technical approval for the southern section of the Relief Road.
- Prior to occupation of 50 new units at Wilton Park, the new ATC facility must be completed to enable its relocation.

100. South Bucks District Council acknowledges the importance of ensuring the delivery of the southern section of the relief road as soon as possible and also the concerns of the Highway Authority regarding their preference for a trigger in the S106 planning obligation to ensure that it is delivered within a defined timeframe following commencement. However, as noted above the applicant has confirmed that they would not be willing to agree to this. The Council therefore needs to consider whether it would be reasonable to refuse the application for this reason having regard to the following tests for such Planning Obligations as set out in Paragraph 56 of the NPPF:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

101. Having regard to the above it is noted that applicant has agreed to ensure delivery of the relief road prior to the occupation of the 99th new dwelling. All the costs associated with the delivery of the Relief Road would be met by the applicant. Given that the planning permission relates to 264 additional dwellings on site it is considered that there would be sufficient incentive for the applicant to deliver the relief road at the 99th unit. The other triggers suggested by the applicant would also ensure progress would be made in the interim period. It is also important to note that the relief road forms part of a package of community benefits that would be brought forward as part of this development. As such, overall it is considered that the proposal would be acceptable based on the triggers suggested by the applicant and no objections are therefore raised with regard to the impact of the development on highway safety or the wider highway network.

Parking

102. The Council's Parking Standards are set out in Local Plan Policy TR7 and are based on the number of bedrooms per dwelling. Given the development is at the outline stage, the precise parking standards for this development cannot be calculated. However, there is scope for designing the dwellings to ensure that sufficient parking is provided to serve the needs of future residents, occupiers and the other uses proposed. As such, it is considered that the development could be designed with sufficient parking provision to meet the Council's standards.

Footpaths/Rights of Way

103. The County Council Strategic Planning and Infrastructure Manager has raised no objection with regard to public rights of way.

Impact on Burnham Beeches Special Area of Conservation (SAC)

104. The application site is located approximately 3km from Burnham Beeches Special Area of Conservation (SAC). As well as being designated a European Site, Burnham Beeches is also designated as a Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR). The SSSI boundary covers the same area as the SAC boundary. SSSI designations underpin the European site SAC designation.

105. All areas in England classified as SAC or Special Protection Areas (SPAs), collectively known as European sites, receive statutory protection under the Conservation of Habitats and Species Regulations 2017 as amended (the 'Habitats Regulations'). These Regulations transpose into UK legislation the 'Habitats Directive' 1992 (92/43/EEC) and the 'Birds Directive' 2009 (2009/147/EC). National planning policy in the form of the NPPF explicitly sets out that listed Ramsar sites should be

considered in the same way, as if they had been classified or designated as SACs or SPAs. The Regulations impart a duty on Local Planning Authorities (competent authorities) to carefully consider the potential effects of any proposals on a European site, either alone or in combination with other plans or projects. At the screening stage the competent authority is required to be satisfied that there will be no likely significant effect, whilst at the Appropriate Assessment stage, the decision maker has to be sure that there will be no adverse effect on the integrity of the European site. In most circumstances, permission may only be given for a plan or project to proceed if it has been ascertained that it will not have an adverse effect on the integrity of any such designation. The Regulations also set out that a person applying for any such planning permission must provide such information as the local authority may reasonably require for the purposes of the assessment or to enable it to determine whether an appropriate assessment is required.

106. As part of the adoption of the Wilton Park Development Brief a Habitats Regulations Assessment (HRA) screening exercise was undertaken. This noted that the redevelopment of Wilton Park has the potential to result in likely significant effects on the SAC as a result of recreational disturbance and air pollution. It concluded that with the implementation of mitigation measures, including the creation of a high-quality public open space, the proposals would be unlikely to have a significant effect on the interest features of Burnham Beeches SAC and therefore did not require an Appropriate Assessment.

107. However, recent Case Law (People Over Wind and Sweetman (2018)), has concluded that mitigation measures should not be taken into account at the screening stage of HRA. Having regard to this case law and given that the HRA Screening Report acknowledged that mitigation was necessary, the Council is not able to issue a decision without having undertaken an Appropriate Assessment.

108. In order to comply with the above, the applicant has submitted a Shadow Habitat Regulations Assessment (HRA), including an Appropriate Assessment. The results of the Shadow HRA and Appropriate Assessment (AA) confirm earlier conclusions that subject to the inclusion of mitigation in the form of extensive high quality and well connected semi-natural greenspace to offset recreational visits to the SAC, the proposed development will, both in isolation and combination with other projects, have no significant effect on the integrity of the Burnham Beeches SAC.

109. The conclusions of the HRA and AA are also subject to the submission of details of the investigation and remediation of any potentially contaminated land at Wilton Park. It is also stated that drainage proposals should utilise Sustainable Urban Drainage Systems (SUDS) so that the proposed scheme will have no detrimental impacts on the quality or quantity of ground and surface water resources at the SAC, and flow rates to Burnham Beeches remain intact. Furthermore, as a precautionary and best practice measure, it is stated that all construction activities should be carried out in line with a carefully designed Construction Environment Management Plan (CEMP).

110. The Council has reviewed the Shadow HRA (including appropriate assessment) and the Council's Ecology Advisor confirms that she is satisfied that the findings are robust and that no detrimental impacts on the SAC are likely. Natural England has also been consulted with regard to the Shadow HRA and has confirmed its agreement with the conclusions of the Appropriate Assessment that there will be no adverse effect on the integrity of Burnham Beeches SAC as a result of either air pollution or recreational disturbance from the proposed development at Wilton Park provided the mitigation measures proposed are implemented.

111. Taking the above into account it is considered that the submitted Shadow Habitats Regulations Assessment is sufficient to demonstrate that there will be no adverse effect on the integrity of the Burnham Beeches SAC. The submitted Shadow HRA has therefore been adopted by South Bucks District Council for the purposes of fulfilling its duties under the Habitats Regulations (to

carefully consider the potential effects of the redevelopment plans for Wilton Park on any European site, either alone or in combination with other plans or projects). The adopted HRA is attached as **Appendix 2**.

112. No objections are therefore raised with regard to the impact on Burnham Beeches SAC subject to the provision of the mitigation in the form the open space and further conditions to ensure matters of contamination, construction management and drainage are adequately dealt with.

Biodiversity/Trees

113. The applicant has submitted ecological reports, including protected species surveys and these have been considered by the Council's Ecology Advisor. She raises no objections on Biodiversity Grounds subject to conditions.

114. The Ecological Advisor also notes that the proposal has the potential to achieve ecological enhancements and a biodiversity net gain and has recommended conditions to secure this.

115. The Council's Tree Officer notes that there is a TPO situated within the site which is known as No. 6 2014 and is a Woodland designation Order. Ancient Woodland is situated within the site as well as to the south of existing sports pitches. He raises concerns regarding the illustrative master plan and the juxtaposition of a number of trees in relation to proposed dwellings and considers that the layout has not fully adhered to BS 5837 guidance. Natural England has also raised concern regarding the north east corner of the plan. This area comprises a priority habitat, deciduous woodland and buffers Ancient Woodland. Natural England therefore recommends a re-design of this corner of the site to conserve and enhance this priority habitat. It is considered that these issues can be taken into account at the reserved matters stage.

Flooding, Contamination and Pollution

116. The applicant has provided a Flood Risk Assessment and Drainage Strategy and a further Drainage Strategy Update.

117. The Buckinghamshire County Council as Lead Local Flood Authority (LLFA) has reviewed the submitted information and has raised no objections subject to conditions requiring full details of a surface water drainage scheme for the site, based on sustainable drainage principles (SuDs).

118. In terms of contamination The Council's Strategic Environment Team has reviewed the submitted supporting information and raise no objection to the proposal regarding the potential for contamination on the site, subject to conditions.

119. The Council's Senior Environmental Protection Officer has also concluded that no additional mitigation is necessary for purposes of Air Quality.

120. Given the above, no objections are raised with regard to flooding, contamination, or air quality/pollution.

Education

121. The County Council has acknowledged that a new childrens' day nursery is to be provided on-site as part of the development. However, they state that primary and secondary schools in Beaconsfield are at capacity and there is a need for additional capacity to accommodate children from the development. The County Council therefore require the scheme to make a financial contribution to provide additional primary and secondary school facilities. Given that this application is at the reserved matters stage, it has been agreed that these payments will be calculated before the development of each individual phase commences based upon the mix of units established at the 'reserved matters' stage.

Renewable Energy

122. Core Policy 12 sets out that the Council will promote and encourage energy efficiency and renewable / low carbon energy in all new development through a range of measures in order to contribute towards meeting national targets for reducing CO2 emissions. These will include the following:

- Requiring that all developments of 10 or more dwellings and 1,000sqm or more non-residential floor space secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless demonstrated that it is not viable or feasible.

123. Full details of how the above policy will be complied with need to be considered at the reserved matters stage. The applicant has submitted an Energy Strategy which indicates that this requirement will be met by means of roof integrated PV tiles and closed wood burners providing secondary heating to the homes. As such, no objections are raised with regard to Core Policy 12 at this stage subject to full details being provided at the reserved matters stage.

Conclusion and Planning Balance

124. Paragraph 11 of the NPPF sets out that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay;

or

- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole

125. Section 2 of the NPPF sets out that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): an economic objective, a social objective and an environmental objective.

126. The proposal would contribute to the economic objective by providing a mixed use development including commercial uses and would also support growth through the provision of new housing and the northern section of the Beaconsfield Relief Road.

127. The proposal would also contribute to the social objective. It would support strong, vibrant and healthy communities, by contributing towards housing needs in the District including a range of homes and affordable homes. Furthermore, subject to the approval of details at the reserved matters stage the proposal will provide for a well-designed and safe built environment, with accessible services and open spaces. It is acknowledged that Sport England have objected to the proposal and raised concerns regarding the loss of sports facilities. However, the facilities that would be lost have not been in use for some years and were previously located in a secure MOD environment where they were not publically available. The proposal would provide a significant contribution to open space, and recreational/sport uses and community uses which will be publically available. These are considered to be an improvement on the existing publically available facilities and would support the health, social and cultural well-being of the local community.

128. The proposal would also contribute to the environmental objective including making effective use of land by providing a new residential development in a sustainable location, helping to improve biodiversity, and moving to a low carbon economy through the provision of renewable energy provision.

129. Taking the above into account it is considered that the proposal would provide for a sustainable form of development that meets the requirements of the NPPF and Development Plan Policies.

130. As Sport England has objected to the proposal it will therefore be necessary, under the provisions of the Town and Country Planning (Consultation) (England) Direction 2009, to refer the planning application to the Secretary of State.

Section 106 Planning Obligation

131. If the application is considered to be acceptable, then the prior completion of a Section 106 Planning Obligation would be required to secure the following:

Affordable Housing

- The provision of 79 affordable dwellings, comprising of 12 affordable rent units and 67 shared ownership units.
- Affordable Housing Financial Contribution of £3.1 million.

Sport Pitches

- Specification, construction and maintenance of the temporary and permanent sports pitches and associated car parking.
- Permanent sports pitches to be maintained in perpetuity for public use.

Open Space

- Open Space Specification (to include details of SUDS, footpath and cycle ways provision) to be made available for public use and maintained in perpetuity.

Community Facilities

- Community Facilities Specification for each phase of the development (including the design and specification and the details for the permitted use of the buildings).
- To construct and make available for public use
- Sports Pitch Pavilion to be constructed, completed and made available for public use in tandem with the Permanent Sports Pitches.

Replacement ATC Facility

- To construct and complete a new ATC Facility and to demolish the existing Facility to facilitate the Relief Road prior to occupation of the 50th new dwelling.
- Not to occupy the 50th new dwelling before construction of the new ATC and demolition of the existing ATC facility.

Education Contribution

- To pay in full both the Primary Education Contribution and the Secondary Education Contribution applicable to each Phase. Contributions to be calculated in accordance with the agreed formula.

Primary Healthcare

- To pay the sum of £150,000 to the District Council (for onward payment to NHS Buckinghamshire Clinical Commissioning Group).
- The sum shall be used by the CCG, in cooperation with local doctors, for the expansion of one of the existing GP surgeries in Beaconsfield or towards the provision of a new surgery within the vicinity of the site.

Office / Retail Buildings

- To submit marketing strategies for the office and retail buildings to be provided as part of the Development.
- To construct the offices and retail buildings and make them available.

Site Management and Maintenance Plan

- To submit a detailed Site Management and Maintenance Plan to include details of how all Sports Pitches, Open Spaces, Community Facilities, woodlands, communal areas, estate roads, footpaths, cycleways and SuDs are to be managed and maintained in perpetuity.

Management Company

- To set up a management company responsible for the implementation of and ongoing compliance with the Site Management and Maintenance Plan.

Relief Road

- To construct, complete and make available for public use a road from Pyebush Roundabout to Minerva Way to form the southern section of the Beaconsfield Relief Road prior to Occupation of the 99th new Dwelling.

- Not to commence development until technical approval for the southern section of the Beaconsfield relief road has been submitted to the Council.

- Not to occupy the 50th new dwelling before construction of the new ATC and demolition of the existing ATC facility.

Passenger Transport

- To pay the sum of £78,000 to the County Council per annum for a period of 5 years (£390,000 in total) for the diversion of existing bus service 104 to serve Wilton Park via the Pyebush Roundabout and bus stops on the egress from Wilton Park to the Pyebush Roundabout.

- To construct and complete a new bus stop to serve Eastbound and Westbound services during the first phase of development.

- Upon completion of the relief road to provide two new bus stops south of the Minerva Way roundabout, one to serve Eastbound and one to serve Westbound services.

- To pay the sum of £500 per new dwelling for the purpose of purchasing season tickets for the use of public transport (a total contribution of £152,000)

- To pay the sum of £30,000 for Community Transport

Offsite Highway Works

To secure off-site highway works including:

- the new means of pedestrian and cycle access from Minerva Way, including a signalised crossing on the new Relief Road to the north of the most northern access to the Site.

- An appropriate crossing facility on the existing A355 to the north of the London End Roundabout.

- Mitigation works to the Pyebush Roundabout

Travel Plan

- To submit a Site-Wide Travel Plan

- To pay the sum of £5,000 (£1,000 per annum for 5 years) to monitor the performance of the Site-Wide Travel Plan.

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

RECOMMENDATION: Minded to grant conditional permission, with the decision deferred for referral of the application to the Secretary of State. Final decision, including conditions, delegated to the Head of Planning and Economic Development subject to the prior completion of a Section 106 Planning Obligation. Any negotiation or changes to the Legal Agreement to be delegated to the Head of Planning and Economic Development with authorisation to refuse planning permission if an acceptable Legal Agreement is not completed within a timely manner for reasons relating to those matters addressed in the Legal Agreement.

Subject to the following conditions:-

1. The first application for approval of reserved matters shall be made to the Local Planning Authority no later than two years from the date of this permission. The first phase of the development shall be begun on or before the expiration of two years from the final approval of reserved matters for the first phase or in the case of approval on different dates, the final approval of the last such matter to be approved for the first phase.

For subsequent phases of the development, application for approval of 'reserved matters' shall be made to the Local planning authority prior to occupation of the last dwelling in the previous phase and development of that phase shall be begun on or before the expiration of two years from the final approval of reserved matters for that phase or in the case of approval on different dates, the final approval of the last such matter to be approved for that phase.

Reason: To prevent the accumulation of unimplemented planning permissions, to enable the local planning authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92 (2) of the Town & Country Planning Act 1990, as amended.

2. No development shall take place without the prior written approval of the Local Planning Authority of all details of the following reserved matters for each phase of the development:
 - (a) Access within the site;
 - (b) Appearance;
 - (c) Landscaping;
 - (d) Layout; and
 - (e) Scale

Reason: Because the application is submitted in outline only and to safeguard the amenities of the locality.

3. No development shall commence until a Phasing Plan identifying each phase and sub phase has been submitted to and been approved in writing by the local planning authority. The Phasing Plan shall include the location and timing of infrastructure, community facilities and open space to be provided as part of this development. The development shall proceed in accordance with the agreed Phasing Plan unless otherwise agreed in writing by the local planning authority.

Reason: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications and in order to ensure that infrastructure provision and environmental mitigation are provided in time to cater for the needs and impacts arising out of the development.

4. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:
 - i. A further site investigation shall be conducted in the areas of the site that have previously been inaccessible, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed)

including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments.

- ii. The site investigation results and the detailed risk assessment (i) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- iii. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.
- iv. Following completion of measures identified in the approved remediation scheme and prior to the first use of occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

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

5. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 4 above, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 4, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 4.

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

6. Prior to occupation of any phase of the development, a scheme of ecological enhancements shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall include details of landscape planting of known benefit to wildlife and provision of artificial roost features, including bird and bat boxes, hedgehog domes, invertebrate resources and other features such as log piles and hibernacula. The scheme shall also be accompanied by a biodiversity metric calculation to confirm that a measurable net gain in biodiversity will be achieved as a result of the development. The scheme of ecological enhancements shall be carried out in accordance with the approved details as part of the development.

Reason: In the interests of improving biodiversity in accordance with NPPF and Core Policy 9 of the South Buckinghamshire Core Strategy and to ensure the survival of protected and notable species protected by legislation that may otherwise be affected by the development and to ensure a measurable net gain in biodiversity is achieved in accordance with paragraph 175(d) of the National Planning Policy Framework.

7. No development shall take place within each phase of the development (including demolition, ground works, vegetation clearance) 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" including off-site receptors;
 - 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; and
 - 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: The prevention of harm to species and habitats within and outside the site during construction in accordance with Core Policy 9 of the South Buckinghamshire Core Strategy.

8. A landscape and ecological management plan (LEMP) for each phase of the development shall be submitted to, and be approved in writing by, the Local Planning Authority prior to the occupation of that phase of the development. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed within the scheme and off-site compensatory habitat;
 - b) Ecological trends and constraints on site that might influence management;
 - c) Aims and objectives of management;
 - d) Appropriate management options for achieving aims and objectives;
 - e) Prescriptions for management actions;
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
 - g) Details of the body or organization responsible for implementation of the plan; and
 - h) 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: The prevention of harm to species and habitats within and outside the site during construction in accordance with Core Policy 9 of the South Buckinghamshire Core Strategy.

9. Prior to the occupation of any phase of the development, a "lighting design strategy for biodiversity" for buildings, features and areas to be lit within that phase shall be submitted to, and be approved in writing by, the Local Planning Authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) 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.

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: The prevention of disturbance to light-sensitive species during operation in accordance with Core Policy 9 of the South Buckinghamshire Core Strategy.

10. Prior to occupation of any phase of the development, a Woodland Management Plan for that phase shall be submitted to, and approved in writing by, the Local Planning Authority. The plan will include details of the long term management of all woodland within the site, including funding mechanisms. The plan will provide details of management for the prevention of harm to ancient woodland as a result of the occupational phase of the development.

Reason: The protection of irreplaceable habitat in accordance with the NPPF and Core Policy 9 of the South Buckinghamshire Core Strategy.

11. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and as assessment of the hydrological and hydrogeological 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:

- Assessment of SuDS components as listed in the CIRIA SuDS Manual (C753) and provide justification for exclusion if necessary.
- Assessment of water quality in line with the guidance set out in the CIRIA SuDS Manual (C753) and provision of additional sustainable drainage measures as required.
- Existing and proposed discharge rates and volumes for Phase E impermeable area discharging to ordinary watercourse.
- Survey of ordinary watercourse.
- Ground investigations including:
 - Infiltration in accordance with BRE365 in the locations of proposed infiltration devices.
 - Groundwater level monitoring over the winter period in the locations of proposed infiltration devices.
- Subject to infiltration being infeasible, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the drainage hierarchy set out in national guidance.
- 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 with a 10% allowance for urban creep.
- 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.

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

12. Before any construction work commences, or in accordance with a timetable previously agreed in writing by the Local Planning Authority, details of the measures to provide at least 10% of the energy supply of the development secured from renewable or low-carbon energy sources, including details of physical works on site, shall be submitted to and approved in writing by the Local Planning Authority. The renewable energy equipment shall be installed in accordance with the approved details prior to the occupation of the dwelling(s) and shall thereafter remain operational.

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

13. All reserved matter applications shall accord with the details of the submitted design code, and be accompanied by a statement which demonstrates compliance with the code.

Reason: To ensure that the development is built to a high standard of design and is not detrimental to the character of the locality.

14. Prior to the approval of the reserved matters for the second phase of the development Design Code Appendices shall be submitted to and approved by the local planning authority. These appendices shall address the following aspects of detailed design:

- Courtyards
- Building details
- Apartment buildings
- Boundaries
- Cycle storage
- Waste storage

The approved Design Code Appendices shall thereafter form part of the approved Design Code.

Reason: To ensure that the development is built to a high standard of design and is not detrimental to the character of the locality.

15. Notwithstanding the illustrative masterplan submitted the first Reserved Matters application shall be accompanied by a connectivity plan.

Reason: To ensure that the development is built to a high standard of design and to ensure people can walk and cycle through the development and provide a high level of permeability.

16. The Reserved Matters application(s) shall include a public art/ interpretation scheme for the site. The approved details shall be carried out in accordance with a timetable to be submitted and agreed in writing by the local planning authority.

Reason: To ensure that the history of the site is expressed.

17. Prior to any building works taking place, or in accordance with a timetable previously agreed in writing by the Local Planning Authority, details of the estate roads and footways (including phasing) shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

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

18. No work shall be undertaken in respect of the southern section of the Relief Road until full details of the road, including the tie-in with the northern section of the Relief Road, have been submitted to and approved in writing by the local planning authority.

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

19. The scheme for parking of cars and bicycles, garaging and manoeuvring shall be laid out prior to the occupation of the residential unit or commercial space to which it serves as part of the development hereby permitted, or in accordance with a timetable previously agreed in writing by the local planning authority, and those areas 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.

20. No part of the development shall commence until a Construction Traffic Management Plan including details of:

- Phasing of the development
- Construction access
- Management and timing of deliveries
- Routing of construction traffic
- A condition survey of the surrounding highway network
- Vehicle parking for site operatives and visitors
- Site compound
- Storage of materials
- Precautions to prevent the deposit of mud and debris on the adjacent highway.

Has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall thereafter be carried out in accordance with the approved management plan.

Reason: To minimise danger and inconvenience to highway users.

21. The details of the layout of the scheme, to be submitted for approval at the 'reserved matters' stage shall be based on the Land Use Budget set out in Table 1 of the Planning Statement (revised January 2019), unless otherwise agreed in writing by the local planning authority.

Reason: To ensure compliance with the Wilton Park Development Brief.

22. The layout of the scheme at the reserved matters stage shall include details of Local Equipped Play Areas and Local Play Areas.

Reason: To ensure the inclusion of Local Equipped Play Area and Local Play Areas as proposed to provide outdoor recreational opportunities.

23. The layout of the scheme at the reserved matters stage shall incorporate details of the sustainable design for all the buildings proposed on the site and the development shall be carried out and retained in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: To ensure an energy efficient scheme that works towards the sustainable aims of Central Government.

24. Prior to the submission of the reserved matters for each phase no development shall take place until the Applicants, or their agents or successors in title, have undertaken archaeological evaluation in the form of trial trenching in accordance with a written scheme of investigation which has been submitted by the Applicants and approved by the planning authority. Where significant archaeological remains are confirmed these will be preserved in situ.

Reason: To safeguard the important archaeological remains present within the application site

25. Prior to the submission of the reserved matters for each phase where significant archaeological remains are confirmed, no development shall take place until the Applicants, or their agents or successors in title, have provided an appropriate methodology for their preservation in situ which has been submitted by the Applicants and approved by the local planning authority.

Reason: To safeguard the important archaeological remains present within the application site

26. Where archaeological remains are recorded by evaluation and are not of sufficient significance to warrant preservation in situ but are worthy of recording, no development shall take place in that phase until the Applicants, or their agents or successors in title, have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the Applicants and approved by the local planning authority.

Reason: To safeguard the important archaeological remains present within the application site

27. No work shall be carried out on site for the development hereby approved until a detailed management plan for reducing construction waste during the building process in the form of site management, waste management and project design and planning has been submitted to and approved in writing by the Local Planning Authority. The approved waste management plan shall be implemented throughout the period of work on site.

Reason: In the interests of minimising, re-using and recycling waste during demolition and construction, having regard to Policy CS6 of the Buckinghamshire Minerals and Waste Core Strategy.

28. No development shall take place until a Phased Construction Management Plan (PCMP) setting out detailed sequencing, procedures and construction methodologies has been submitted to and approved (in writing) by the Local Planning Authority. The PCMP must outline proposals on the traffic and environmental management measures which will be adopted during the construction phases. The plan must provide supplementary information on how impacts likely to arise from construction activities will be mitigated. The development shall be carried out in accordance with the approved PCMP.

Reason: To protect the amenities of neighbouring residential properties.

29. Approved Plans.
-

Environment
Services

Service Director –
Martin Dickman

Mr. Mark Jaggard
Head of Planning &
Economic
Development
Chiltern & South
Bucks District
Councils

FAO Ben Robinson

Dear Mr Jaggard

**HIGHWAY AUTHORITY COMMENTS
TOWN AND COUNTRY PLANNING ACT 1990**

Application Number: 17/01763/OUT
Proposal: Demolition of all existing buildings except those relating to sewage treatment works, site maintenance building and 46 service family accommodation houses in southern area. Comprehensive mixed-use redevelopment comprising: 304 residential properties (Class C3); employment and community uses including new ATC facility (Classes A1, A3, B1, B2, D1 & D2); formal and informal public open space, including local park and sports pitches with changing facilities; new access road from A40 Pyebush Roundabout to form southern part of Beaconsfield Relief Road; network of footpaths and cycleways including alterations to Minerva Way; car parking; on-site access roads; and landscaping works (outline application with all matters reserved except means of access and scale of development). – Further Comments

Location: Wilton Park, Beaconsfield.

Date: 15th May 2019
Ref: 17/01763/OUT

Buckinghamshire County Council
Highways Development Management
Transport Economy Environment
6th Floor, County Hall, Walton Street,
Aylesbury, Buckinghamshire, HP20 1UA
Telephone: 01296 382416
www.buckscc.gov.uk

As you are aware, I previously submitted formal highway comments to yourself concerning this application in a letter dated 20th December 2017, in which I recommended the application for refusal. Since that letter there has been considerable correspondence between the Highway



Authority and the applicant in the form of a number of Technical Notes (TN's) and several meetings held. While you have been copied into my responses to the applicant in relation to the TN's they have submitted, I will list the dates of these responses below for confirmation:

- Wilton Park, BCC Response to latest information – 4th January 2019
- Response to PJA A355 Relief Road Modelling Update Note – 19th October 2018
- Response to PJA Distribution info and Updated Modelling Note Oct - 18 – 5th October 2018

In response to the main outstanding issues the applicant has submitted a further TN, 'Response to BCC January 2019', which I have now reviewed and am at a point where I am able to confirm the County Council's position in relation to this application. I will comment on the contents of the latest TN below. My comments also take into account discussions that took place in a meeting between the Highway Authority, SBDC and the applicant on the 19th February 2019.

Crossing options for the London End Roundabout

In paragraph 1.1.2 of the TN the main points of the 2017 TA have been stated. The fourth bullet point states "*Results of detailed modelling at the London End and Pyebush Roundabout junctions identified that there are existing capacity constraints on the surrounding highway network but that the initial two phases of development would not have a severe impact to the predicted future baseline scenarios as set out in paragraph 32 of the NPPF and 109 of the revised NPPF;*". While the modelling that was carried out did show that the impact of an additional 116 dwellings on the Wilton Park site would be unlikely to have a severe impact on the operation of the London End roundabout, the junction model did not take into account any crossing facilities on the London End roundabout. Crossing facilities on the roundabout are required in order to allow the pedestrian and cycle traffic resulting from the proposed development to achieve a safe and convenient route between the development and the centre of Beaconsfield. Such crossing facilities were not taken into account and their impact on the operation of the junction was not assessed. It was not therefore possible at that stage to confirm that a severe impact would not occur as a result of the additional 116 dwellings. It is not right to conclude that the impact on the operation of the junction without the required crossing facilities is acceptable as the development will only be permitted with appropriate crossing facilities at the junction, the impact of which must be considered.

The fifth bullet point in the same paragraph states "*Potential mitigation options for both the London End Roundabout and Pyebush Roundabout offset the impacts of the full development at Wilton Park;*". While mitigation measures may be appropriate for the Pyebush Roundabout, the only mitigation for the London End Roundabout that the County Council would consider acceptable is the relief road, which would both mitigate the impact of the development as well as relieve the existing significant congestion issues at the junction.

Paragraph 1.1.11 of the TN refers to the conclusions of the PJA Technical Note 2018 and in the first bullet point states "*Following the update of queue information to reflect the position of BCC's OBC, an interim development comprising 116 net new dwellings at Wilton Park does not render any grounds for refusal under paragraph 32 of the NPPF and paragraph 109 of the revised*

NPPF”. This statement was based on an assessment that did not take into account any crossing facilities for pedestrians and cyclists on the London End Roundabout; therefore, this statement cannot be relied upon.

The second bullet point in the same paragraph states “*The identified mitigation scheme to signalise the London End junction would mitigate the impact of the full development at Wilton Park in the absence of the full and complete Beaconsfield Relief Road*”;. It has been stated a number of times in previous letters that the County Council does not consider signals to be an acceptable solution at this junction and only the relief road will provide both adequate mitigation for the development traffic and relief to the existing congestion experienced at the London End junction.

Paragraph 1.1.12 of the TN states “*BCC provided a formal response to the PJA Technical Note 2018 dated 05th October 2018 in which BCC agreed that the modest increase resulting from the additional 116 dwellings is not considered severe in terms of the NPPF*.” While this was a view that was in BCC’s response, the context of the statement is important and was caveated by the fact that the assessment did not take into account a crossing facility at the London End Roundabout.

To summarise BCC’s position in relation to the information submitted before the January 2019 response concerning the London End Roundabout, the signalisation of the junction is not an option that will be considered acceptable to the County Council. An acceptable crossing facility for pedestrians and cyclists must be provided on the roundabout which needs to be built into the model so its impact can be fully understood.

Chapter 2 of the ‘Response to BCC January 2019’ TN responds to comments made by BCC in January 2019. Section 2.2 looks at BCC’s response to the ‘A355 Relief Road Modelling - Technical Note’ and in particular the proposed pedestrian and cycle improvements at London End.

PJA has submitted two crossing options for pedestrians and cyclists at the London End Roundabout. Option 1 is a signalised crossing across the A355 Park Lane and option 2 is a Zebra Crossing across the A355 Park Lane.

Signalised Crossing – This is an option that PJA have advised against as while the layout meets mandatory requirements, they believe that it does not adhere to recommended best practice as outlined in DMRB TD16/07 paras 5.1 to 5.15 and LTN 1/95 and 2/95. PJA has listed a number of concerns in the TN in relation to the use of a signalised crossing, which are noted. However, it is also noted that many of these issues, mainly in relation to the proximity of the crossing to the existing junction, also occur with a zebra type crossing in this location.

Zebra Crossing – This option is the preferred option of PJA as it can be placed within 5 – 15m from the give-way line and would be in-line with PV² values once the full A355 Relief Road is operational.

The County Council’s preference would be to have a signalised crossing at this location in order to control the flow of pedestrians. This is of particular importance during the ‘Interim Development’ phase when there is proposed to be development on the site while the full relief road is not complete (due to works within the application site). During this phase the London End Roundabout will continue to experience high levels of congestion, as it currently does, and there will also be the need to provide safe and convenient pedestrian and cycle access for new residents of the Wilton Park site.

In order to determine how the crossing types impact on the performance of the London End Roundabout junction, further junction capacity assessments have been carried out that take into account a crossing facility. PJA has carried out a TRICS® assessment to ascertain person trip rates and has then carried out a modal split in accordance National Trip End Model (NTEM) data obtained from TEMPro. The modal split has been applied to the person trip rates obtained from TRICS® in order to ascertain the likely number of walking trips and these are shown in Table 2-4 of the TN, included below for reference.

Table 2-4: Forecast Residential Modal Split - Interim Development Scheme (116 dwellings)

Mode	AM Peak	PM Peak	AADT	AM Peak		PM Peak		AADT	
				Arr	Dep	Arr	Dep	Arr	Dep
Walk	24%	16%	19%	14	56	30	13	231	238

It is noted that the title of this table suggests that the numbers of trips shown in the tables refer to the interim phase of 116 dwellings. It is assumed that this is in error and the numbers actually reflect the full scheme of 304 dwellings given that this is how the numbers calculate through from the trip rates.

It can be seen that in the AM peak hour the full development is likely to generate in the region of 70 two-way walking movements and in the PM peak hour it is likely to generate in the region of 43 two-way walking movements. The number of walking movements included in the table above has then been incorporated into capacity assessments of the London End junction for scenarios that include both a signalised and zebra crossing.

It should however be noted that the assessments do not take into account any cycle movements. As there will be a footway/cycleway leading from the site and connecting to the centre of Beaconsfield, it is appropriate to also include cycle movements as well as walking movements. In order to determine whether or not the likely cycle movements from the proposed development will have a material impact on what has already been included in the assessment I have interrogated the TRICS® database and also the NTEM data from TEMPro. This has shown that the likely number of two-way cycle movements in each peak hour is likely to be in the region of 6. This modest number of additional movements is unlikely to have a material impact on the latest junction assessments that incorporate a crossing facility.



The results of the capacity assessment incorporating the Zebra crossing, which also assumes a base year of 2025 and the full relief road in place, are shown in Table 2-5 of the TN. This table has been included below for confirmation.

Table 2-5: Impact of Zebra Pedestrian Crossing – 2025 Future with Relief Road

Arm	AM Peak (07:45 – 08:45)								
	2025 Base + RR			2025 Base + Dev + RR			2025 Base + Dev + RR + Zebra Crossing		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A355 Park Lane	2	15.14	0.65	2	15.39	0.66	2	15.46	0.66
Minerva Way	0	6.94	0.02	0	6.99	0.02	0	7.00	0.02
A40 London Road	5	15.58	0.85	6	16.06	0.86	6	16.06	0.86
A40 London End	6	30.66	0.87	7	32.04	0.87	11	51.55	0.93
Arm	PM Peak (17:15 – 18:15)								
	2025 Base + RR			2025 Base + Dev + RR			2025 Base + Dev + RR + Zebra Crossing		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A355 Park Lane	1	8.81	0.52	1	8.88	0.52	1	8.83	0.51
Minerva Way	0	8.90	0.02	0	8.96	0.02	0	8.84	0.02
A40 London Road	4	11.20	0.80	4	11.37	0.80	4	11.37	0.80
A40 London End	5	19.26	0.85	5	19.67	0.86	10	33.10	0.95

It can be seen from the results in the table above that while the Zebra crossing is not shown to materially impact the operation of the A355 Park Lane arm, the Minerva Way arm or the A40 London Road arm of the junction, it is shown to result in additional queueing and delay on the A40 London End arm of the junction in both the AM and PM peak hours. In the AM peak hour, the queue increases from 7 to 11 PCU's with the crossing and in the PM peak hour the queue increases from 5 to 10 PCU's. Delay on the same arm of the junction is shown to increase from 32.04 seconds in the AM peak hour to 51.55 seconds, and from 19.67 seconds in the PM peak hour to 33.10 seconds.

The same assessment scenarios have been carried out for a signalised pedestrian crossing at the junction at the results are shown in Table 2-6 of the TN, which is included below for information.

Table 2-6: Impact of Signalised Pedestrian Crossing – 2025 Future with Relief Road

Arm	AM Peak (07:45 – 08:45)								
	2025 Base + RR			2025 Base + Dev + RR			2025 Base + Dev + RR + Signalised Crossing		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A355 Park Lane	2	15.14	0.65	2	15.39	0.66	2	17.39	0.69
Minerva Way	0	6.94	0.02	0	6.99	0.02	0	6.99	0.02
A40 London Road	5	15.58	0.85	6	16.06	0.86	6	16.05	0.86
A40 London End	6	30.66	0.87	7	32.04	0.87	7	32.04	0.87
Arm	PM Peak (17:15 – 18:15)								
	2025 Base + RR			2025 Base + Dev + RR			2025 Base + Dev + RR + Signalised Crossing		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A355 Park Lane	1	8.81	0.52	1	8.88	0.52	1	10.95	0.57
Minerva Way	0	8.90	0.02	0	8.96	0.02	0	8.95	0.02
A40 London Road	4	11.20	0.80	4	11.37	0.80	4	11.37	0.80
A40 London End	5	19.26	0.85	5	19.67	0.86	5	19.67	0.86

The table above shows that the installation of a signalised crossing will have very little or no impact on the operation of the junction in the 2025 scenario with the development traffic taken into account and the full relief road in place.

While these assessments show that neither crossing option is likely to have a severe impact on the operation of the junction with the relief road in place, it is noted that the applicant is proposing to construct a number of dwellings on site, during an ‘interim development’ period, before completing the full relief road. During this period the flows on the A355 will continue to be high and the congestion within Beaconsfield will not be relieved. It is therefore important to understand the impact of the two crossing options on the operation of the junction during this interim development period.

Section 2.3 of the TN goes on to look at the impact of the crossing options during the interim development phase, which according to the TN involves the construction of 116 dwellings on the site. I would point out at this stage that further discussions have taken place with the applicant and it is now suggested that the interim development will involve the delivery of 99 net additional dwellings on the site. This is a point that I will cover in more detail later in these comments.

In order to ascertain the potential number of walking movements generated by the interim development the same person trip rate used for the assessment of the full development has been utilised. A modal split analysis has again been undertaken using NTEM data to ascertain the modal split for the expected completion year of 2021. The resulting percentages of walking



movements, along with the number of movements that percentage represents, is shown in Table 2-8 of the TN which is included below for confirmation.

Table 2-8: Forecast Residential Modal Split - Interim Development Scheme/Phase 2 (116 dwellings)

Mode	AM Peak	PM Peak	AADT	AM Peak		PM Peak		AADT	
				Arr	Dep	Arr	Dep	Arr	Dep
Walk	21%	16%	19%	5	19	11	5	88	91

These movements have been incorporated into the crossing options in the junction model in order to assess their impact on the operation of the junction. As with the assessment of the movements associated with the full development, cycle movements do not appear to have been taken into account. Again, having checked this, the number of cycle movements is minimal and would not have a material impact on the assessments that have been carried out.

The assessments carried out are for a future year of 2021 and they include a 2021 base scenario, a 2021 base + Phase 2 scenario and a 2021 + Phase 2 + the crossing option scenario. The results for the assessment including the Zebra crossing are shown in Table 2-9 in the TN, which is included below for information.

Table 2-9: Impact of Zebra Pedestrian Crossing – 2021 Future Year “without Relief Road”

Arm	AM Peak (07:45 – 08:45)								
	2021 Base			2021 Base + Phase 2			2021 Base + Phase 2 + Zebra Crossing		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A355 Park Lane	239	909.92	1.39	240	915.64	1.39	200	720.88	1.32
Minerva Way	0	9.32	0.03	0	9.32	0.03	0	9.08	0.03
A40 London Road	85	1,93.81	1.09	89	201.27	1.09	95	215.07	1.10
A40 London End	147	806.26	1.26	149	816.62	1.27	235	1,489.38	1.49
Arm	PM Peak (17:15 – 18:15)								
	2021 Base			2021 Base + Phase 2			2021 Base + Phase 2 + Zebra Crossing		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A355 Park Lane	68	283.72	1.14	70	291.25	1.14	37	128.15	1.06
Minerva Way	0	19.80	0.04	0	19.93	0.04	0	18.01	0.03
A40 London Road	89	178.41	1.07	90	180.66	1.07	99	192.21	1.08
A40 London End	79	417.63	1.19	81	427.45	1.19	223	1,362.69	1.51



It is already noted that the above results for the 2021 Base scenario show that the junction will be operating significantly over capacity, even without the addition of development traffic. When comparing the 2021 Base + Phase 2 scenario with the scenario that also includes the crossing it is evident that there is an improvement to the operation of the A355 Park Lane arm in the AM peak, with queues reducing from 240 PCU's to 200 PCU's. The crossing has little impact on the Minerva Way arm and results in an increase of 6 PCU's on the A40 London End arm in the AM peak. However, the impact on the A40 London End arm can only be described as severe with the queue increasing from 149 PCU's to 235 PCU's, which is an increase of 86 PCU's. Delay on this arm also increases from 816.62 seconds to 1489.38 seconds, which is an increase of 642.76 seconds.

A similar pattern is shown in the PM peak hour with an improvement on the A355 Park Lane arm of the junction where queueing decreases from 70 PCU's to 37 PCU's and delay decreases from 291.25 seconds to 128.15 seconds. The impact on the Minerva Way arm and the A40 London Road arm is shown to be minimal. However, again the impact on the A40 London End arm of the junction can only be described as severe with queues increasing from 81 PCU's to 223 PCU's, which is an increase of 142 PCU's. Delay on this arm also increases from 427.45 seconds to 1362.69 seconds, which is an increase of 935.24 seconds.

The severe impact of the Zebra crossing on the London End roundabout is expected as this type of crossing in no way controls the flow of pedestrians across the carriageway and leads to uncontrolled interruptions to the movement of traffic.

The assessment results for the same scenarios, but with the inclusion of a signalised crossing, are shown in Table 2-10 in the TN, which is included below for information.

Table 2-10: Impact of Signalised Crossing – 2021 Future Year “without Relief Road”

Arm	AM Peak (07:45 – 08:45)								
	2021 Base			2021 Base + Phase 2			2021 Base + Phase 2 + Signalised Crossing		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A355 Park Lane	239	909.92	1.39	240	915.64	1.39	253	982.72	1.41
Minerva Way	0	9.32	0.03	0	9.32	0.03	0	9.13	0.03
A40 London Road	85	193.81	1.09	89	201.27	1.09	87	196.65	1.09
A40 London End	147	806.26	1.26	149	816.62	1.27	150	823.00	1.27
Arm	PM Peak (17:15 – 18:15)								
	2021 Base			2021 Base + Phase 2			2021 Base + Phase 2 + Signalised Crossing		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A355 Park Lane	68	283.72	1.14	70	291.25	1.14	87	361.38	1.16
Minerva Way	0	19.80	0.04	0	19.93	0.04	0	19.06	0.04
A40 London Road	89	178.41	1.07	90	180.66	1.07	87	174.89	1.07
A40 London End	79	417.63	1.19	81	427.45	1.19	82	433.87	1.19

The results in the table above show that the signalised crossing will have a minimal impact on all arms of the junction except for the A355 Park Lane arm which will experience an increase in queueing from 240 PCU’s to 253 PCU’s and an increase in delay from 915.64 seconds to 982.72 seconds in the AM peak. In the PM peak the same arm will experience an increase in queueing from 70 PCU’s to 87 PCU’s, and an increase in delay from 291.25 seconds to 361.38 seconds. The crossing will actually result in a minor decrease in queueing and delay on the A40 London End arm of the junction in the PM peak.

As expected, due to the ability of a signalised crossing to control the flow of pedestrians across the carriageway, the impact of this type of crossing on the operation of the junction is significantly better when compared to the operation of the junction when a Zebra crossing is incorporated into the assessment.

Based on all the information above relating to the design of the crossings and the assessments of the junction with the two types of crossing taken into account, it is the view of the County Council that the preferred form of crossing would be a signalised crossing. It is essential for a crossing to be provided at this junction to accommodate pedestrian and cycle movements from both the interim development and the full development and I am satisfied that the detail of such a crossing can be secured at this stage by an appropriately worded Condition.



Timing of Relief Road Completion

The work carried out by the applicant to date, in various Transport Assessments and Technical Notes demonstrates that the relief road will significantly assist in relieving congestion at the London End Roundabout and is considered by the County Council to be the only measure that will adequately mitigate the impact of the redevelopment of Wilton Park.

The County Council would therefore like to see the southern section of the relief road delivered by Inland Homes and the full relief road open to traffic as quickly as possible. The County Council understands that there are a number of matters that impact on the developer's ability to deliver the southern section of the relief road. However, discussions have been on-going with the applicant in order to secure the opening of the full relief road as soon as possible.

Previous information from the applicant suggests that the southern section of the relief road will be completed and open by the time no more than 116 net additional dwellings have been constructed on site. Having discussed this further with the applicant it has now been agreed that the southern section of the relief road will be delivered and open to through traffic by the occupation of the 99th unit. With the installation of an appropriate pedestrian and cycle crossing on the London End Roundabout it is considered that the impact of vehicular, pedestrian and cycle movements generated by the initial net 99 additional dwellings would be acceptable only on an interim basis provided that there was certainty to the duration of the impacts and that this flexibility facilitated the delivery of the full relief road. However, whilst dwelling occupation restrictions go some way to providing certainty with the delivery of the southern section of the relief road, the Council remains concerned that a simple restriction on dwelling numbers, could in theory, see the developer construct 98 dwellings then pause construction, meaning that the relief road is not completed. In order to provide greater certainty with the delivery of the relief road and to limit the adverse interim impacts of development, a time related back-stop is required in order to provide a time limit on when the relief road is provided. To be very clear, this is the basis of the Council's comments and acceptability to the interim arrangements.

At a meeting held between the applicant, SBDC and BCC in February 2019 the applicant provided information on the programme that they are intending to target in relation to the process of seeking all the required permissions and the construction of various phases of the development. That programme essentially shows that the 99th dwelling will be completed within 36 months of the meeting, i.e. by the end of February 2022. The programme also shows that the relief road construction will be completed by the end of month 36, i.e. by the end of February 2022. It is recognised that the dates provided by the applicant at that meeting relied on the application going to Planning Committee by a certain time and that time has been moved back. In recognition of the current timescales and according to the information provided by the applicant, the relief road will be completed within 23 months of development commencing on site. It is therefore appropriate that a back-stop be added to any S106 Agreement associated with this application that also secures the delivery of the relief road within 24 months of commencement of development.

In summary, to confirm the requirements of what is to be included in the S106 Agreement in relation to the delivery of the relief road; unless otherwise agreed in writing the relief road shall be completed by the occupation of the 99th net additional dwelling, or within 24 months of commencement of development, whichever comes first. An Obligation will be included within the S106 Agreement that reflects this requirement.

It is understood that it is not the intention of the District Council to pursue the implementation of a time related back-stop, which is of significant concern to the Highway Authority in terms of securing the delivery of the full Relief Road in a timely manner and minimising the impact of additional vehicle, pedestrian and cycle movements. Without the back-stop there is the possibility that we are left with the situation where 98 dwellings are occupied on site and the development stops or is delayed, thereby not triggering the clause to deliver the relief road.

It is important to remember that during the first phase of development, a crossing on the London End Roundabout will be provided, which will negatively impact on the operation of a junction already operating over capacity. As dwellings are occupied there will be more and more vehicle, pedestrian and cycle movements meaning that conditions on the highway network will worsen. It has been previously stated that the interim impacts of this development are only accepted as an initial phase of development PROVIDED THAT this flexibility allowed certainty with the strategic aim of the delivery of the full relief road to be achieved. I would reiterate that this is the basis for the Councils comments. Allowing a situation where there could be additional vehicle, pedestrian and cycle movements over a prolonged period of time, resulting in a severe impact on a network already operating over capacity, with no certainty that conditions will ever be improved, is not acceptable to the Highway Authority.

While it is recognised that the design of the southern section of the Relief Road has been approved as part of a separate planning application, it is also recognised that part of the southern section is yet to be constructed. The full delivery of the southern section of the relief road, including the tie-in with the northern section, is required as part of this application and will therefore need to be secured again. I am satisfied that the detail of this can be secured by way of an appropriately worded Condition.

Crossing of the new A355 Relief Road

When the original application for the 1st phase of the relief road was considered it was recognised that there would be a need for pedestrians and cyclists to cross the relief road in order to travel between the site and the centre of Beaconsfield. It was considered that there was no need to secure the detail of the crossing at that stage and that it would form part of the application for the residential development on Wilton Park, as it is that development that would necessitate the need for the crossing.

With this in mind, the applicant has submitted an indicative plan, drawing number SK001 Rev 03, showing how a crossing might be incorporated into the relief road just to the north of the northern roundabout on the southern section of the relief road. As with the crossing on the London End Roundabout, due to the high vehicle flows predicted on the relief road and taking

into account its strategic nature, the County Council considers that a signalised crossing, as shown on the indicative plan, will be appropriate.

As this crossing facility will be required in order to provide a safe and convenient way in which pedestrian and cycle traffic associated with the proposed development can cross the relief road, the need for this crossing to be provided will be secured by way of an appropriately worded Condition.

Pyebush Roundabout

I have previously provided comments to the applicant concerning the assessment of this junction in my letter dated 4th January 2019. In that letter I raised concerns relating to the calibration of the model due to the model being calibrated against observed average queues at the junction rather than maximum queues.

Paragraph 2.3.13 of the TN states, *“As set out in 3.2 of the PJA TAA 2018, the traffic demand and queue survey data has been obtained from surveys undertaken over three separate days, namely 13th June 2017, 21st February 2018 and 06th March 2018. Thus, the observed queue length on each approach has been averaged over these survey days.”* To confirm the County Council’s understanding of the Junctions 9 User Guide, the queue lengths recorded in the same time segment of each day should be averaged and then the maximum of these averages should be used to calibrate the junction model.

In order to carry out further queue calibration, the applicant has averaged the queues recorded over the same time segment for each day of the survey. It is noted that the queues recorded on the 13th June 2017 were higher than those recorded in February and March of 2018, which were relatively similar. There has been no reason given for the higher levels of queueing recorded in 2017.

The ARCADY model predicts queue lengths on each approach over a 15 minute segment, however the queue surveys give queues recorded over each 5 minute segment. The applicant has therefore calculated maximum observed queue lengths for each 15 minute time segment. Having reviewed the results of this there are two issues that I have picked up based on my understanding of the process. Firstly, there is the time segment that the applicant has started the 15 minute segment from. It appears that they have taken the queue recorded at 07:45 to show the queueing between 07:45 to 07:50, however it is my understanding that the applicant should be using the figure recorded at 07:50 for this. Having reviewed the impact of this on the results the applicant has shown, it appears that the results are not materially different.

The second issue is that the applicant has again averaged the queues recorded over the three 5 minute time segments within the 15 minute time segment in order to ascertain the queueing level in that 15 minute segment. Again, my understanding is that the applicant should be using the maximum queue recorded in the three 5 minute segments. However, having reviewed how these discrepancies will impact on the overall results of the modelling it is not considered that they will have a material impact on the conclusions.

The applicant has then used this new queue length data to carry out an updated 2018 baseline assessment. It is noted that a 'Direct Traffic Profile' has been used to assess the junction, which is considered appropriate as the flows are different in each 15 minute segment, so a direct profile will reflect the actual demand of traffic that was recorded for each 15 minute segment rather than the ARCADY software assuming an hourly profile. It is also noted that the flows for each 15 minute segment have been calculated as the average demand over the three surveys days. While the maximum flows on each day should have been used to give the most robust assessment, it is recognised that the flows were reasonably consistent over the three days.

An assessment of the operation of the junction in the 2018 baseline scenario has been carried out with the results shown in Table 2-13 of the TN, included below for information.

Table 2-13: Pyebush Roundabout - 2018 Baseline Capacity Assessment

Arm	AM Peak Hour (07:45 – 08:45)			PM Peak Hour (17:15 – 18:15)		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A40 London Rd (E)	2	5.78	0.59	1	3.38	0.43
A355 South	3	5.96	0.76	2	4.23	0.66
A40 London Rd (W)	6	19.97	0.84	2	4.91	0.63
Site Access	0	4.81	0.08	0	3.48	0.05

The results show that the junction is operating with spare capacity in this scenario however the resulting queues do not reflect the queues recorded during the surveys; therefore, the model is likely to be overestimating the junction performance.

A comparison has been made between the queues shown in the assessment and the observed queues and these are shown in Table 2-14 of the TN, included below for information.

Table 2-14: Pyebush Roundabout - Observed Queue Lengths & Modelled Queue Lengths

Arm	AM Peak Hour (07:45 – 08:45)		PM Peak Hour (17:15 – 18:15)	
	Observed Max Q. (PCUs)	Modelled Q. (PCUs)	Observed Max Q. (PCUs)	Modelled Q. (PCUs)
A40 London Rd (E)	5	2	1	5
A355 South	8	3	2	9
A40 London Rd (W)	16	6	2	13
Site Access	0	0	0	0

While the table shows that in the AM peak hour the observed queues exceed the modelled queues, in the PM peak the observed queues are less than the modelled queues. I assume this is an error in the table and in the PM peak hour the observed queues shown in the table are actually the modelled queues.

The applicant has then calibrated the junction model by adjusting the intercept value and the update results are shown in Table 2-5 in the TN, which is included below for information.

Table 2-15: Pyebush Roundabout – Adjusted 2018 Baseline Capacity Assessment

Arm	AM Peak Hour (07:45 – 08:45)			PM Peak Hour (17:15 – 18:15)		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A40 London Rd (E)	5	17.89	0.83	5	20.62	0.84
A355 South	8	15.27	0.90	9	20.44	0.91
A40 London Rd (W)	16	41.05	0.93	13	39.92	0.95
Site Access	0	4.64	0.09	0	3.42	0.05

The results in the table above show queuing that reflects that recorded in the queue length surveys and show that the junction is operating over its practical capacity and approaching its theoretical capacity on the A355 South arm and its A40 London Road West arm.

This calibrated 2018 baseline model has then been used to carry out future base line capacity assessments with the vehicle flows adjusted in accordance with growth forecasts generated from TEMPro v7.2 as previously agreed. The future years that have been assessed are 2020, 2021, 2022, 2023, 2024 and 2025, with the results presented in Tables 2-17 and 2-18 of the TA, included below for confirmation.

Table 2-17: Pyebush Roundabout - Future Baseline Capacity Assessment, AM Peak Hour

Arm	2020 Base			2021 Base			2022 Base		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A40 London Rd (E)	6	23.33	0.88	7	25.49	0.90	8	28.00	0.91
A355 South	10	18.92	0.92	12	21.42	0.93	13	24.51	0.95
A40 London Rd (W)	20	44.95	0.94	21	50.15	0.96	23	54.83	0.97
Site Access	0	4.78	0.09	0	4.86	0.09	0	4.93	0.09
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A40 London Rd (E)	9	33.21	0.93	12	41.79	0.94	15	53.38	0.97
A355 South	15	27.58	0.96	18	32.05	0.97	22	37.52	0.98
A40 London Rd (W)	25	59.74	0.98	29	64.85	1.00	33	70.97	1.01
Site Access	0	5.02	0.09	0	5.06	0.10	0	5.10	0.10

Table 2-18: Pyebush Roundabout - Future Baseline Capacity Assessment, PM Peak Hour

Arm	2020 Base			2021 Base			2022 Base		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A40 London Rd (E)	6	25.67	0.87	7	28.09	0.89	8	32.19	0.91
A355 South	13	27.45	0.94	15	32.32	0.96	18	37.83	0.97
A40 London Rd (W)	19	54.80	0.98	23	64.43	1.00	30	78.43	1.02
Site Access	0	3.48	0.05	0	3.53	0.06	0	3.54	0.06
Arm	2023 Base			2024 Base			2025 Base		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A40 London Rd (E)	9	38.73	0.93	10	48.88	0.95	11	52.00	0.96
A355 South	22	44.08	0.98	27	52.37	1.00	32	62.53	1.01
A40 London Rd (W)	35	89.42	1.03	42	106.37	1.04	47	117.69	1.05
Site Access	0	3.60	0.07	0	3.67	0.07	0	3.67	0.07

The results show that the performance of the junction deteriorates as growth is applied to the flows, with the performance of the majority of the arms, with the exception of the site access arm, being above practical capacity. The performance of the A355 South and A40 London Road West arms is at or above theoretical capacity in the 2023, 2024 and 2025 future years. It is important to note that the relief road is not taken into account in the above assessments.

The applicant has then carried out assessments of the junction for these future years taking into account the proposed level of development at the various 6 phases of the development. As expected, the performance of the junction deteriorates in both the AM and PM peaks as more development traffic is applied. Tables 2-20 and 2-22 show the impact of applying the development traffic associated with the various phases in both the AM and PM peak hours. The tables are included below for information.



Table 2-20: Pyebush Roundabout - Journey Time Delay & Queues Comparison, AM Peak Hour

Scenario	A40 London Rd (East)		A355 South		A40 London Rd (West)		Site Access	
	Queue (PCUs)	Delay (sec)	Queue (PCUs)	Delay (sec)	Queue (PCUs)	Delay (sec)	Queue (PCUs)	Delay (sec)
2020 Base	6	23.33	10	18.92	20	44.95	0	4.78
Up to Phase 1	+1	+3.18	+2	+3.75	+1	+4.4	0	+0.26
2021 Base	7	25.49	12	21.42	21	50.15	0	4.86
Up to Phase 2	+3	+12.42	+5	+8.84	+3	+7.11	0	+0.51
2022 Base	8	28.00	13	24.51	23	54.83	0	4.93
Up to Phase 3	+9	+34.14	+14	+21.28	+8	+15.72	+0	+0.66
2023 Base	9	33.21	15	27.58	25	59.74	0	5.02
Up to Phase 4	+16	+54.11	+21	+31.19	+13	+32.75	0	+0.88
2024 Base	12	41.79	18	32.05	29	64.85	0	5.06
Up to Phase 5	+28	+93.58	+32	+44.94	+21	+50.09	0	+1.18
2025 Base	15	53.38	22	37.52	33	70.97	0	5.10
Up to Phase 6	+35	+114.39	+39	+54.34	+33	+76.91	+1	+1.28

Table 2-22: Pyebush Roundabout - Journey Time Delay & Queues Comparison, PM Peak Hour

Scenario	A40 London Rd (East)		A355 South		A40 London Rd (West)		Site Access	
	Queue (PCUs)	Delay (sec)	Queue (PCUs)	Delay (sec)	Queue (PCUs)	Delay (sec)	Queue (PCUs)	Delay (sec)
2020 Base	6	25.67	13	27.45	19	54.80	0	3.48
Up to Phase 1	+1	+2.73	+3	+6.08	+7	+16.99	0	+0.06
2021 Base	7	28.09	15	32.32	23	64.43	0	3.53
Up to Phase 2	+1	+11.62	+7	+12.19	+16	+36.79	0	+0.15
2022 Base	8	32.19	18	37.83	30	78.43	0	3.54
Up to Phase 3	+6	+32.82	+14	+26.65	+25	+57.93	+0	+0.34
2023 Base	9	38.73	22	44.08	35	89.42	0	3.60
Up to Phase 4	+7	+35.99	+25	+54.79	+38	+97.03	0	+0.33
2024 Base	10	48.88	27	52.37	42	106.37	0	3.67
Up to Phase 5	+9	+38.75	+46	+94.61	+51	+143.48	0	+0.29
2025 Base	11	52.00	32	62.53	47	117.69	0	3.67
Up to Phase 6	+6	+23.34	+74	+145.03	+61	+187.81	0	+0.27

The results in the tables above show that the deterioration in junction performance occurs at a greater rate as traffic associated with Phases 4,5 and 6 is added. Based on the results above, the applicant is proposing to introduce a mitigation scheme at the Pyebush Roundabout as part of Phase 3 of the development. As detailed above, the impact of the development traffic at the London End Roundabout will trigger the requirement of the relief road before Phase 3 of the development and it has been further agreed with the applicant that the relief road will be completed before the occupation of the 99th net additional dwelling on site.

Pyebush Roundabout Mitigation

In order to address the capacity constraints at this junction the applicant has proposed a mitigation scheme. This scheme allows additional turning movements on the nearside lane of



the western London End approach, which in turn requires an additional circulatory lane between the northern and eastern arms of the existing roundabout junction.

It is also proposed that the nearside lane of the southern A355 arm is marked for left turns only, with ahead and right turning traffic using the offside lane to more evenly distribute the demand on this approach.

In summary, the improvements at the junction are as follows:

- Provision of road markings to allow for turning movements from the nearside entry lane on the western London Road approach towards the A355
- Changes to the road markings in the circular carriageway between the northern and eastern arm of the roundabout junction
- Provision of road markings to restrict the use of the nearside lane on the A355 southern approach to left turning vehicles only.

As before, the applicant has carried out an assessment of this scheme using ARCADY Lane Simulation, which provides an opportunity to compare different entry lane configurations at roundabouts.

The applicant has carried out a 2018 baseline assessment using the lane simulation mode and this model has been calibrated against the queueing levels from the standard calibrated model. This calibrated model has then been used to assess the performance of the junction in the same scenarios as the standard model, with the results showing comparable trends in queueing and delay.

An assessment has then been carried out using the lane simulation model for the same scenarios as above but also with the addition of the mitigation works at the junction so that a comparison can be made and the improvements to the junction performance quantified. Tables 2-30 and 2-31 of the TN show a comparison of the assessments with and without the mitigation in place. The tables are included below for information.

Table 2-30: Pyebush Roundabout Mitigation – Modelling Results Comparison, AM Peak Hour (07:45 – 08:45)

Arms	Lane Simulation Base		Lane Sim Base + Phase		Lane Sim Base + Dev + Mitigation		Difference (Mitigation -Base)	
	Queues (PCUs)	Delay (sec/Veh)	Queues (PCUs)	Delay (sec/Veh)	Queues (PCUs)	Delay (sec/Veh)	Queues (PCUs)	Delay (sec/Veh)
	2022		2022 + Phase 3		2022 + Phase 3			
A40 London Rd (E)	6	19.32	8	28.01	9	26.27	+3	+6.95
A355 South	13	19.8	20	28.81	13	19.59	0	-0.21
A40 London Rd (W)	24	38.32	26	44.62	2	5.21	-22	-33.11
Site Access	0	9.82	1	13.4	1	10.39	+1	+0.57
	2023		2023 + Phase 4		2023 + Phase 4			
A40 London Rd (E)	7	22.66	9	27.82	11	30.92	+4	+8.26
A355 South	15	20.2	25	32.11	15	21.15	0	+0.95
A40 London Rd (W)	30	51.75	29	53.19	3	5.41	-27	-46.34
Site Access	0	10.79	1	14.54	1	10.91	+1	+0.12
	2024		2024 + Phase 5		2024 + Phase 5			
A40 London Rd (E)	7	22.05	12	35.35	12	39.06	+5	+17.01
A355 South	16	22.59	31	40.85	19	25.8	+3	+3.21
A40 London Rd (W)	26	47.36	33	65.49	2	5.37	-24	-41.99
Site Access	0	9.92	1	17.24	1	11.42	+1	+1.5
	2025		2025 + Phase 6		2025 + Phase 6			
A40 London Rd (E)	7	23.13	14	43.44	16	44.54	+9	+21.41
A355 South	17	24.31	31	40.42	19	26.35	+2	+2.04
A40 London Rd (W)	30	58.34	34	71.13	3	5.64	-27	-52.7
Site Access	0	10.02	1	17.9	1	11.96	+1	+1.94

Table 2-31: Pyebush Roundabout Mitigation – Modelling Results Comparison, PM Peak Hour (17:15 – 18:15)

Arms	Lane Simulation Base		Lane Sim Base + Phase		Lane Sim Base + Dev + Mitigation		Difference (Mitigation -Base)	
	Delay (sec/Veh)	Queues (PCUs)	Delay (sec/Veh)	Queues (PCUs)	Delay (sec/Veh)	Queues (PCUs)	Delay (sec/Veh)	Queues (PCUs)
	2022		2022 + Phase 3		2022 + Phase 3			
A40 London Rd (E)	7	24.77	8	32.3	9	35.31	+2	+10.54
A355 South	13	25.11	20	35.75	15	28.63	+2	+3.52
A40 London Rd (W)	23	55.12	30	71.38	3	6.75	-20	-48.37
Site Access	0	7.13	0	7.98	0	7.35	0	+0.22
	2023		2023 + Phase 4		2023 + Phase 4			
A40 London Rd (E)	7	27	10	38.5	12	46.3	+5	+19.3
A355 South	16	28.92	29	47.62	17	31.68	+1	+2.76
A40 London Rd (W)	26	65.73	37	80.17	3	6.92	-23	-58.81
Site Access	0	7.08	0	8.2	0	7.52	0	+0.44
	2024		2024 + Phase 5		2024 + Phase 5			
A40 London Rd (E)	8	28.69	11	45.99	13	53.67	+5	+24.98
A355 South	17	33.27	42	71.6	20	37.18	+3	+3.91
A40 London Rd (W)	32	73.06	42	96.1	3	7.3	-29	-65.76
Site Access	0	7.33	0	8.85	0	7.79	0	+0.46
	2025		2025 + Phase 6		2025 + Phase 6			
A40 London Rd (E)	9	31.4	12	45.91	17	65.25	+8	+33.85
A355 South	20	37.28	48	78.01	24	41.5	+4	+4.22
A40 London Rd (W)	33	79.39	55	125.1	3	7.55	-30	-71.84
Site Access	0	7.38	1	8.62	0	8.02	0	+0.64



The results above show that the mitigation scheme will result in increases to queueing and delay on the A40 London Road East arm of the junction. The A355 South arm of the junction generally experiences an increase in queueing and delay, however this is less significant than the A40 London Road East arm of the junction. The same can also be said for the site access junction. However, the mitigation works are shown to result in significant decreases to queueing and delay on the A40 London Road West arm of the junction, which outweigh any of the increases shown on the other arms of the junction.

In paragraph 2.3.57 of the TN the applicant is suggesting that Jacobs have demonstrated that the Pyebush Roundabout is forecast to operate satisfactorily in the 2031 future year assessment once the relief road is in place due to the redistribution of traffic. However, a review of the VISSIM results contained within a TN from PJA dated 20th October 2014 does show that in the future year scenario with the relief road in place, there is predicted to be significant queueing at the Pyebush Roundabout. Taking this into account, it will be important that appropriate measures are put in place to ensure the development traffic is adequately mitigated.

The applicant has carried out modelling of the Pyebush Roundabout with the relief road taken into account. The future year the applicant has chosen to assess with the relief road taken into account is 2025 as this the year when the development is proposed to be complete. Assessments have been carried out for scenarios with and without the relief road; however, it has already been demonstrated and agreed that the relief road will be in place by the occupation of the 99th net additional dwelling on the site, which will occur within Phase 2 of the development. An assessment of a scenario that does not include the relief road in 2025 is therefore irrelevant.

The assessment scenario that is important is the one that compares the base scenario against the base scenario plus development and also compares that against the base scenario plus development plus the mitigation works. The results of this assessment are contained within Table 2-37 of the TN and is included below for information.

Table 2-37: Pyebush Roundabout Mitigation – Modelling Results Comparison (Future Year 2025)

Arms	Lane Simulation Base		Lane Sim Base + Dev		Lane Sim + Dev + Mitigation		Difference	
	Queues (PCUs)	Delay (sec/Veh)	Queues (PCUs)	Delay (sec/Veh)	Queues (PCUs)	Delay (sec/Veh)	Queues (PCUs)	Delay (sec/Veh)
AM Peak Hour (07:45 – 08:45)								
A40 London Rd (E)	6	18.12	6	17.42	28	85.31	+22	+67.19
A355 South	9	14.41	18	23.98	13	16.89	+4	+2.48
A40 London Rd (W)	2	6.17	2	6.57	1	5.22	-1	-0.95
A355 Relief Road (N)	166	715.63	246	964.08	16	36.61	-150	-679.02
PM Peak Hour (17:15 - 18:15)								
A40 London Rd (E)	10	41.4	15	56.58	36	111.77	+26	+70.37
A355 South	34	61.83	60	99.88	6	10.66	-28	-51.17
A40 London Rd (W)	3	12.83	3	14.57	2	8.77	-1	-4.06
A355 Relief Road (N)	49	122.57	82	198.86	3	10.65	-46	-111.92

The results in the table above clearly show that the development traffic will result in significant increases of queueing on the A355 Relief Road North arm of the junction in both the AM and PM peak hour. In the AM peak the queue increases by 80 PCU's from 166 to 246 PCU's with delay going up from 715.63 seconds to 964.08 seconds, which is an increase of 248.45 seconds. In the PM peak the queue increases by 33 PCU's from 49 to 82 PCU's, with delay increasing from 122.57 seconds to 198.86 seconds which is an increase of 76.29 seconds. Significant increases in queueing and delay are also shown on the A355 South arm of the junction.

When the mitigation scheme is taken into account at the junction it is evident that queueing and delay on the A40 London Road East arm of the junction will increase in both the AM and PM peaks, which is as a result of the additional conflicting traffic from the northern arm of the junction. The increases in queueing and delay are shown to be 22 PCU's and 67.19 seconds in the AM peak and 26 PCU's and 70.37 seconds in the PM peak. Most importantly however, the performance of all other arms of the junction is shown to improve. The most significant improvement is on the A355 Relief Road North arm of the junction, which is the arm that suffered the most deterioration with the addition of the development traffic. The queues on this arm of the junction decrease from 246 PCU's to 16 PCU's which is a reduction of 150 PCU's when compared to the baseline scenario but more significantly it is a decrease of 230 PCU's when compared to the scenario with development traffic added. There is also shown to be a decrease of 679.02 seconds delay when compared to the baseline scenario and a decrease in delay of 927.47 seconds when compared to the scenario that takes development traffic into account. Similar improvements to the junction performance are evident in the PM peak hour.

The results above clearly show that the development traffic will have a severe impact on the operation of the Pyebush Roundabout in its current form and it is demonstrated that the mitigation scheme proposed by the applicant will mitigate the impact of the development and will improve the overall performance of the junction. The mitigation scheme will therefore be required and will be secured by Condition. In order to minimise disruption during construction and to ensure the improvements are in place by the time they are required, the mitigation scheme will be required to be in place by the occupation of the 99th net additional dwelling on site, which will correspond with the works to complete the relief road. It is essential that all works on the Pyebush Roundabout are completed before the roundabout is subject to the additional flows along the relief road to minimise disruption to the travelling public.

Public Transport

I have previously raised concerns in relation to the proposed strategy for achieving a satisfactory public transport service for the site due to the excessive distance a number of the new dwellings will be from the proposed bus stops on the relief road, which are in the vicinity of the main access into the site.

While it is proposed to re-route a service along the relief road, the principle of which is acceptable to the County Council's Passenger Transport section, the fact that a significant number of dwellings on site are likely to be in excess of a 400m walking distance to the bus stops remains a concern. It is therefore a concern as to how this service will provide an attractive and convenient alternative to the private car in order to encourage modal shift.

It is recognised in paragraph 2.8.82 of the TN that the forecast journey time to the railway station is up to 10 minutes. A convenient and attractive bus service to allow residents access to the station would appear to be a good opportunity to encourage modal shift, especially for further distances which would otherwise be travelled in a private car.

In order to address the concerns relating to the public transport service, a meeting was held on the 4th April 2019 between the Applicant, Carousel Buses, South Bucks District Council, BCC Public Transport and BCC Highways DM. During this meeting the public transport requirements for the site were discussed. It was recognised that a balance must be struck between providing very short walks to bus stops and providing fast, direct services.

Following the meeting, on the 1st May 2019 the applicant submitted a further Technical Note which dealt with Bus Stop provision. The two main sections of the TN deal with Financial Contributions and the Siting and Layout of Bus Stops.

Financial Contributions

The following developer contributions have been agreed in relation to sustainable transport.

- Provision of a new bus stop on the egress from Wilton Park to the Pyebush Roundabout to serve eastbound and westbound services. For confirmation, this is to serve the development during the interim development phase only.
- A developer contribution of £78,000 per annum for a possible total of 5 years for the diversion of existing bus route 104 to serve Wilton Park.
- The construction of two new bus stops south of the Minerva Way roundabout upon completion of the A35 Relief Road. One will serve westbound services and one to serve eastbound services.
- A contribution to a maximum of £500 per dwelling for the purpose of purchase of season tickets for the use of public transport (total contribution of £152,000 based on 304 new dwellings).
- Contribution of £30,000 to BCC for Community Transport.

Siting and Layout of Bus Stops

Interim Development – As already confirmed, the existing 104 bus service will be diverted from the Pyebush Roundabout to serve the initial phase of the development up to the completion of the 99th dwelling at Wilton Park. A new bus stop will be provided on the southbound side of the carriageway to the north of the Pyebush Roundabout during this initial phase and will take the form of a simple bus flag. This bus stop will be connected to the site by a 2m wide footway along the eastern edge of the Wilton Park access road.

It is proposed to upgrade the existing access road from Pyebush Roundabout to provide a further roundabout where access into the site is taken. This will allow the diverted bus service to travel along the access road and turn before re-entering the Pyebush Roundabout to continue on its original route. The TN states that this additional roundabout will be provided during the first

building phase. The roundabout is required to allow the bus service to serve the site and I am concerned that the existing commitment does not indicate at what stage during the first phase the roundabout will be provided. In order to influence the travel choice of residents and achieve a modal shift from the private car to public transport the bus service needs the ability to serve the site as soon as residents start to move in. The roundabout will therefore need to be constructed prior to the initial occupation of the development.

Full Development – It has been confirmed by local bus operator Carousel that the delivery of the full relief road will bring with it the opportunity to re-route the existing services, that currently route past Wilton Park, to continue their journey along the relief road to and from Beaconsfield. When the full relief road is delivered additional bus stops and associated pedestrian infrastructure will be required along the relief road section routing through the Wilton Park site to reduce walking distances to bus stops and enhance accessibility to the full Wilton Park scheme by Public Transport.

Once the full relief road is open the temporary bus stop to the south of the Wilton Park access roundabout will be removed and two new bus stops will be provided south of the Minerva Way Roundabout, one for eastbound services and one for westbound services. The new bus stops will take the form of full lay-bys so that stationary buses are clear of the running lane of the carriageway, therefore still allowing the free flow of traffic and protecting the strategic function of the route.

The applicant has also undertaken walk-time analysis using GIS software which demonstrates that the proposed location of the permanent bus stops is the most efficient in terms of walking distance and time in order to serve residents of the development.

While it is recognised that walking distances exceed 400m it is important to note that the Stagecoach document 'Bus services and New Residential Developments' also recognises that there will be circumstances where achieving a 400m walking catchment results in an inefficient and contrived layout, which will result in an ineffective bus route. There is only one access point into the site that is adequate for a bus to use and with there being no other access point to provide a convenient route through and exit from the site, a bus would have to loop around the site and exit at the point it entered. Due to the elongated shape of the site, the proposed layout and the single access point for a bus, both the bus operator and BCC Public Transport have advised that it would not be an efficient use of the bus service in terms of likely patronage and journey time, to run it around the site.

It has therefore been agreed between parties that in this instance it would be more appropriate to focus investment in marketing and ticketing in order to promote the bus service and to maintain the bus service on the most efficient route along the Relief Road. The County Council's Passenger Transport section has also confirmed their agreement with this approach.

It is considered that the above measures would assist in promoting sustainable travel to the site.

In conclusion I am now satisfied that the various Technical Notes that have been submitted now address the outstanding matters to the satisfaction of the Highway Authority. This application is

now acceptable in highway terms subject to a signed S106 Agreement and the following Conditions and Informatives being included on any permission that you may grant:

S106 Obligations

- **A Full Travel Plan** – to be submitted and agreed by the Local Planning Authority following consultation with the Local Highway Authority to be in general accordance with “Buckinghamshire County Council Sustainable Travel Plans Guidelines for Developers”. The approved Travel Plan shall be implemented prior to occupation of the proposed development.
- **Travel Plan review fee** - £5,000 towards the auditing of the travel plan (£1,000 per annum for a minimum period of five years).
- **Completion of full Relief Road** – The full relief road to be completed and open to through traffic prior to the completion on the 99th net additional dwelling on site, or within 24 months from the commencement of the development, whichever comes first, unless otherwise agreed in writing.
- **Passenger Transport**
 - Developer contribution of £78,000 per annum for a period of up to 5 years (£390,000 in total) for the diversion of existing service 104 to serve Wilton Park via the Pyebush Roundabout and bus stops on the egress from Wilton Park to the Pyebush Roundabout.
 - Construction of a new bus stop in the form of a simple flag to serve Eastbound and Westbound services during the first phase of development up to the occupation of the 99th dwelling.
 - Upon completion of the A355 relief road two new bus stops south of the Minerva Way roundabout, one to serve Eastbound and one to serve Westbound services.
 - Developer contribution, to a maximum of, £500 per dwelling for the purpose of purchase of season tickets for the use of public transport (a total contribution of up to £152,000 (304 new dwellings, at £500 per dwelling)).
 - Developer contribution of £30,000 to BCC for Community Transport.
- **Highway Works Delivery Plan** – To secure the following off-site highway works:
 - The new means of pedestrian and cycle access from Minerva Way, which for the avoidance of doubt will include a signalised crossing on the new A355 Relief Road to the north of the most northern access to the site.
 - An appropriate crossing facility on the existing A355 to the north of the London End Roundabout.
 - Mitigation works to the Pyebush Roundabout, as shown in principle on drawing number 02374-MIT-01 Rev C.

Conditions:

1. The development shall not begin until details of the adoptable estate roads and footways have been approved in writing by the Local Planning Authority and no dwelling shall be occupied until the estate roads which provide access to it from the existing highway have been laid out and constructed in accordance with the approved details.

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

2. The development shall not begin until details of the southern section of the relief road, which for the avoidance of doubt will include the tie-in with the northern section of the relief road, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

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

3. The scheme for parking, garaging and manoeuvring and the loading and unloading of vehicles shown 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, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

4. No part of the development shall commence until a Construction Traffic Management Plan including details of:
 - Phasing of the development;
 - Construction access;
 - Management and timing of deliveries;
 - Routing of construction traffic;
 - A condition survey of the surrounding highway network;
 - Vehicle parking for site operatives and visitors;
 - Loading/off-loading and turning areas;
 - Site compound;
 - Storage of materials;
 - Precautions to prevent the deposit of mud and debris on the adjacent highway.

Has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall thereafter be carried out in accordance with the approved management plan.

Reason: To minimise danger and inconvenience to highway users

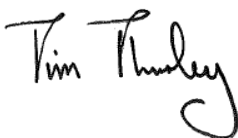
Informatives:

1. It is contrary to section 163 of the Highways Act 1980 for surface water from private development to drain onto the highway or discharge into the highway drainage system. The development shall therefore be so designed and constructed that surface water from the development shall not be permitted to drain onto the highway or into the highway drainage system.
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. No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.
4. The applicant is advised that the access and the off-site works will need to be constructed under a section 278 of the Highways Act legal agreement. This agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 8 weeks is required to draw up the agreement following the receipt by the Highway Authority of a completed Section 278 application form. Please contact Development Management at the following address for information:-

Development Management
6th Floor, County Hall
Walton Street, Aylesbury,
Buckinghamshire
HP20 1UY
Telephone 0845 2302882

I trust that these comments have been of some assistance.

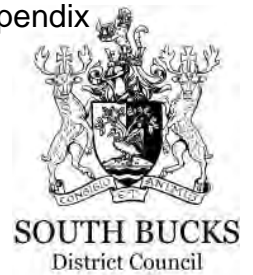
Yours faithfully



**Tim Thurley
BEng (Hons) MIHE
Development Management Consultant
Transport, Economy and Environment
Buckinghamshire County Council**



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Habitats Regulations Assessment (including an Appropriate Assessment)

The attached Shadow Habitats Regulations Assessment has been adopted by South Bucks District Council for the purposes of helping to fulfil its duties under the Habitats Regulations (to carefully consider the potential effects of the redevelopment plans for Wilton Park on any European site, either alone or in combination with other plans or projects).

Shadow Habitats Regulations Assessment (including an Appropriate Assessment)

Shadow HRA Report details	
Applicant:	Inland Homes Ltd
Application Description:	Wilton Park, Beaconsfield
Planning Reference	17/01763/OUT
Report Title:	Shadow Habitats Regulations Assessment (including Appropriate Assessment)
Project Number:	1003544-12
File Reference:	1003544 AA Jan19 vf
Date:	25/01/2019

1 Introduction

1.1 Background and Proposals

- 1.1.1 Inland Homes Ltd has submitted a planning application (17/01763/OUT) for the land at Wilton Park, Beaconsfield (see Plan 3544/HRA1). The site is proposed for development of 304 residential dwellings, employment and community use, and formal and informal public open space.
- 1.1.2 The Burnham Beeches Special Area of Conservation (SAC) is located within the vicinity of the site. As such, the proposals will need to be subject to a Habitats Regulations Assessment (HRA) under the Conservation of Habitats and Species Regulations 2017 (as amended), setting out an assessment of effects on this and any other European designation.
- 1.1.3 On this basis, the following report sets out a shadow Habitats Regulations Assessment of the proposals.

1.2 Legislation

- 1.2.1 All areas in England classified as Special Areas of Conservation (SACs) or Special Protection Areas (SPAs), collectively known as European sites, receive statutory protection under the Conservation of Habitats and Species Regulations 2017 as amended (the 'Habitats Regulations'). These Regulations transpose into UK legislation the 'Habitats Directive' 1992 (92/43/EEC) and the 'Birds Directive' 2009 (2009/147/EC). National planning policy in the form of National Planning Policy Framework (NPPF) explicitly sets out that listed Ramsar sites should be considered in the same way, as if they had been classified or designated as SACs or SPAs.

- 1.2.2 The Regulations impart a duty on Local Planning Authorities (competent authorities) to carefully consider the potential effects of any proposals on a European site, either alone or in combination with other plans or projects. At the screening stage the competent authority is required to be satisfied that there will be no likely significant effect, whilst at the Appropriate Assessment stage, the decision maker has to be sure that there will be no adverse effect on the integrity of the European site. In most circumstances, permission may only be given for a plan or project to proceed if it has been ascertained that it will not have an adverse effect on the integrity of any such designation.

1.3 Assessment Methodology

- 1.3.1 The procedure for assessment of projects that are not directly connected with, or necessary to, the management of the designation for conservation is an ordered process following a number of key stages, most clearly set out within EC guidance relating to the Habitats Directive^{1,2}, with information also provided within the National Planning Policy Framework (NPPF) (revised July 2018)³ and accompanying ODPM circular 06/2005⁴.

Stage 1 – Screening

- 1.3.2 Under the first stage, where a plan or project is not directly connected with the management of a European site, it is necessary to examine if the proposals will result in any ‘likely significant effect’ on the internationally important features of the European site, either alone or in combination with other plans or projects. EC guidance recommends that key indicators should be used to determine the significance of effects. A high hurdle is set for screening such that should an effect be regarded as possible or capable of having an effect, it should be screened in⁵.
- 1.3.3 If it can be objectively concluded that there are not likely to be significant effects on the European site, no further assessment is necessary and permission should not be refused under the assessment.
- 1.3.4 If any ‘likely significant effects’ are identified or where it remains unclear whether effects will be significant the assessment procedure should follow on to Stage 2.
- 1.3.5 Contrary to previous case law in England and Wales, following the recent Court of Justice of the European Union (CJEU) ruling (*People over Wind, Peter Sweetman v Coillte Teoranta*, Case C-323/17, dated 12 April 2018), measures intended to avoid or reduce the harmful effects of a plan or project on a European site should not be taken into account at this screening stage, and instead these must be considered as part of an Appropriate Assessment (Stage 2).

¹ European Commission (November 2001) *Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC*

² European Commission (November 2018) *Managing Natura 2000 sites: The provisions of Article 6 of the Habitats Directive 92/43/EEC*

³ Ministry of Housing, Communities and Local Government (July 2018) *National Planning Policy Framework*

⁴ ODPM Circular 06/2005: Government Circular: Biodiversity and Geological Conservation – Statutory Obligations and their impact within the Planning System (16 August 2005)

⁵ *Sweetman v An Bord* [2013] 3.C.M.L.R. 16

Stage 2 – Appropriate Assessment

- 1.3.6 Should it be determined that (in the absence of mitigation/avoidance measures) a plan or project will result in ‘likely significant effects’ on a European site (or that such effects cannot be ruled out), the competent authority should proceed to the next stage, where further assessment is required.
- 1.3.7 Under the second stage, it is necessary to determine whether the proposals, either alone or in combination with other projects or plans, will result in any adverse effects on the integrity of the site as defined by the conservation objectives and status of the site. The precautionary principle should be applied, and the focus should be on objectively demonstrating, with supporting evidence, that there will be no adverse effects on the integrity of the European site. Mitigation can only be taken into account at this stage where it is certain to remove the adverse effect. Where this is not the case, adverse effects must be assumed.
- 1.3.8 If it is considered that the proposal will not adversely affect the integrity of the site, permission can be granted. If this cannot be ascertained, or there is uncertainty, the assessment procedure should follow on to Stage 3.

Stage 3 onwards

- 1.3.9 Under Stages 3 and 4, it is necessary to assess if there are alternative solutions and whether there are imperative reasons of overriding public interest. If these tests are passed, authorisation may be granted subject to compensation measures being secured.

2 Description of Plan / Project

2.1 Site Location

- 2.1.1 The site is approximately 37.5 hectares in size and is situated to the east of Beaconsfield, to the north of the A40 road (see Plan 3544/ECO1). The site comprises the former Ministry of Defence School of Languages, MOD housing and student accommodation, along with areas of open space and indoor and outdoor sport and recreation facilities. The site is largely dominated by buildings and hardstanding, along with large areas of amenity grassland, with other habitats including ancient woodland, areas of tree cover, and a number of ponds.
- 2.1.2 The Ministry of Defence has now fully vacated the site, such that the entirety of the site boundary is under the control of Inland Ltd.

2.2 Development Proposals

- 2.2.1 The site has been identified as an ‘Opportunity Site’ for comprehensive redevelopment within the adopted South Bucks Core Strategy⁶ under policy CP14, and under Option 9 of the emerging Chiltern and South Bucks Local Plan⁷. The adopted Core Strategy outlines that the Wilton Park site is likely to come forward during the

⁶ South Bucks District Council (February 2011) *South Bucks Local Development Framework, Core Strategy Development Plan Document*

⁷ Chiltern and South Bucks District Councils (November 2017) *Emerging Local Plan (2014-2036), Green Belt Development Options Appraisal, Post Preferred Green Belt Options Consultation*

2011-21 period and could deliver 300 new homes, alongside improved sports and recreational facilities for the local community.

2.2.2 A planning application for the development of the site (17/01763/OUT) was submitted in September 2017 and, in line with the adopted Core Strategy, proposes the development of 304 residential properties, employment and community uses including new ATC facility and formal and informal public open space, including local park and sports pitches with changing facilities.

2.2.3 The proposed site layout is provided at Appendix 3544-012/1.

3 Habitat Regulations Assessment

Stage 1 – Screening of Likely Significant Effects

3.1.1 The proposed development is not associated with the management of a SAC or SPA for conservation purposes. As such, it is necessary to consider any potential adverse effects on the integrity of any such designations within the vicinity of the site.

Burnham Beeches SAC Conservation Objectives

3.1.2 The Waddenzee ruling sets out that the effect of a plan or project cannot be considered significant if it *'is unlikely to undermine its conservation objectives'*. Therefore, in order to assess any potential adverse effects of development at Wilton Park, it is necessary to review the conservation objectives of Burnham Beeches SAC, with this information set out below in Table 3.2.

Table 3.1: Overview of Burnham Beeches SAC and conservation objectives

Designation	Burnham Beeches SAC
Size	Approximately 384 hectares in size (of which around 220 hectares of which is understood to be managed as freely accessible greenspace by the City of London Corporation).
Qualifying Features	The primary reasons for the qualification of the SAC are “the presence of Annex I habitat Atlantic beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrub layer (<i>Quercion robori – petraeae</i> or <i>Ilici-Fagenion</i>). The SAC is an extensive area of former Beech <i>Fagus sylvatica</i> wood-pasture with many old pollards and associated Beech and Oak <i>Quercus</i> spp. It is also one of the richest sites for saproxylic invertebrates in the UK, including 14 Red Data Book species and over 60 red book data species of plants and animals. The SAC also supports nationally important epiphytic communities, including the moss <i>Zygodon forsteri</i> .”
Conservation Objectives	Natural England’s conservation objectives ⁸ for Burnham Beeches are listed as follows; <i>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</i> <ul style="list-style-type: none"> • <i>The extent and distribution of qualifying natural habitats;</i> • <i>The structure and function (including typical species) of qualifying natural habitats; and</i>

⁸ Natural England (27 November 2018 (version 3)) *European Site Conservation Objectives for Burnham Beeches Special Area of Conservation Site Code: UK0030034*

	<ul style="list-style-type: none"> <i>The supporting processes on which qualifying natural habitats rely.</i> <p>A portion of the SAC is currently managed by The City of London Open Spaces Department, as per the specifications of the 2010-2020 Management Plan⁹.</p>
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Review of the screening exercise undertaken under the Chiltern and South Bucks Local Plan

3.1.3 The site is located within South Bucks District, and is allocated for development under both the existing and emerging Local Plan. Accordingly, the HRA of the emerging Chiltern and South Bucks Local Plan¹⁰ has been reviewed to identify any European designations which could be subject to effects resulting from development within the district. These designations, their location relative to the site and the potential nature of impacts (as defined by table B1 and section 4.5 within the Local Plan HRA, which itself is based upon those identified within the Natura 2000 Standard Data Forms) arising from development allocated under the Chiltern and South Bucks Local Plan are set out in Table 3.1 below, together with a consideration of whether a significant effect is likely to occur as a result of the proposed development (as per the findings of the Chiltern and South Bucks Local Plan HRA).

Table 3.2: Likelihood of a significant effect on European designations as a result of proposed development under the emerging Chiltern and South Bucks Local Plan, as determined by the HRA of the emerging Local Plan

European designation	Approximate distance and direction from Wilton Park	Impact pathway from development proposed within South Bucks Local Plan	Potential for significant effect to occur as a result of development proposed under emerging Chiltern and South Bucks Local Plan
Aston Rowant SAC	20.1km west	No potential effects identified	Effects can be screened out
Burnham Beeches SAC	3km south	Recreational disturbance	The integrity of Burnham Beeches SAC is already under significant pressure from public access and, in the absence of mitigation, Preferred Option 9 (of which development at Wilton Park forms a part) is considered to potentially result in 1.3 visits to the SAC per dwelling per year. Applying the high hurdle for screening out referred to above, a likely significant effect cannot be objectively ruled out.

⁹ City of London Open Spaces Department (2010) *Burnham Beeches NNR & SAC Local Management Plan 2010-2020*

¹⁰ Lepus Consulting (January 2017) *Habitats Regulations Assessment of the Chiltern and South Bucks Local Plan*

European designation	Approximate distance and direction from Wilton Park	Impact pathway from development proposed within South Bucks Local Plan	Potential for significant effect to occur as a result of development proposed under emerging Chiltern and South Bucks Local Plan
		Air pollution	<p>Air quality matters have been examined by way of an in-combination assessment undertaken by Wycombe DC (via an AA examining the emerging WDC Local Plan), which concluded that the Plan, and that of surrounding districts (including South Bucks), will result in no effect on the integrity of the SAC. Natural England, who were consulted on the Local Plan, concurs with the conclusion of this AA and on this basis has advised that an Appropriate Assessment is not required for the Wilton Park proposals (see correspondence to Natural England from Aspect Ecology dated 13 September 2018 and Natural England's response (undated) at Appendix 3544-12/2).</p> <p>Nevertheless, the Chiltern and South Bucks Local Plan HRA considered that a likely significant effect on the SAC as a result of air pollution arising from development within Preferred Option 9 (of which development at Wilton Park forms a part) cannot be ruled out without a more detailed assessment. Therefore, applying the high hurdle for screening out referred to above (and so as to make the conclusions of this HRA even more robust), and to ensure that that full assessment is carried out as part of this HRA and taken into</p>

European designation	Approximate distance and direction from Wilton Park	Impact pathway from development proposed within South Bucks Local Plan	Potential for significant effect to occur as a result of development proposed under emerging Chiltern and South Bucks Local Plan
			account in it, the specific effects of the Wilton Park proposals on air quality have not been screened out.
Chilterns Beechwood SAC 29	Closest component 9.8km south west of site (all other components further removed)	Air pollution & recreational disturbance	The Local Plan HRA determines that effects can be screened out
Richmond Park SAC	27.5km south east	No potential effects identified	The Local Plan HRA determines that effects can be screened out
South West London Waterbodies SPA	15.4km south	Recreational disturbance	The Local Plan HRA determines that effects can be screened out
South West London Waterbodies Ramsar	15.4km south	Recreational disturbance	The Local Plan HRA determines that effects can be screened out
Thames Basin Heaths SPA	Closest component 24.8km south west (all other components further removed)	No potential effects identified	The Local Plan HRA determines that effects can be screened out
Thursely, Ash, Pirbright & Chobham SAC	23.4km south	Air pollution, wildfire/arson & recreational disturbance	The Local Plan HRA determines that effects can be screened out
Windsor Forest & Great Park SAC	14.8km south	Air pollution	The Local Plan HRA determines that effects can be screened out

Conclusion of screening exercise

- 3.1.4 On the above basis, as set out in table 3.2, the HRA of the emerging Chiltern and South Bucks Local Plan identifies that Preferred Option 9 (of which development at Wilton Park forms a part) has the potential to result in likely significant effects on the SAC as a result of recreational disturbance and air pollution. All remaining effects, on this and any other European designation, can be screened out in terms of a likely significant effect.
- 3.1.5 As such, it is necessary to consider the potential effects of air quality and recreational impact on Burnham Beeches SAC within the framework of an Appropriate Assessment, and assess whether such potentially significant effects will result in an adverse effect on the integrity of the designation.

Stage 2 – Appropriate Assessment

3.1.6 The following Appropriate Assessment assesses the potential for the proposed development at Wilton Park to have an adverse effect on the integrity of Burnham Beeches SAC as a result of recreational pressure and effects on air quality.

Assessment of potential effects on Burnham Beeches SAC

3.1.7 Given the conservation objectives listed above, it is necessary to assess whether the proposed development at Wilton Park will undermine these objectives and result in an adverse effect on the integrity of the designation.

Tables 3.3 and 3.4 below provide a detailed assessment of the likely effects of development at Wilton Park, based upon findings that remove all reasonable doubt.

Table 3.3: Assessment of potential effects of air quality on Burnham Beeches SAC

Air Quality	
Threat to the conservation objectives of Burnham Beeches SAC	<p>The Natural England Site Improvement Plan for Burnham Beeches¹⁸ states that <i>‘Epiphytic lichen communities are sensitive to nutrient deposition, [with nitrogen deposition] promoting the growth of nutrient-tolerant species and reducing overall lichen diversity... Nitrogen deposition may also be affecting tree health, resulting in changes in tree canopy structure and other effects.’</i></p> <p>The JNCC Annex 1 Habitat Accounts states that <i>‘epiphyte richness is a key factor in defining hyper-Atlantic forms of this Annex I type’</i>. As such any increase in nitrogen deposition that adversely effects epiphytic species, or trees themselves, will affect the integrity of the SAC and undermine the conservation objectives of maintaining and restoring qualifying natural habitats.</p>
Likelihood of Effects occurring – The Proposals Alone	<p>The need to consider the effects of air quality on Burnham Beeches SAC is flagged within a number of recent HRAs, including that for Chiltern and South Bucks Local Plan, as well as the Wycombe District Local Plan and Slough Local Plan. Though these HRAs identify a need to carefully consider the potential effects of air quality on Burnham Beeches SAC, they also highlight that air quality is, by and large, improving. Specifically, nitrogen deposition in the immediate vicinity of Burnham Beeches SAC has been shown to decline in recent years¹⁹, whilst the national Air Pollution Information System (APIS) forecasts suggest that nitrogen deposition from UK road transport is predicted to fall from 50.9 kt /N/yr in 2005 to 19.7 kt /N/yr in 2020²⁰. As such, it is likely that air quality in the vicinity of Burnham Beeches will, by and large, improve in future years.</p> <p>Nevertheless, the HRA of the Chiltern and South Bucks Local Plan²¹ highlights that <i>‘whilst NO2 concentration in the region of the SAC appears to be declining, levels of atmospheric nitrogen deposition are still considered to be significantly higher than the critical load and any</i></p>

¹⁸ Natural England (15/12/2014) *Improvement Programme for England's Natura 2000 Sites (IPENS), Planning for the Future, Site Improvement Plan Burnham Beeches*

¹⁹ Lepus Consultancy (January 2017) *Habitats Regulations Assessment for the Chiltern and South Bucks Local Plan*

²⁰ Wycombe District Council (September 2017) *Habitats Regulation Assessment of the Wycombe District Local Plan - Screening Report*

²¹ Ibid footnote 7

	<p><i>increases in road traffic will exacerbate this</i>’. With specific reference to proposed development ‘Preferred Option 9 (Area East of Beaconsfield)’ (of which Wilton Park forms a part), the HRA states that <i>‘the proposals for 1,500 – 1,700 dwellings on the A355 and A40 roundabout are considered likely to cause a significant increase in traffic on the A355. It is likely that this will result in a reduction in air quality at the site [Burnham Beeches SAC] due to increased atmospheric nitrogen deposition. A likely significant effect on Burnham Beeches SAC, caused by air pollution associated with the GBPOPC, cannot be objectively ruled out based on the currently available information.</i></p> <p>Given the current position set out within the Chiltern and South Bucks Local Plan HRA, there is therefore a requirement for further information to be provided in order to establish whether or not the proposed development at Wilton Park will significantly affect Burnham Beeches SAC. Such information is set out below:</p> <ul style="list-style-type: none"> • The approach for assessment of air quality effects on nature conservation designations associated with increases in traffic flows is set out by the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 1: Air Quality²² and Natural England guidance²³; • This requires that ‘affected’ roads are identified, these being roads subject to changes in terms of alignment, speed limits or traffic flows, the key criteria in terms of residential development being whether daily traffic flows will change by 1,000 or more AADT (Annual Average Daily Traffic). Any affected roads within 200m of nature conservation designations are considered to be relevant; • If no ‘affected’ roads are identified within 200m of a relevant designation (i.e. roads are not subject to increases in daily traffic flows above 1,000 AADT), the impact of the scheme is considered to be neutral, and the designation can be screened out in terms of air quality effects; • In this case, the only road that has potential to be ‘affected’ by the proposed development at Wilton Park is a short portion of the A355, south of the M40, which passes within 200m of the SAC. As such, this road has been subject to further high-level consideration by specialist transport consultants Phil Jones Associates (who is advising Inland Homes in respect of transport matters); • Phil Jones Associates work to date has identified that the proposed development at Wilton Park is anticipated to generate 2,328 two way trips each day. Of this, traffic flow south of the M40 (including the A355) will increase by no more than 120 vehicles per day (as demonstrated by calculations shown at Appendix 3544-12/3, with the agreed methodology for calculating such figures shown at Appendix 3544-12/4). Accordingly, the site in isolation will generate far fewer trips than the 1000 AADT threshold. <p>As such, increases in traffic movement within 200m of Burnham Beeches SAC will remain far below the 1,000 AADT threshold, and accordingly, in</p>
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²² Highways England (May 2007) *Design Manual for Roads and Bridges, HA 207/07*

²³ Natural England (June 2018) *Internal Guidance – Approach to Advising Competent Authorities on Road Traffic Emissions and HRAs V1.4 Final*

	<p>view of the designation’s conservation objectives, the proposals (in isolation) would lead to no adverse effect on the integrity of the SAC.</p>
<p>Likelihood of Effects – The Proposals in-combination with other plans and projects</p>	<p>Having passed the ‘alone’ assessment, the proposals need to be tested ‘in-combination’ with other proposals. The HRA of the emerging Chiltern and South Bucks Local Plan does not provide this detail. However, the ‘Wycombe District Local Plan Revised Habitats Regulations Assessment Report’²⁴ contains traffic flows and air quality modelling data that is of relevance.</p> <p>The Wycombe Revised HRA finds that, in respect of air pollution, <i>“following the Precautionary Principle, likely significant effects cannot be excluded without more detailed assessment, and as such an Appropriate Assessment is required”</i>, which has now been completed by Wycombe. The findings of this work are summarised in the main body of the Wycombe Revised HRA which states (at paragraph 7.16):</p> <p><i>“This work has now confirmed that all forecast “in combination growth” shows that:</i></p> <ul style="list-style-type: none"> • <i>The “in combination” NOx emissions and nitrogen deposition due to all housing/employment growth and Local Plan-related congestion improvement schemes is forecast to decrease compared to the future situation without housing/ employment growth due to an expected reduction in the percentage of heavy duty vehicles on the network; and/or</i> • <i>The contribution of Wycombe Local Plan and its related congestion improvement schemes is either neutral or slightly positive</i> • <i>Furthermore the modelling in all cases forecasts that air quality in 2033 is expected to be materially better than is the case in the base year, notwithstanding the increased traffic on the road network. This is a continuation of trends that have already been recorded at all three sites according to the UK Air Pollution Information System and is attributable to expected continued improvements in vehicle emission factored over the plan period.</i> <p><i>It is therefore possible to conclude with confidence that the Wycombe Local Plan will not lead to adverse effects, alone or in combination, on the integrity of the relevant SACs in relation to air pollution”.</i></p> <p>‘In combination growth’ in this case accounts for The Wycombe Local Plan and that of surrounding districts (including South Bucks). Accordingly, given that the revised HRA concludes that no adverse effects will arise on the integrity of any SACs as a result of the plan <i>alone or in combination</i> in relation to air pollution, it is concluded that the small contribution of the proposed Wilton Park development (which forms part of the in combination growth assessed under the Revised Wycombe HRA) will also, considering the designation’s conservation objectives, in combination, have no effect on the integrity of the SAC.</p>

²⁴ Wycombe District Council (July 2018) *Wycombe District Local Plan Revised Habitats Regulations Assessment Report*

Conclusion	It is concluded that the proposed development at Wilton Park will, in both isolation and in combination, have no effect on the integrity of Burnham Beeches SAC.
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Table 3.4: Assessment of potential effects of recreational pressure on Burnham Beeches SAC

Recreational Pressure	
Threat to the conservation objectives of Burnham Beeches SAC	<p>In terms of sensitivity, in general, woodland habitats are typically one of the most robust habitat types in withstanding recreational pressure and can generally absorb increases in recreational visits better than the surrounding countryside²⁵. Indeed, to provide perspective other European designations, such as Thames Basin Heaths SPA, are designated for supporting important populations of Annex I/II birds, which are highly vulnerable to direct recreational disturbance. Comparatively, the interest features of Burnham Beeches SAC (set out at above) typically do not exhibit such a high level of sensitivity to recreational disturbance.</p> <p>Furthermore, the existing infrastructure at Burnham Beeches SAC has been created specifically to cater for high numbers of recreation users, while balancing its biodiversity interest. Management (of the publically accessible area of the SAC) is currently in place by the City of London in which focus in particular on limiting car access, promoting visitor access away from more vulnerable features and provision of educational / interpretation resources. Codes of conduct are also in place for dog-walkers, while dog-bins and bags are provided at the main entrance.</p> <p>Nevertheless, the Natural England Site Improvement Plan for Burnham Beeches²⁶ states that '<i>veteran trees are vulnerable to damage as a result of soil compaction due to trampling or vehicle movements in their root zone</i>', whilst the HRA for Chilterns and South Bucks Local Plan states that '<i>visitors trample young vegetation and compact the soil. Veteran trees are the most popular with visitors and thus suffer the most frequently from disturbances such as compaction and tree climbing</i>'. In addition, activities such as dog-walking can have an adverse effect on the SAC, through the enrichment of low nutrient soils resulting from dog faeces.</p> <p>Accordingly, recreational pressure has potential to adversely affect the SAC. The HRA for Chilterns and South Bucks Local Plan acknowledges that on-site management measures are already in place to mitigate for the effects of visitors, and as such there is limited scope for increasing the efficacy of such management. Therefore, it is likely not possible to implement any further management prescriptions that could effectively address the effects of increased visitor pressure. Therefore, any increase in recreational pressure at the SAC has the potential to directly or indirectly affect trees and/or associated ground flora, which would adversely affect the integrity of the SAC and undermine the conservation objectives of maintaining and restoring qualifying natural habitats.</p>
Likelihood of Effects occurring – The Proposals Alone	Around 164 hectares of Burnham Beeches SAC, largely within the northern section, is understood to be in private ownership and inaccessible to the public (save for two public footpaths). As such, this significant proportion of the SAC (approximately 43%) will not be subject to any increased recreational pressure as a result of development and this part of the SAC can be scoped out of this assessment.

²⁵ England Forestry Strategy: A new focus for England's Woodlands. Strategic Priorities and Programmes. Forestry Commission

²⁶ Ibid footnote 10

	<p>A visitor survey undertaken in 2014²⁷ collated information regarding visitor behaviour and determined that the likely number of visits to the SAC can be determined based on distance to the designation. Based on these findings, the Chiltern and South Bucks Local Plan HRA states that, in respect of the proposed development at Wilton Park, <i>'1.3 visits per dwelling per year can be expected for development proposed at preferred option 9'</i>²⁸.</p> <p>The proposed development at Wilton Park includes the provision of 304 dwellings. Taking the figure of 1.3 visits per dwelling per year, the proposed development at Wilton Park would result in an annual increase in visitors of 395.2. If the alternative figure of 2.8 visits per dwelling per year is utilised (representing residential properties located up to 3km away), then a total of 851.2 visits per year will be generated by the proposed development.</p> <p>The Chiltern and South Bucks HRA states that Burnham Beeches currently receives visits from approximately 585,000 visitors per year. Accordingly, an increase in 395 to 851 visitors to the SAC per annum would represent an increase of 0.068% and 0.15% respectively. Both of these increases are statistically insignificant, and as such, given the effective management that is already in place at the SAC, it is considered that such a nugatory contribution would have no effect on the integrity of the designation.</p> <p>In any case, the proposed development at Wilton Park will bring forward mitigation in the form of significant areas of semi-natural greenspace, which will represent up to approximately 19.88ha (over 50% of the overall site) and comprise formal recreational and leisure space, informal recreational and leisure space, and other amenity areas including woodland and open wildflower grasslands²⁹). Based on 304 dwellings and an average household of 2.4, 730 people would reside in the proposed development. The level of proposed semi-natural greenspace is therefore more than double the rate of provision (8ha/1,000 residents) required by Natural England in relation to provision of greenspace in respect of Thames Basin Heaths SPA, a receptor noted to be of elevated sensitivity to recreational effects compared to Burnham Beeches, due to the presence of ground-nesting birds.</p> <p>The provision of semi-natural greenspace within the site is designed to provide a safe and attractive environment for dog-walkers and other recreation users, including provision of waymarked trails, dog-bins and interpretation materials and a circular walk through existing woodland, which will provide a comparable experience to that at Burnham Beeches. The potential also exists for recreational routes to be linked</p>
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²⁷ Liley, D., Floyd, L. and Fearnley, H. (2014). *Burnham Beeches Visitor Survey. Footprint Ecology. Unpublished report for Corporation of London.*

²⁸ The figure of *'1.3 visits per dwelling per year'* is taken from Table 22 of the Footprint report, though this figure relates to developments located 4km from the SAC. It is unclear why the HRA utilises this figure, as the SAC is located approximately 3km as the crow flies from the site, or approximately 4.9km to the car park within the SAC. It is possible that the value of *'1.3'* has been chosen as an average between the distance to the closest point of the designation and the distance to the car park within the designation.

²⁹ Rippon Development Services, *Planning Statement (including Draft Section 106 Agreement) in support of an outline application for mixed-use redevelopment by Inland Ltd. (Sept. 2017, Revised Jan. 2019)*

	<p>with the wider countryside, including those through the adjacent Forestry Commission-owned woodland Pitlands Wood.</p> <p>The 2014 Footprint report recorded that <i>‘the most commonly cited reason for visiting the site [Burnham Beeches] over another local site was that it was close to home’</i>. As such, in regard to the site at Wilton Park, provision of the level and quality of on-site semi-natural greenspace available, with particular reference to links with woodland to the east, will offset day-to-day recreational use, thus ensuring that there will be no level of increase in visitor pressure on Burnham Beeches SAC that would adversely affect the integrity of the designation.</p> <p>Indeed, given the scale and quality of the open space that will be delivered as part of the proposed development, residents from the nearby areas (such as Beaconsfield) will be drawn to use the site for recreational purposes, thereby alleviating existing pressure on the SAC. In conclusion, the publicly accessible part of Burnham Beeches SAC is considered to have high accessibility and moderate sensitivity to increased recreational pressure on its interest features. Given the minor (0.068% to 0.15%) projected increases in recreational pressure on the designation as a result of proposals for the Wilton Park site, mitigation is provided. This is in the form of extensive high quality and well-connected semi-natural greenspace, of significant scale such that this will function effectively to offset recreational visits to the SAC. Accordingly, it can be concluded that, in light of the designation’s conservation objectives, no effect on the integrity of Burnham Beeches SAC is anticipated as a result of the proposals alone.</p>
<p>Likelihood of Effects – The Proposals in combination with other plans and projects</p>	<p>The Chiltern and South Bucks HRA states that <i>“1.3 visits per dwelling per year can be expected for developments proposed at preferred option 9. For all other preferred options in the GBPOPC, 0.9 visits per property can be expected. 1,500 – 1,700 dwellings are proposed for option 9 and at least 3,950 – 4,110 dwellings proposed at all other options. If all proposed developments in the GBPOPC were to go ahead, an extra 5,505 – 5,909 visits per year could therefore be expected at Burnham Beeches SAC”</i>.</p> <p>As such, given that Burnham Beeches is estimated to currently receive visits from approximately 585,000 visitors per year, a maximum additional 5,909 visitors per year would represent an increase of 1.01%. Therefore, even if all allocated development is delivered, the increase in visitors would remain statistically insignificant.</p> <p>In any case, for the reasons listed above (i.e. the provision of extensive areas of greenspace within the proposed Wilton Park development) it is considered that the proposed development at Wilton Park fully mitigates for any potential of the development to adversely affect Burnham Beeches SAC via recreational pressure, such that any residual effects are nugatory in nature. Therefore, the proposed development cannot contribute to any in-combination effect. Accordingly, the proposed development at Wilton Park (in combination with other developments), in light of the designation’s conservation objectives, would have no effect on the integrity of the SAC.</p>
<p>Conclusion</p>	<p>It is concluded that the proposed development at Wilton Park will, in both isolation and in combination, have no effect on the integrity of Burnham Beeches SAC.</p>

Conclusion

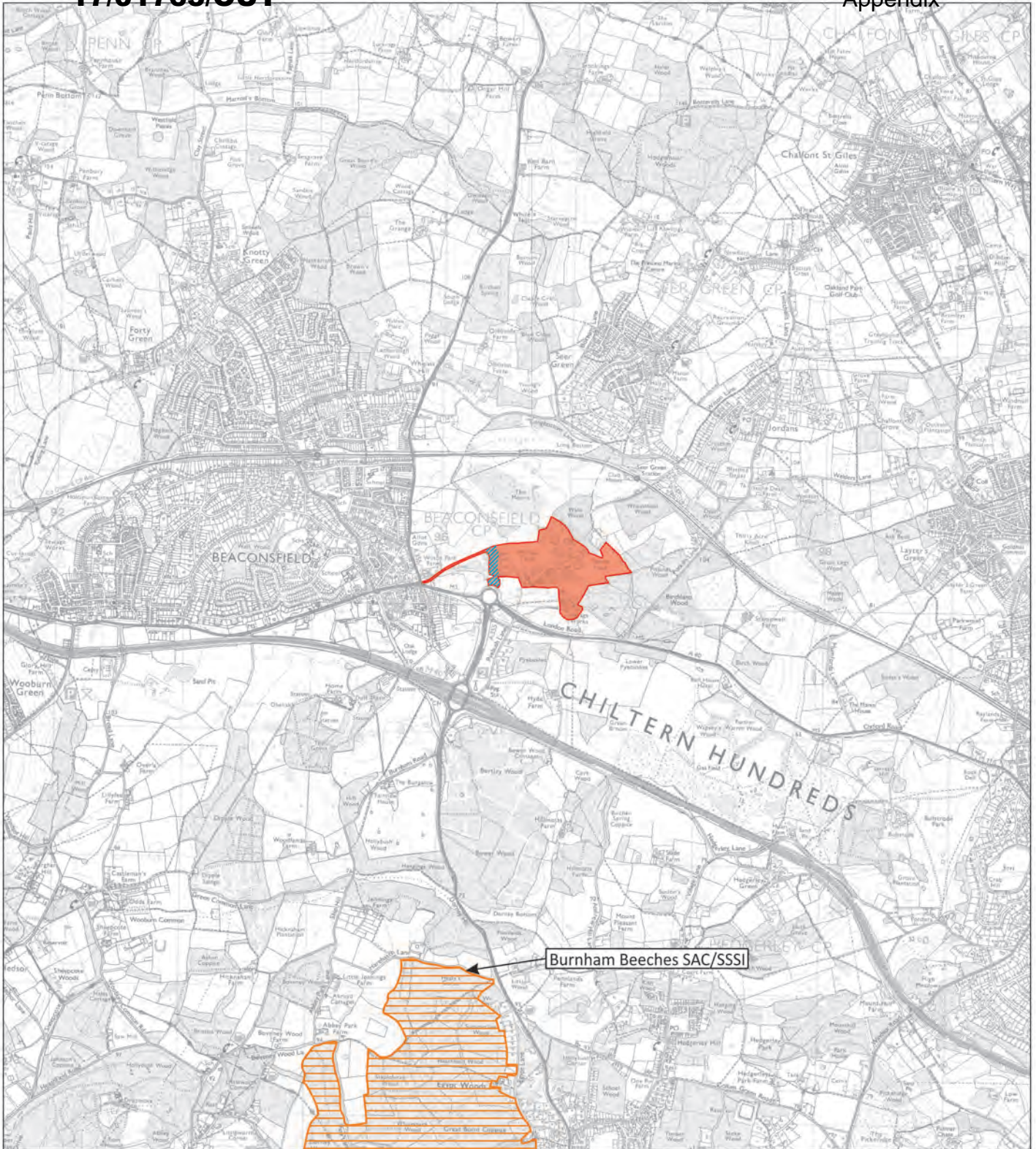
- 3.1.8 In summary, although a high-level screening exercise identified that the proposed development at Wilton Park has the potential to adversely affect Burnham Beeches SAC as a result of air quality and recreational pressure, following a detailed assessment and the inclusion of certain mitigation, an Appropriate Assessment confirms that there will be no adverse effects on the integrity of the SAC as a result of the proposed development.

4 Summary and Conclusion




- 4.1.1 To take account of the presence of a number of European designations within the site surrounds, this document provides a Shadow HRA of the proposed development.
- 4.1.2 A screening exercise has been undertaken to identify whether the proposed development could result in a likely significant effect on European designations, both alone and in-combination with other plans and projects (Stage 1 of the HRA).
- 4.1.3 The exercise concludes that the vast majority of designations are unlikely to be adversely affected by the proposals and can be screened out from further consideration. However, the screening exercise has identified that the proposed development at Wilton Park has the potential to adversely effect Burnham Beeches SAC as a result of air quality and recreational pressure.
- 4.1.4 Accordingly, an Appropriate Assessment has been completed (Stage 2) and the mitigation proposed to address the potential for adverse effects to arise from air quality and recreational pressure has been appraised. The Appropriate Assessment concludes that, in view of the designation's conservation objectives, no adverse effects on the integrity the SAC will occur as a result of the proposed development at Wilton Park either alone or in-combination with other plans and projects.
- 4.1.5 As such, it is considered that the development fully accords with the requirements of The Conservation of Habitats and Species Regulations 2017 (as amended), and that there is no reason, in terms of European designations, that the proposed development cannot proceed.

Plan 3544-12/HRA1:

Site Location



KEY:

-  Site Location
-  Land Subject to Planning Permission (ref: 14/01467/FUL)
-  Special Area of Conservation (SAC)

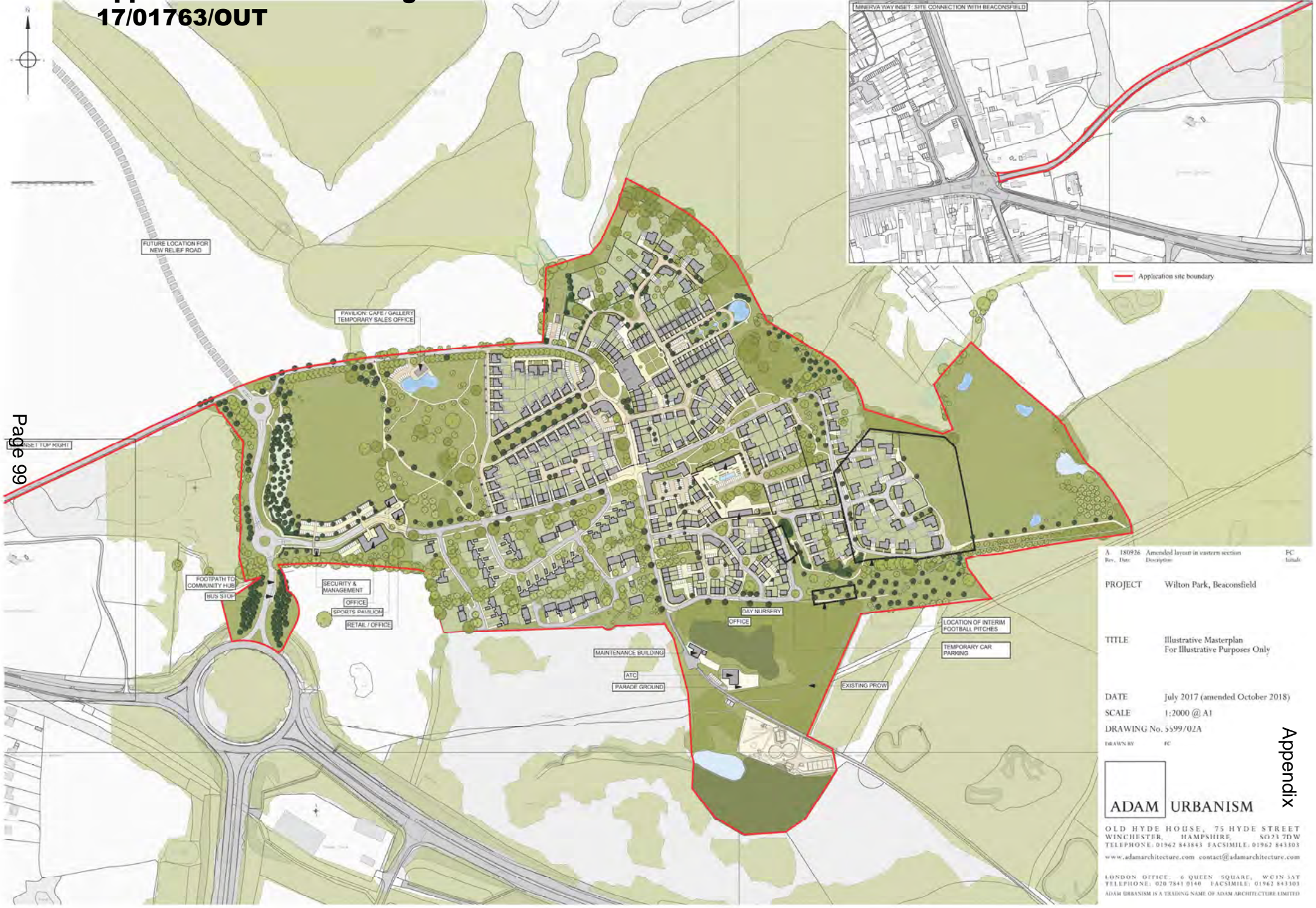


Wilton Park	PROJECT
Site Location	TITLE
3544-12/HRA1	DRAWING NO.
	REV.
January 2019	DATE

Appendix 3544-12/1:

Proposed Site Layout

Appendix 2 - Habitats Regulations Assessment 17/01763/OUT



Application site boundary

Page 99

Rev. No.	180926	Description	Amended layout in eastern section	FC Initials
PROJECT	Wilton Park, Beaconsfield			
TITLE	Illustrative Masterplan For Illustrative Purposes Only			
DATE	July 2017 (amended October 2018)			
SCALE	1:2000 @ A1			
DRAWING No.	5599/02A			
DRAWN BY	FC			

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 ADAM URBANISM IS A TRADING NAME OF ADAM ARCHITECTURE LIMITED

Appendix

Appendix 3544-12/2:

Correspondence with Natural England

From: Alistair Baxter
Sent: 13 September 2018 17:49
To: Baines, Miriam [REDACTED]; Turner, Marc (NE)
[REDACTED]
Cc: Andrew Holyoak [REDACTED]
Subject: Wilton Park - Ecology Response

Dear Marc / Miriam,

I am pleased to pick up on correspondence below dated 15 June 2018 in respect of the assessment of air quality matters in regard to the Wilton Park proposals and Burnham Beeches SAC (see attached plan for spatial relationship).

Since the time of the correspondence below, new evidence has become available in respect of air quality matters to test in-combination effects on Burnham Beeches SAC. This is included within the Wycombe District Local Plan HRA July 2018 which can be found at this link:

<https://www.wycombe.gov.uk/uploads/public/documents/Planning/New-local-plan/WDLP-core-documents-2018/WDLP3A-Revised-Habitats-Regulations-Assessment-Screening-Report-July-2018.pdf>

The Wycombe HRA includes an Appropriate Assessment in regard to Burnham Beeches which includes an in-combination assessment undertaken through detailed work in respect of traffic flow modelling to inform air quality modelling and an Air Quality Appropriate Assessment for European Sites (see Appendix 5 (and its appendix c by Jacobs) of the HRA) – attached here. The traffic modelling takes in all relevant traffic from surrounding districts and comprehensively tests a number of scenarios specifically to inform air quality modelling at SACs, including Burnham Beeches. Detailed air quality modelling work has then been carried out to test the effect of in-combination growth, including from South Bucks and all other relevant districts, at the SAC (see attached).

The conclusions of this work are set out in the HRA for Wycombe (see above link) at paragraph 7.16 which states:

“This work has now confirmed that all forecast “in combination growth” shows that:

- *The “in combination” NOx emissions and nitrogen deposition due to all housing/employment growth and Local Plan-related congestion improvement schemes is forecast to decrease compared to the future situation without housing/ employment growth due to an expected reduction in the percentage of heavy duty vehicles on the network; and/or*
- *The contribution of Wycombe Local Plan and its related congestion improvement schemes is either neutral or slightly positive*
- *Furthermore the modelling in all cases forecasts that air quality in 2033 is expected to be materially better than is the case in the base year, notwithstanding the increased traffic on the road network. This is a continuation of trends that have already been recorded at all three sites according to the UK Air Pollution Information System and is attributable to expected continued improvements in vehicle emissions factored over the plan period.*

This conclusion is in step with recent guidance issued by Natural England entitled ‘Natural England’s approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations’ June 2018.

Paragraph 7.19 of the HRA therefore goes on to conclude that *‘as a result of the air quality modelling undertaken and the ecological consideration of potential effects on the SACs integrity, it can be concluded that no adverse effects will arise on any of the SACs [including Burnham Beeches SAC] as a result of the plan alone or in combination in relation to air pollution’*.

The Wycombe HRA has been reviewed by consultees, including Natural England, and been found to be sound. As such it can be fully relied upon.

In regard to the Wilton Park proposals, it can be seen from the above review that the detailed work undertaken to inform the in-combination assessment, which includes South Bucks, for the Wycombe Appropriate Assessment is relevant. As such, it can be concluded from its findings that there is no detrimental effect arising on Burnham Beeches SAC from air quality, and in respect of the designation’s conservation objectives, that the integrity of the SAC will be unaffected by the scheme.

Once you have reviewed the above summary, I would be pleased to receive confirmation from Natural England and Bucks CC that you are in agreement with this conclusion. In the meantime should you have any queries, please do not hesitate to let me know.

Regards

Alistair Baxter

Director

t: 01295 276066 | m: 0787 6232615 | e: alistair.baxter@aspect-ecology.com

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Spetchley Road
Worcester
WR5 2NP

Mr Alistair Baxter
Aspect Ecology
West Court
Noral Way
Banbury
OX16 2AF

Dear Alistair,

Wilton Park Development Proposal

Thank you for contacting Natural England in regards to the Wilton Park development proposal.

In response to your email dated 13th September 2018, Natural England concurs with your conclusion that as no avoidance and mitigation is being provided for air pollution for the proposed development, an Appropriate Assessment is not required.

However, in line with the People over Wind Ruling by the Court of Justice of the European Union in April 2018, as green space is being provided as an avoidance and mitigation measure for recreational disturbance, an Appropriate Assessment will be required for that aspect.

We also remind you of the most recent [Opinion](#) from the Court of Justice of the European Union, which states that national measures such as a reduction in cars or improvements in car technology are no longer able to be accepted as mitigation. Whilst this is not a formal Judgement as yet, we urge you to seek your own legal advice when considering the air quality of the proposed development.

I hope this helps and do contact me at Eleanor.sweet-escott@naturalengland.org.uk if you have any questions.

Yours sincerely,

Eleanor Sweet-Escott
Adviser, Thames Team
Natural England

Appendix 3544-12/3:

Result of calculations of predicted traffic flow south the M40

Appendix 2 - Habitats Regulations Assessment

17/01763/OUT

Residential Travel Surveys								
Site	Dwellings	AM Peak		PM Peak		24 Hours		
		Dep	Arr	Dep	Arr	Dep	Arr	
Gurney Close	6	1	1	2	1	23	25	
Heath Road	159	59	21	38	60	573	576	
Old Town Close	38	9	4	7	11	128	129	
The Spinney	36	44	41	5	8	168	169	
Total	239	113	67	52	80	892	899	
Trip Rate		0.473	0.280	0.218	0.335	3.732	3.762	
WP Dwellings	304	144	85	66	102	1135	1143	

Resi Trip Purpose (24 hours)	
Employment	41%
Education	6%
Retail	24%
Other	29%
Total	100%

	24 Hours		
	Arrival	Departure	2-way
JtW	463	460	923
Education	69	68	137
Retail	279	277	556
Other	333	330	663
Trip Attraction			417
TOTAL			2695

Trip Attraction Trip Rates (24-hrs)	2-way	Trips	Reduction
A1 Retail	279.691	280	28
A3 Restaurant	52.604	68	
B1 Offices	18.571	265	
D1 Nursery	30.011	90	9
D2 ATC Facility	20.805	47	
Total		417	

Trip Distribution along A355 (S)				
		AM Peak	PM Peak	24-hrs
JtW	60%	89	48	555
Education	4%	1	0	6
Retail	31%	10	11	173
Other	2%	0	1	5
Trip Attraction	60%	26	28	250

Total Vehicles travelling south on the A355 989

Past the J20M40 12.15% 120

Appendix 3544-12/4:

Correspondence from Buckinghamshire County Council dated
05/10/1

Environment Service

Service Director – Martin Dickman

Buckinghamshire County Council
Transport Environment Economy
6th Floor, County Hall,
Walton Street, Aylesbury
Buckinghamshire HP20 1UY
dm@buckscc.gov.uk
www.buckscc.gov.uk

Date: 5th October 2018

Dear Cullan,

This letter responds to the additional information provided by Phil Jones Associates (PJA) in relation to the distribution of development traffic and the updated London End junction modelling assessment.

1 Traffic Distribution

1.1 Forecast trips

- 1.1.1 Additional information has been provided in relation to the distribution of development traffic in order for PJA to assess the effects of Wilton Park traffic on traffic numbers within 200m of Burnham Beaches, especially on the A355 corridor. This is following a request from BCC and Natural England regarding a Habitats Regulation Assessment.
- 1.1.2 In order to confirm this distribution, the AADT flows resulting from Wilton Park along this part of the network were also determined.
- 1.1.3 As part of the review of the methodology used we have confirmed trip rates used. The residential trip rates being assumed as part of the methodology are consistent with those that were presented as part of the 2017 TA and the 2018 TA addendum.
- 1.1.4 The residential trip rates and resulting trips are confirmed in the table below.

Table 1.1

Land Use	AM			PM			24 Hrs	
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way	Arrivals	Departures
Trip Rates	0.280	0.473	0.753	0.337	0.214	0.551	3.762	3.732
Trips (304)	85	144	229	103	65	168	1143	1135

1.1.5 It can be seen from the table above that when adding the total arrivals with the total departures, the total number of two-way vehicle movements resulting from the proposed 304 dwellings is 2278 two-way movements per day.

1.1.6 A review of the non-residential trips associated with the other uses on site has also been carried out. A further breakdown of trip rates and resulting movements has been provided, which is included below for confirmation.

Table 1.2

Trip Attraction Trip Rates (24-hrs)	2-way	Trips	Reduction
A1 Retail	279.691	280	28
A3 Restaurant	52.604	68	
B1 Offices	18.571	265	
D1 Nursery	30.011	90	9
D2 ATC Facility	20.805	47	
Total		417	

1.1.7 The floor areas for the specific uses are as follows.

- A1 Retail – 100m²
- A3 Restaurant – 130m²
- B1 Offices – 1425m²
- D1 Nursery – 300m²
- D2 Plus ATC facility – 302m²

1.1.8 It is noted that the sports changing facilities have not been included, however it is understood that these are replacement facilities for what already exists on site so any new trips resulting from this facility will be negligible.

1.1.9 It is also noted that the trips determined for the ATC facility above appear to be incorrect. The table shows 47 trips, which when you calculate it out based on 302m² of floor space and a trip rate of 20.805 trips per 100m², it comes to 63 trips. I am unsure whether the difference is due to PJA working out the trip generation based on a floor area difference between the existing and proposed facilities. This will need to be clarified.

1.1.10 All other generated trips appear to be consistent with what has been previously agreed.

1.1.11 The total number of two-way movements associated with the other uses on site is shown to be 417 two-way movements per day.

1.1.12 It is therefore shown that the AADT resulting from the Wilton Park development is in the region of 2695 two-way vehicle movements per day.

1.2 Distribution

- 1.2.1 The residential trip purpose percentage distribution has been calculated for a 24 hour period using Tempro. The percentages have been reviewed and appear to be correct.
- 1.2.2 For the journey to work trips, the GIS Arc Map tool has been utilised to calculate the percentage of traffic that will travel towards the south. A step by step guidance has been supplied to demonstrate how to retrieve the results from the software. The percentages have been checked as per the supplied methodology and appear to be correct. The GIS Arc Map tool shows that 60% of the journey to work trips from Wilton Park will travel south.
- 1.2.3 In order to sense check this figure, the journey to work census data for the South Bucks 001 output area has been analysed. The results have confirmed that the figure of 60% for trips to the south of Wilton Park, obtained from the GIS Arc Map software, is a reasonable assumption.
- 1.2.4 The distribution of journey to work trips, associated with the Wilton Park development, in all other directions has been checked using the GIS Arc Map tool and all appear to be reasonable.
- 1.2.5 The distribution of trips associated with education, retail and other purposes has been based on a gravity model. This methodology for these uses has previously been accepted.
- 1.2.6 Mindful of the above, the methodology used to distribute the development traffic and determine the level of development traffic travelling south towards Burnham Beeches appears to be reasonable.

2 London End Roundabout Modelling Update Note

- 2.1.1 In order to address concerns regarding the previous junction assessment of the London End roundabout junction, an updated assessment has been carried out using a junction model which has been calibrated in accordance with observed queueing.
- 2.1.2 The original concern was that the junction model used by PJA did not reflect the base line queueing that is known to occur during peak hours at the junction and the queueing that was shown in the report completed by Jacobs as part of the business case for the A355 relief road.
- 2.1.3 Table 2-1 in the updated modelling note provided by PJA shows the queues and delay at the London End roundabout, both in the 2015 baseline scenario from the Jacobs TA, compared to the results in the modelling carried out by PJA in 2018. Table 2-1 from the PJA updated modelling note is included below for reference. It is clear to see that in many instances the assessment by Jacobs shows queues and delay that are considerably greater than those shown by the PJA assessment.

Table 2.1

Table 2-1: London End Roundabout Baseline Modelling Comparison

	JACOBS TA (August 2016)		PJA TAA (2018)	
	Mean Max Q (PCUs)	Avg. Delay (s)	Mean Max Q (PCUs)	Avg. Delay (s)
AM Peak Hour				
A355 North	214	181	15	52
A40 London Road	56	32	24	53
A40 London End	118	127	40	207
PM Peak Hour				
A355 North	54	47	3	12
A40 London Road	62	38	46	98
A40 London End	57	70	44	232

¹ JACOBS (August 2016) 'A355 Improvements Eastern Relief Road – Transport Assessment'

- 2.1.4 BCC considers that the queueing shown in the PJA assessment significantly underestimates the actual queueing and delay experienced on the ground at the junction. PJA considers that this difference is a result of what is defined as a queue, however the BCC remains unconvinced by this approach and considers that the queueing and delay shown by the Jacobs report more accurately represents what happens on the ground.
- 2.1.5 Notwithstanding the difference in opinions regarding what defines a queue, PJA has reviewed their assessment of the junction and has calibrated their junction model against the queues shown in the Jacobs assessment. The Jacobs results are from their VISSIM model which will calculate delay in different ways to the ARCADY model used by PJA, therefore, while the queue lengths will compare, the delay values are still likely to differ.
- 2.1.6 A detailed review of the ARCADY model used by PJA has been carried, which includes the checking of input geometry and the input flows used.

2.2 2018 Baseline Scenario

- 2.2.1 The adjusted 2018 baseline ARCADY model used by PJA has been reviewed and I am satisfied that the model has been built correctly. The 'DIRECT' flow input has been used to enter traffic flows into the model, which would seem appropriate in this situation due to the consistent flows entering the junction during the peak hours.
- 2.2.2 The results of the calibrated 2018 baseline junction assessment, shown in Table 2-2 of the updated modelling note, are included below.

Table 2.2

Table 2-2: London End Roundabout – 2018 Baseline Adjusted Capacity Assessment (ARCADY)

Arm	AM Peak Hour (07:45 – 08:45)			PM Peak Hour (17:15 – 18:15)		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A355 Park Lane	214	817.86	1.35	54	218.34	1.11
Minerva Way	0	9.33	0.03	0	20.46	0.04
London Road	56	133.45	1.06	62	127.27	1.05
London End	121	659.89	1.21	56	301.31	1.14

2.2.3 A review of the queues shown in Table 2-2 and the queues from the Jacobs TA shown in Table 2-1 above, shows that the queues in both assessments are comparable. As expected, there is a considerable difference in the delays shown in both assessments.

2.2.4 PJA’s updated modelling note contains Table 2-3 which shows a direct comparison between the previous PJA assessment, the Jacobs assessment and the calibrated PJA assessment. I have included Table 2-3 below for ease of reference.

Table 2.3

Table 2-3: London End Roundabout –ARCADY Baseline Capacity Assessment Comparison

Arm	PJA Adjusted Capacity Assessment			JACOBS VISSIM Model		PJA TAA 2018 Assessment		
	Queue (PCUs)	Delay (sec)	RFC	Mean Maximum Q (PCUs)	Delay (sec)	Queue (PCUs)	Delay (sec)	RFC
AM Peak Hour (07:45 – 08:45)								
A355 Park Ln	214	817.86	1.35	214	181	15	51.73	0.97
Minerva Way	0	9.33	0.03	-	-	0	17.68	0.04
London Road	56	133.45	1.06	56	32	24	52.92	1.00
London End	121	659.89	1.21	118	127	40	207.17	1.06
PM Peak Hour (17:15 – 18:15)								
A355 Park Ln	54	218.34	1.11	54	47	3	11.90	0.76
Minerva Way	0	20.46	0.04	-	-	0	23.65	0.05
London Road	62	127.27	1.05	62	38	46	97.57	1.02
London End	56	301.31	1.14	57	70	44	232.41	1.11

2.3 2021 Baseline Scenario

2.3.1 In order to calculate the flows for the 2021 baseline scenario, TEMPro v7.2 has been used. The growth factors calculated are included in the 2017 TA by PJA and while we did question the growth factors calculated, a further explanation was given in the 2018 TA Addendum.

2.3.2 The results of this assessment show that conditions continue to deteriorate at the junction in the 2021 baseline scenario with excessive queues and delay experienced. The results table is included below for confirmation.

Table 2.4

Table 2-4: London End Roundabout – 2021 Baseline Adjusted Capacity Assessment

Arm	AM Peak Hour (07:45 – 08:45)			PM Peak Hour (17:15 – 18:15)		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A355 Park Lane	239	909.92	1.39	68	283.72	1.14
Minerva Way	0	9.32	0.03	0	19.80	0.04
London Road	85	193.81	1.09	89	178.41	1.07
London End	147	806.26	1.26	79	417.63	1.19

2.4 Interim Development Impact

- 2.4.1 PJA have looked at determining a scenario where a level of development on Wilton Park can be supported without any changes being required to mitigate its impact. It has been suggested that 116 dwellings can be constructed on site and it has also been suggested that this level of development is a reasonable quantum given the extant uses on the site at present. No information has been provided to confirm what these extant uses are.
- 2.4.2 The impact of these dwellings has been based on the forecast residential trip generation associated with Phase 2 of the delivery of the Wilton Park scheme. The methodology used to determine the number and distribution of the associated additional trips has been reviewed and the findings detailed below.
- 2.4.3 The trips used in the assessment of the interim development are residential trips only as no other type of development is being proposed as part of this interim stage. The number of movements resulting from the 116 dwellings have been checked against the agreed trip rates and are accepted. These movements have then been broken down to their trip purpose and given a percentage in accordance with the data from Temprow as referred to above. A number of movements for each purpose has then been calculated based on the according percentage. These have been checked and appear correct.
- 2.4.4 The trips have then been distributed on the local network in accordance with the Census distribution using the GIS Arc Map tool as detailed above. The percentages have been checked and appear correct.
- 2.4.5 For confirmation the number of resulting movements and where they have been distributed to is included in the table below.

Table 2.5

Distribution				
	AM		PM	
	Arrivals	Departures	Arrivals	Departures
To A355 North	6	10	8	5
To A355 South	14	24	14	9
To A40 West	7	12	8	5
To A40 East	6	9	9	6

2.4.6 These flows have been added to the 2021 baseline flows and have been used to carry out a further capacity assessment of the London End roundabout. The stick diagrams and the input flows have been checked and appear to be correct. Table 2-5 in the updated modelling note contains the results of the ARCADY analysis, which is also included below for confirmation.

Table 2.6

Table 2-5: London End Roundabout – ‘Future Year (2021) + 116 Dwellings’ Capacity Assessment Results

Arm	AM Peak Hour (07:45 – 08:45)			PM Peak Hour (17:15 – 18:15)		
	Queue (PCUs)	Delay (sec)	RFC	Queue (PCUs)	Delay (sec)	RFC
A355 Park Lane	240	915.64	1.39	70	291.25	1.14
Minerva Way	0	9.32	0.03	0	19.93	0.04
London Road	89	201.27	1.09	90	180.66	1.07
London End	149	816.62	1.27	81	427.45	1.19

2.4.7 In order to ascertain the additional impact that the proposed 116 dwellings will have on the London End roundabout the 2021 baseline assessment has been compared to the 2021 Baseline assessment plus the proposed 116 dwellings. Table 2-6 in the updated modelling note contains the comparison of the results and is included below for confirmation.

Table 2.7

Table 2-6: London End Roundabout - Journey Time Delay & Queues Comparison

Scenario	A355 Park Lane		Minerva Way		London Road		London End	
	Queue (PCUs)	Delay (sec)	Queue (PCUs)	Delay (sec)	Queue (PCUs)	Delay (sec)	Queue (PCUs)	Delay (sec)
AM Peak Hour (07:45 – 08:45)								
2021 Base	239	909.92	0	9.32	85	193.81	147	806.26
+ 116 Dwellings	+1	+5.72	+0	+0	+4	+7.46	+2	+10.36
PM Peak Hour (17:15 – 18:15)								
2021 Base	68	283.72	0	19.80	89	178.41	79	417.63
+ 116 Dwellings	+2	+7.53	+0	+0.13	+1	+2.25	+2	+9.82

2.4.8 It is evident from the table above that in the AM peak hour the proposed 116 dwellings will have the potential to result in an increase of 1 PCU on the queue on the A355 Park Lane, with a corresponding increase of 5.72 seconds in delay. On the London Road arm an increase in 4 PCU's on the queue and an increase in 7.46 seconds to the delay and on the London End arm

there is an increase in 2 PCU's on the queue and an increase in 10.36 seconds to the delay. Similar increases to the existing queueing and delay is experienced in the PM peak period.

- 2.4.9 While the queueing and delay is shown to increase, it is recognised that the existing queueing and delay at the junction is considerable and therefore the modest increase resulting from the additional 116 dwellings is not considered as severe in terms of the NPPF.
- 2.4.10 While the assessment described above demonstrates that the impact of the proposed 116 dwellings on the London End roundabout, when looked at in isolation, is not considered to be severe, there are other issues associated with the residential development that need to be taken into account.
- 2.4.11 The only pedestrian and cycle access into the site is via Minerva Way, which comes straight out into the London End roundabout. As part of the Wilton Park development it has always been a requirement to provide safe and suitable pedestrian and cycle crossing facilities at the London End junction in order to facilitate pedestrians and cyclists travelling between the site and the centre of Beaconsfield. This has not been taken into account in this 'interim development' proposal, therefore I fail to see how safe and suitable access for the residents of the proposed 116 dwellings to travel between the site and the centre of Beaconsfield is going to be provided. Crossing facilities at the London End junction will impact on how the junction operates and this has not been taken into account in the current proposals.
- 2.4.12 As part of the comprehensive redevelopment of the Wilton Park site, it has always been a requirement to provide good access to sustainable transport. At present there are no bus stops within a 400m distance of the site, therefore I fail to see how pedestrians of the proposed 116 dwellings will benefit from good access to public transport in order to provide a convenient and attractive alternative to the private car.
- 2.4.13 The NPPF is clear that applications for development should give priority first to pedestrian and cycle movements both within the scheme and neighbouring areas and facilitate access to high quality bus or other public transport services. Furthermore the adopted SPD for Wilton Park states the following:
- 5.10 *Crossing facilities at the London End Roundabout and Park Lane are poor, creating a barrier to safe pedestrian and cycle movement. Ease of safe movement across the junction will need to be addressed if Minerva Way is to be used as a pedestrian and cycle link between the new development and Beaconsfield.*
 - 5.11 *There are no public transport services currently serving Minerva Way, and the route's use for two-way bus operation is constrained by its width and by the geometry of the junction with London End Roundabout.*
 - 6.51 *Minerva Way should form a key part of the delivery of the scheme and provide a high quality, attractive and safe pedestrian/cycle route between Beaconsfield and the site.*
 - 6.52 *The London End Roundabout should be reconfigured or remodelled to improve pedestrian and cycle connectivity between Beaconsfield Old Town and Minerva Way. The applicant will be expected to demonstrate proposals that deliver improved provision*

for pedestrians and cyclists whilst maximising the operational performance of the junction for vehicle traffic.

- 6.56 *Given the frequency of services from Beaconsfield Railway Station, Beaconsfield should be the focus for creating rail service connections for Wilton Park. Development proposals should demonstrate how walking and cycling routes will be improved to allow direct and safe access between the site and Beaconsfield Railway Station. The design proposals for Wilton Park should protect and accommodate the potential to make a connection to Seer Green and Jordans Station in the future. This should be explored in further detail at the planning application stage.*
- 6.57 *The development should accommodate bus services. There is the potential to introduce dedicated bus routes to serve the site and key destinations in Beaconsfield. Any existing bus routes that are extended or diverted into the site will need to be financially self-sustaining in the longer-term. The aim should be to have most houses no more than 400 metres from a bus stop where practicable.*

2.4.14 In conclusion, while in isolation the additional movements associated with the proposed 116 dwellings in the interim period do not appear to have a severe impact on the existing situation, there are outstanding issues that are still required to be addressed that may impact on the capacity of the London End junction. Until this has been adequately addressed, we cannot confirm whether 116 house can be accommodated without having a severe impact on the local highway network.

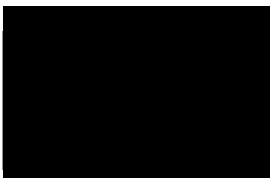
2.5 Mitigation Option – Signalised London End Junction

- 2.5.1 In this section the updated modelling note acknowledges that the full development of the Wilton Park site will require mitigation to the London End roundabout. PJA has therefore proposed to transform the roundabout junction into a signalised junction.
- 2.5.2 It should be noted that in 2014 Jacobs produced a Business Case for the A355 Improvements which looked at different forms of mitigation to address the congestion issues in the area. One of the options that was looked at was to signalise the London End roundabout junction. The signals were assessed against certain criteria and it was concluded that this option was demonstrated to perform negatively against the majority of the assessment criteria, resulting from disbenefits to users overall through increase in journey time and delay.
- 2.5.3 Notwithstanding the conclusions of the Jacobs report we have reviewed the LINSIG report submitted as part of the PJA updated modelling note.
- 2.5.4 While the modelling results are included in the modelling note, the LINSIG model has not been provided; therefore it has not been possible to check this. The survey data has also not been provided so it has not been possible to check the input flows. The drawing of the junction has not been provided so it has not been possible to check the junction geometry. We have however reviewed what it has been possible to review.

- 2.5.5 It has been determined that there are a number of fundamental issues with the LINSIG assessment that render the model invalid. Firstly, Minerva Way has not been included in the model. It cannot be acceptable to have an uncontrolled junction with a signalised junction due to the increased potential for conflict and confusion. Including Minerva Way in the model will impact on how the junction performs and therefore needs to be assessed.
- 2.5.6 It is evident that there are conflicts in the staging, specifically between arms A and F, which has not been dealt with. This is an unacceptable situation. The right turn from Park Lane to London End needs to be fully signalised and not give-way due to the potential for conflict and confusion. The ability for vehicles exiting from Lakes Lane to turn east along London Road has been removed. At present vehicles wishing to exit Lakes Lane and travel east can turn left out of the junction and then carry out a U-turn around the roundabout. This manoeuvre is not possible with the signalised junction arrangement and it is unclear how this manoeuvre can be accommodated.
- 2.5.7 While a pedestrian crossing is included on the Park Lane arm of the junction, there is no crossing facility on the London Road arm of the junction for pedestrians who want to travel in this direction. This should be provided and included in the model.
- 2.5.8 Notwithstanding the aspects of the LINSIG model that have not been possible to check, there are fundamental issues with the proposed junction arrangement that need to be addressed in order to allow a fully analysis to be carried out.
- 2.5.9 Notwithstanding the above, the County Council would not support a mitigation option that involved the signalisation of London End junction as this goes against the wider transport strategy associated with the A355 Link Road. The northern section of the A355 Link Road has planning permission and is being delivered by the County Council up to the site boundary. The northern part of the A355 Link Road is due to be open in summer 2019, based on the current construction programme. As such there is sufficient certainty in planning terms regarding delivery of this road, with the Southern Section of the A355 Link within land under the applicants control with full planning permission in place. Furthermore the adopted SPD for Wilton Park states:
- 6.47 *The route should be part of the first stage of a future A355 Relief Road. It must therefore be carefully designed to perform an effective strategic function whilst also helping deliver a development that is accessible and well integrated with its surroundings.*
- 6.48 *Detailed work on the design concepts for the two connecting points, the form of the junctions and their locations will be required at planning application stage and in consultation with the Highway Authority.*

- 2.5.10 PJA cannot look at this site in isolation to the committed infrastructure consented and being delivered. The NPPF and NPPG is clear in the fact that assessments need to take into account the cumulative impact of development, which includes any associated strategic infrastructure.
- 2.5.11 Thank you for the further technical note, which considers the impact of the development both with and without the A355 Link Road, which we received on Thursday 4th October. Having initially reviewed this document it appears that you are now considering the full development alongside the full delivery of the A355 Link Road, with mitigation being proposed at Pyebush Roundabout. As such, it may be that some of the issues above have now been addressed.
- 2.5.12 We will endeavour to review your submission and get comments to you by the 19th October. We would be keen to set up a meeting at the end of October to allow us to discuss any outstanding comments/areas of dispute.

Yours faithfully



Tim Thurley
BEng (Hons) MIHE
Development Management Consultant
Transport, Economy and Environment
Buckinghamshire County Council

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PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 5th June 2019 **Parish:** Iver Parish Council

Reference No:	17/02353/FUL
Proposal:	Part retrospective application for use of site as B8 use and rail borne storage and siting of 4 ancillary buildings, an electric substation, 9 x lighting columns and replacement boundary fence and gate
Location:	Link Park Heathrow, Thorney Mill Road, Iver, Buckinghamshire
Applicant:	Link Park Heathrow LLP
Agent:	Ms Muireann Murphy
Date Valid Appl Recd:	26th January 2018
Recommendation:	Approve subject to the completion of a S106 Agreement
Case Officer:	Olawale Duyile

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



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NOT TO SCALE

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REASON FOR PLANNING COMMITTEE CONSIDERATION:

This application has been reported to planning committee due to the level of objection that has been received.

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

SITE LOCATION

The application site (measuring 4.3 hectares in size) lies on the northern side of Thorney Mill Road, within the Colne Valley Park and the Metropolitan Green Belt area of Iver. Thorney Mill Road is a Class C road which is subject to a speed restriction of 40 mph. The south-eastern corner of the site runs adjacent to a waterway called Bigley Ditch. The north-eastern part of the site borders a woodland. On the western boundary, the site abuts railway sidings that are connected to a railway that runs north to West Drayton and connects to the national rail network. The existing site contains a large warehouse of approximately 4200 square metres in floor area and smaller buildings which remain from the previous aggregate use. In addition, there is a former weighbridge office, a single storey building and an electricity substation. There are several lighting columns of approximately 5m in height, spaced alongside the internal estate road. There is a shared vehicular and pedestrian access to the site via Thorney Mill Road on the southern side of the site. Here, there is a sliding security gate.

There is extensive hard surfacing over the majority of the site. The site is surrounded by a 2.5m high steel security fence. The eastern section lies within the London Borough of Hillingdon and a mirror application to this one has also been submitted to the Borough Council.

THE APPLICATION

Consent is sought for the use of the entire site for B8 purposes (warehouse, storage & distribution). The proposed B8 use is for open storage. It is also proposed to site 2 new portacabins together with the regularisation and retention of 2 other portacabins, an electricity sub-station, security fence & gates, and 9 lighting columns, all considered necessary to support and compliment the proposed open storage use on the site. For the sake of clarity, the main warehouse building and 2 smaller ancillary buildings (Annotated as Buildings 1 & 2 on the site plan) are not within the remit of this application because these structures and their usage benefit from consent that was granted many years ago.

The proposed portacabins 1 and 2 would be sited in the middle of the site whilst portacabins 3 and 4 (in situ) are sited along the northern boundary of the site. The lighting columns have a height of approximately 5 metres and sited along the central access road that runs through the site from south to north. The electricity sub-station lies opposite the existing gatekeeper's building (Building 2) at the front of the site and has a maximum height of 2.4 metres and a footprint of about 8 square metres.

The replacement fencing is along the perimeter of the entire site and runs internally, subdividing the eastern section of the site. The steel fencing has a height of 2.5 metres. The proposal also involves the retention of an existing steel gate to the front of the site.

RELEVANT PLANNING HISTORY:

Although the Council has records that indicate there have been recent unauthorised uses on the site such as 'Airport Car Parking', at the time of the officer's site visit, the only observable activity on the site was what appeared to be an ad hoc open storage use on the eastern section of the premises that had been fenced off from the remainder of the site.

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The site has an extensive planning history both with South Bucks District Council, Buckinghamshire County Council and with Hillingdon Council. Listed below are the most relevant entries:

Hillingdon Council:

73420/APP/2017/4617 - Use of site for Class B8 open storage use and erection of security fence, ancillary buildings and structures. Refused for the following reason:

The development represents inappropriate development within the Green Belt and no very special circumstances have been provided or are evident which either singularly or cumulatively overcome the presumption against inappropriate development in the Green Belt. The proposal is therefore contrary to the aims of Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy OL1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2016) and the NPPF.

Buckinghamshire County Council:

On the Adjoining Site to the south-west: CM/19/17 - The importation, storage and onward distribution of rail borne aggregates together with the erection and use of a concrete batching - Approved subject to Legal Agreement.

CM/16/17 - Section 73 application to continue the development approved by consent BD/1111/79 (storage of aggregates involving the reception of railborne aggregates, and their storage under cover to be used for the production of asphalt and coated stone and delivery of clean granite) without complying with condition 6 to allow additional hours of operations of the site (Monday to Fridays: 05:00 - 22:00 & Saturdays and Sundays: 05:00 - 15:00) - Dismissed at Appeal APP/P0430/W/17/3189493. In dismissing the appeal, the Inspector raised concern over lack of information on noise impacts of HGVs travelling to and from the site out of normal hours and made the followings observations:

"...it appears to me that the noise and disturbance impact would be likely to arise from the number and frequency of traffic movements, including the effect this would be likely to have on residential properties in the vicinity of the intended route to the main road system where the HGV movements would be dispersed. Further, the extended operating hours, particularly in the morning, should be regarded as quiet times where disturbance would be seen as unsociable."

"...I am not satisfied that it has been demonstrated that the increase in operating times indicated in the proposed variation to condition No. 6 would not result in a scale of HGV movements to and from the site that would give rise to unacceptable levels of noise and disturbance at sensitive times to residents of properties near the intended lorry route."

11/01259/CM - Vary conditions 2 and 11 of planning permission SBD/8207/96 in order to import no more than 20,000 tonnes of material for recycling and to allow vehicles to unload unused/reject asphalt between 6am to 10pm Monday to Friday and 7am to 6pm Saturday and Sunday - Conditional Permission (Temporary)

BD/1111/79 Storage of aggregates involving the reception of railborne aggregates, and their storage under cover to be used for the production of asphalt and coated roadstone and delivery of "clean granite". Conditional Permission.

BD/1112/79 Retention of asphalt and coated stone plant and ancillary buildings, rearrangement of sidings and installation of new feeder hopped. Conditional Permission.

South Bucks District Council:

PL/18/2470/EU - Application for a Certificate of Lawfulness of Existing Use relating to site as open storage (B8 Use) - Withdrawn

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PL/18/2484/EU - Application for a Certificate of Lawfulness for Existing Use relating to the Land forming the south west of Link Park as B2 (General Industrial) - Withdrawn

SBD/8212/04 - The retention of a driver cabin - Conditional Permission

SBD/8207/97 - The conversion of an existing building to provide office and storage accommodation ancillary to existing operations - Conditional Permission.

SBD/8207/96 and SBD/8208/96 - coated roadstone recycling operation (involving crushing and screening machinery) - Conditional Permission. (Part of the site)

SBD/916/88 - extension to the existing aggregate storage building together with the provision of new feed and discharge conveyors - Conditional Permission.

IVER PASRISH COUNCIL:

Parish Council Comments are reported as follows:

"Introduction:

Having scrutinised planning application 17/02353/FUL and the accompanying Transport Assessment, The Ivers Parish Council strongly recommends that this application be refused on a number of grounds. Whilst the Parish Council acknowledges that the former use of the site by Aggregate Industries (AI) generated traffic flows, it was scaled down significantly in 2011 and ceased operations in 2014. Consequently, heavy goods vehicle (HGV) traffic associated with the site has been very low, indeed largely non-existent, for the past 4-7 years.

Existing HGV traffic on local roads within the parish is widely recognised as being unacceptably high, and is to the detriment of the community infrastructure and quality of life for residents. Were the current planning application to be approved, it would result in the introduction of large volumes of HGV and other traffic onto local roads. The Parish Council considers the number of HGVs generated will exceed that associated with the former use of the site and, therefore, is unacceptable. Furthermore, taken together with the increased traffic associated with other developments it would place an intolerable burden on the local road system and the wider community.

The Parish Council recommends the planning application should be refused. Its reasons are summarised below and the evidence base is provided in the commentary.

Summary of why the planning application should be refused:

1. Traffic Generation:

The Parish Council concludes that the proposed development will generate a significant number of HGVs on local roads and that the traffic impacts are 'severe' in the context of advice contained in the NPPF. The Parish Council strongly contends that the threshold for determining 'severe' impact is far lower in The Ivers Parish than in some other locations. This is due to the already very high volumes of HGV traffic using local roads, where even small increases are considered unacceptable. Indeed, the Traffic Assessment provided by the Applicant acknowledges this through its reference to 2014 Guidelines for Transport Assessment as follows:

"For the avoidance of doubt, the 1994 guidance regarding the assessment thresholds of 10 per cent and 5 per cent levels of development traffic relative to background traffic is no longer deemed an acceptable mechanism, since it creates an incentive in favour of locating development where high levels of background traffic already exist."

The impact of overall and, specifically, HGV traffic will have a detrimental effect on the environment, amenity of local residents and, importantly, air quality.

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The Parish Council considers that the Applicant's estimates of traffic generation are not sufficiently robust. They appear to underestimate traffic generation associated with the proposed development and overestimate previous traffic generation from the site when it was operated by Aggregate Industries. The Parish Council considers that the Applicant has not demonstrated that the proposed development is compliant with the County Minerals & Waste Core Strategy (MWCS) Policy CS7.

Air quality in The Ivers Parish continues to deteriorate. This is demonstrated by analysis of nitrogen dioxide concentrations at various locations across the parish, many of which exhibit levels in excess of EU limits. An Air Quality Management Area (AQMA) for the entire parish is being actively considered by South Bucks District Council. Increased traffic associated with the proposed development has the potential to cause further deterioration of air quality and would frustrate efforts to reduce pollution as part of an AQMA.

The Applicant's Traffic Assessment includes an analysis of turning at the junction of Thorney Mill Road / Richings Way / Thorney Lane South. It is important to note that one of the locations with the highest concentrations of atmospheric nitrogen dioxide in the parish is at the Tower Arms, immediately adjacent to that junction. Any increase in overall traffic, especially HGVs, that leads to longer waiting times at that junction can only result in further elevation of nitrogen dioxide and other pollutants.

The Parish Council has reviewed road accidents involving personal injury along Richings Way and North Park and has established that 20% of crashes during the 10-year period (2007- 2017) involved HGVs. The introduction of additional HGV traffic with the proposed development would increase the probability of more crashes involving HGVs.

The Parish Council concludes that the proposed development will have a severe, detrimental impact on local roads in The Ivers. The environment, amenity of local residents and air quality would all suffer significant adverse effects and so planning approval should be refused.

2. MWCS Policy CS7:

As mentioned above, the Parish Council concludes that, based on its scrutiny of the Applicant's Transport Assessment, the proposed development will not result in a reduction (from a baseline level at 2012) in HGV movements entering and exiting the site and, as such, the proposed development does not comply with MWCS Policy CS7 (Rail Aggregate Depots & Wharf Depots). The Parish Council considers that Policy CS7 must be strictly adhered to by Local Authorities and that the planning application should be refused for non-compliance with this policy.

3. Cumulative Impact:

The Parish Council contends that the cumulative traffic impact of the national infrastructure projects (Heathrow Express Depot (HEX), and M4 Smart Motorway), plus the recently approved Cemex development site and other consented developments in the locality, constitutes a material consideration when assessing the traffic impact of new planning applications in The Ivers. Each of these projects threatens to increase traffic flows overall, and numbers of HGVs in particular, on routes that would be affected by the present application. The Applicant's Transport Assessment does not specifically take these national/major traffic generators into account. Therefore, the Applicant's assessment of future traffic conditions is not sufficiently robust and the application should be refused.

Commentary:

1. Traffic Generation:

(a) 'St Gobain' site:

The Applicant estimates that 156 HGVs per day (Mon-Fri) will be generated by operations at the St Gobain site. This is based on traffic figures supplied by the proposed lessee, Jewsons. This number of HGVs is for the full day's operation of the site between 05:00-22:00 and is based on a very specific B8 operation (i.e. Jewsons) in another part of the country.

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Different B8 operations are likely to generate different traffic profiles, including the number of HGVs. Therefore, it would be necessary to carry out sensitivity testing of the potential traffic generation from the St Gobain site to establish how the Jewson estimates compare with possible alternative B8 uses. With this in mind, it is contended that the Applicant's estimates for traffic generation from the St Gobain site are not sufficiently robust.

(b) Purple Parking

The Applicant makes brief reference to the existing Purple Parking's use of the former AI site and indicates this is subject to a long lease. On this basis, the Parish Council contends that the traffic generated from this operation needs to be taken into account together with that associated with the present application, especially when determining whether the overall impact is compliant with MWCS Policy CS7.

The Applicant's Transport Assessment indicates that Purple Parking generates 14 HGV movements per day.

(c) B8 Residual site:

With respect to the proposed B8 usage of the residual site, the Applicant has used TRICS trip rates to estimate HGV numbers, but has (i) used average trip rates from a number of sites, (ii) has only applied the trip rate calculation to 50% of the site area (which, therefore, assumes only 50% of the site will be used for B8 use), (iii) has not included an explanation of how the sites selected from the TRICS database compare with the Link Park Heathrow site in socio-demographic terms, and (iv) has also used traffic count data from the site next door.

It is contended that using average trip rates for a speculative B8 use in this location where the local roads, already, are overloaded with HGVs could result in the actual impact of HGVs on the local roads being underestimated. This approach carries significant risk.

It is contended that using 85 percentile trip rates would be more appropriate in this very sensitive location and, also, that the TRICS trip rates should be selected from sites in areas with similar socio-demographic characteristics to the application site and its catchment area.

It is also contended that the 85 percentile trip rates should be applied to a higher percentage area of the site. A figure of 75% appears more appropriate than the Applicant's 50%. To illustrate this, and using the site coverage issue as an example, the Applicant's estimate of 37 HGVs per weekday (05:00-22:00) for 50% coverage increases to 56 per day for 75% site coverage. Added to this, using 85 percentile trip rates, the estimated number of number of HGVs would increase further.

(d) Summary:

The above demonstrates that the Applicant's traffic generation estimates for the St Gobain and B8 residual site are not sufficiently robust and, potentially, are a significant underestimate. The Applicant has estimated that, in total (including Purple Parking), the site will generate 207 HGV movements per day (Mon-Fri). The Parish Council contends that this figure appears to be an underestimate and should be at least 226 HGVs per day and, by using 85 percentile trip rates, could be even higher. This means that, in 2018, HGV traffic on Richings Way/North Park would increase by ~20% and by ~185% on Thorney Mill Lane, or even greater.

The Applicant estimates that 5% of the HGV traffic generated will use Thorney Lane South, leading to Thorney Lane North and Iver High Street. [It should be noted that the Applicant's documentation is internally inconsistent on this point. Paragraphs 4.5.1 and 6.2.6 of the Traffic Assessment assume that approximately 5% of HGV movements would travel along Thorney Lane South, whereas the Routing Plan (TA13) specifically excludes this route]. Even with existing traffic, Thorney Lane South and Thorney Lane North carry the highest percentage of HGVs for all non-motorway roads in Buckinghamshire (>19%). Iver High Street is one of the locations where nitrogen dioxide levels consistently exceed EU limits and it is a particular focus for management of air quality. There is no guarantee that even more HGVs from the Link Park site than is claimed would use this route, with the associated detrimental impact on infrastructure, safety, noise and air quality.

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At weekends, the proposed development (including Purple Parking) will generate at least 72 HGVs on Saturdays and 37 HGVs on Sundays. The former AI operations did not generate HGVs on Sundays and thus, together with the extended weekday operations, residents would have no respite from the effects of HGVs generated by the proposed use of the site. The additional impact of the, as yet undefined, use of the eastern section of the site remains unknown.

Although this submission has focussed largely on increase in HGV traffic and its impact on the local road system and the community overall, it should be noted that all of the proposed and current developments in the area will result in concurrent increases in other traffic. Already, traffic flows are extremely sensitive to even minor interventions. An experimental period of closure of Hollow Hill Lane, to determine its impact when the proposed WRLtH project is underway, led to major disruption of traffic flows in the area, with increases of up to 45 minutes in journey times. Any further increase in background traffic resulting from the granting of the present application would only serve to generate chaotic conditions in future.

2. MWCS Policy CS7:

Bucks County Council Policy CS7 states:

"The Council will safeguard the existing rail aggregates depot site at Thorney Mill, Iver but will seek to ensure that applications for development or redevelopment will result in a reduction (from a baseline at 2012) in HGV movements entering and exiting the site."

The former AI use was restricted to operate between the hours of 06:00-18:00 on weekdays. The present application cites the same period but it is not clear whether this would be policed or whether the intention is to extend beyond this period and, effectively, be unrestricted. The Parish Council contends that it is the total daily HGV traffic (05:00-22:00) generated by the proposed uses (including Purple Parking) that should be compared with the previous AI HGV traffic generation. It is on this basis that assessment should be made as to whether the proposed uses of the site would be compliant with MCWS Policy CS7.

The Applicant's Transport Assessment includes information on tonnage moved from the AI site. This indicates that the number of HGVs generated by AI's use of the site in 2012 was 174 HGVs per day. This figure is advanced by The Parish Council as a more reliable estimate of the 2012 baseline HGV generation since it is backed up with a series of annual tonnages data supplied by AI.

This figure of 174 HGVs is for a 6-day week. The Applicant has indicated that, because HGV traffic generation from the AI operations may have been less on a Saturday, then the weekday flows would have been commensurately higher than 174 HGVs. The Applicant has not provided any data from AI to back this up and therefore it is contended that the 2012 baseline flow from the former AI operations should remain as 174 HGVs per day.

The Applicant has then used traffic data from a single day 'snapshot' traffic count, taken in July 2012, which indicated that 202 HGV movements were generated by the AI operations. The Applicant has then increased this figure by 15% to arrive at an estimated total of 232 HGVs per day. This is an arbitrary figure and *the* Parish Council can find no justification to increase the snapshot traffic count figure by any uplift at all. There are no traffic data to indicate whether HGV traffic generation from the AI operations varied by this much, from day-to-day or week-to-week. Arguably, it is entirely possible that the snapshot survey was taken on a busy day at the AI site and therefore represents an upper threshold. In any event, it is unclear whether the snapshot survey distinguished between traffic serving the AI operation and any other part of the site. Thus, the estimates of baseline traffic flows for 2012 provided by the Applicant are flawed. The Parish Council contends that 174 HGVs per day is the most reliable estimate of baseline HGV traffic in 2012 and should therefore be the baseline against which to judge the proposed development's compliance with MWCS Policy CS7.

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On this basis and the preceding commentary on traffic generation, it is contended that daily HGV traffic generation arising from the proposed development will exceed the baseline HGV traffic from the site in 2012 by at least 30%. This would be in contravention of MWCS Policy CS7 and, therefore, the application should be refused.

3. Cumulative Impact:

The Applicant proposes to route 95% of all HGV traffic along North Park / Richings Way (the other 5% using Thorney Lane South) but see comment under 1(d) above. These roads are unclassified roads and already significantly overloaded with HGVs. Added to this, potentially, they are within an AQMA, which is currently under consideration.

The Parish Council contends that the cumulative traffic impact of the consented national infrastructure projects (Heathrow Express Depot [HEX], M4 Smart Motorway) and the recently consented Cemex development site (and other consented developments in the locality) constitutes a material consideration when assessing the traffic impact arising from new planning applications in the locality. The Applicant has not taken these national/major traffic generators specifically into account when assessing background traffic for 2018 and 2023 and therefore the Applicant's baseline figures are substantial underestimates, especially for 2023.

The Applicant has adopted the National Trip Model (NTM) growth factors for South Bucks instead to 'growth up' the 2017 baseline traffic flows to 2018 and 2023, but this significantly underestimates the traffic growth arising from the national projects and, especially, the Cemex site.

To illustrate this, the Cemex quarrying operation will add an estimated 306 vehicle movements per day along North Park, of which 242 are HGVs. This alone corresponds to a 22% increase in HGVs. The HEX development is expected to add a further 75 HGVs per day onto Richings Way/ North Park. In using NTM growth factors, the Applicant has assessed HGV growth as being 0.9% (2017-2018) and 6% (2017-2023). Clearly, this is a gross underestimate.

The other national projects will add yet more HGVs to the local roads. Taking together all these factors brings into sharp focus the unreliability of the Applicant's growth forecast for background traffic. The proportion of HGVs currently using Richings Way/North Park is ~12%-15% of the total daily traffic flow. As noted above, traffic associated with the Cemex site will greatly inflate this number. Already, these percentages are significantly greater than the Department for Transport statistics for HGV traffic by road type, thus confirming the Parish Council's view that the local roads are already overloaded with HGVs. The Cemex operations will exacerbate the situation and the addition of vehicles from the Link Park site needs to be reviewed in that context.

In summary, to determine the present application on the basis of NTM traffic growth forecasts, with no specific account of the traffic that will be generated by consented national projects, and other major developments in the locality, must result in unreliable forecasts of background traffic growth. Such an analysis cannot demonstrate reliably how the roads will operate in 2018 and 2023, nor will it provide a realistic view of the consequential impact of the proposed development on the environment, amenity for residents, air quality and damage to local infrastructure.

It is not clear from the Applicant's documentation what overall operating hours are planned for the site, although it is indicated on the application form that these would be 06:00-18:00 on weekdays and 08:00-14:00 on Saturdays and Sundays. Given the unknown nature of the business that might be conducted from the eastern section of the site, the overall operating hours of the site remain uncertain. In any event, the close proximity of the site to residential areas and the proposed routing of HGVs make the provisional hours of working unacceptable.

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Therefore, the Parish Council contends that the Applicant's assessments of future traffic conditions are flawed and that the cumulative impact of this and other developments involving HGV traffic would place an unacceptable burden on the road system and local community. The application should be refused for these reasons.

Conclusion:

The Parish Council considers that, based on the information submitted by the Applicant in support of the planning application, there are valid and quantifiable concerns as to the detrimental impact of the proposed development. The Parish Council strongly recommends that the planning application should be refused for the reasons set out in this report.

The Council of The London Borough of Hillingdon responded by letter dated 26 October 2018, raising objections to the proposal on grounds that it represents an inappropriate development within the Green Belt and in the absence of Very Special Circumstances, the proposal conflicts with their Development Plan and the NPPF."

REPRESENTATIONS

Eleven letters of objection have been received and the grounds of objection are summarised as follows:

- More HGV's would have a detrimental impact on air quality in the area resulting in unacceptable levels of air pollution.
- The proposed HGVs will increase traffic on nearby residential roads.
- The potential noise impact of the proposed development has not been accounted for.
- The existing roads are in poor condition and cannot cope with the additional traffic.
- The existing roads are in poor condition and cannot cope with the additional traffic.
- Recent development in the area has also increased the volume of HGVs on the road.
- Weekend working will cause disruption for neighbouring residents.
- The introduction of Crossrail to Iver station from 2019 will cause a general increase in traffic levels.
- The Traffic Assessment submitted is misleading.

CONSULTATIONS

Buckinghamshire County Council - Highways Authority

The site is located on Thorney Mill Road, a 'C' class road subject to a speed restriction of 40mph in the vicinity of the site. The application seeks planning consent for the site to be used for B8 (Storage and Distribution). You have informed me that current lawful use of the site is a mixed B2/B8 and Sui Generis use, which I understand does have restrictions on the amount of material brought to the site per year and the operating hours of the site, however does not currently have any restrictions on HGV movements to and from the site.

Traffic Generation

The applicant has submitted an addendum Transport Assessment (TA) in order to update the traffic generation potential of the site, and the resultant impact that the development would have on the surrounding highway network. As sites of this nature can generate a high number of HGV movements, it is imperative that the assessment of traffic generation is robust, so that the resultant impact on the highway can be accurately assessed.

Policy 16 of the South Bucks Core Strategy states that 'comprehensive redevelopment proposals should result in a significant reduction in HGV movements;' and that 'any significant development or redevelopment should deliver a significant reduction in the number of HGV movements (generated by the site) through Iver Village and Richings Park.' Further to this policy, Policy CS7 of the Buckinghamshire Minerals and Waste Core

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Strategy states that 'the Council will safeguard the existing rail aggregates depot site at Thorney Mill, Iver but will seek to ensure that applications for development or redevelopment will result in a reduction (from a baseline in 2012) in HGV movements entering and exiting the site.'

Baseline Trip Generation- Mixed B2/B8/Mixed Sui Generis Use

The County Council and the District Council planning departments do not hold any data in relation to historical activity at the Link Park Heathrow site for the threshold year of 2012, and on this basis the applicant has sought to identify an indicative threshold via reference to weekday traffic survey data recorded in 2012. It is unlikely that this one-off survey represents maximum daily site operation for 2012; however the applicant has also provided uplifted the data to provide a robust existing trip generation potential on the site using the only information they have available, which would be in the region of 232 HGV movements (two-way) per day.

It would be reasonable to conclude that the (insert here percentage) uplift is a reasonable way to represent the site at a busier times.

The site had very specific activities and the TRICS database of sites, would not have sites with directly comparable activities. The most appropriate way of determining the 2012 baseline trip generation is therefore the site survey data.

Purple Parking

Within the submitted addendum TA, the applicant makes reference to the Purple Parking on the site, which whilst it is my understanding that this use was unlawful, and has ceased operations on the site, the land use is now available for a general B8 open storage use in the future. When calculating the potential trip generation of the site this area then will fall under a trip rate for B8 open use. The potential trip generation for the former purple parking area has been assessed by the applicant using TRICS® (Trip Rate Information Computer System) data, however, whilst this data also includes sites from Ireland and Greater London, I am satisfied that the figures proposed are robust especially as the applicants TRIC'S database selection criteria appears to have overestimated the potential trip generation by including Greater London and Ireland.

Proposed Trip Generation- B8 Use

The TA has also estimated the number of vehicle movements that the site would generate daily based on the proposed B8 Use of the site. It is worth noting that no specified users are currently identified for the application site and it is considered that any estimate of likely HGV demand is best based on B8 trip rate derived from the TRICS database, (this is the same as the trip rate calculation used for the purple parking) The TRICS data submitted has estimated that at worst case the site as a whole, (also taking into consideration the vacant purple parking area) would generate up to 204 HGV movements a day, two-way in total. It would be expected that these movements would naturally be spread across the working day

Traffic Distribution & Impact

The Highway Authority would not be supportive of any additional HGV movements through the village of Iver and as such would be in support of a S106 agreement to secure the routing of HGV's as part of any planning consent granted on site. This is in line with Policy 16 of the South Bucks Core Strategy. In support of this approach, the applicant has stated on page 32 of the applicants original Transport Assessment, (December 2017) that due to the width restrictions on Thorney Mill Road to the east of the site, all HGV movements would need to travel west to Richings Way, from which vehicles will be able to travel to the A4/M4 Junction 5 and beyond. The route proposed would be routed onto Slough BC's highway network after the North Park/Sutton Lane/Parlaunt Road junction and as such, I trust that Slough BC Highway Authority will comment on the impact of the proposed development on their network as we are only minded to comment on the traffic impact on Buckinghamshire County Council roads.

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Whilst I acknowledge the concerns of the Parish Council in relation to the cumulative impact of committed developments such as Cemex and the M4 Smart Motorway. As discussed above the robust assessment on trip generation carried out by the applicant identifies that it is likely that the proposal should result in a lower HGV trip generation than the site generated in 2012.

I note that the Parish Council are concerned regarding the potential underestimation of the proposed HGV movements in and out of the site. However given the applicants figures are uplifted and the data is the best available we take the approach to determining the baseline as sound in this instance.

The site as existing does not currently have a cap on the number of existing HGV movements to and from the site, the Highway Authority consider that a condition to limit these numbers is appropriate and reasonable in this instance. It is our understanding there is currently no cap on the number of vehicles thereby such a condition has the potential to lend itself to a reduction of the peak trips compared to the 2012 situation.

The Highway Authority is aware of the sensitive nature of the road network in this area and the Local Authorities Policy which supports this particularly with regards to the level of HGV's, this is the reason for recommendations for a cap on HGV vehicle movements as well as a routing agreement. However, the likely level of trip generation from the proposals is a reduction and so this site could not be justified as having a material or severe impact on the highway network in line with guidance contained within the National Planning Policy Framework.

Mindful of the above, I have no objection to the proposed development in highway terms, subject to a S106 to secure the routing of HGVs west out of the site, and the imposition of conditions and informatives.

It is considered that the foregoing sufficiently addresses the concerns of the Parish Council.

Cadent Gas:

Recommends Informative based on the fact that there is identified operational gas apparatus within the application site boundary. If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team.

National Grid:

National Grid has no objection to the above proposal which is in close proximity to our high voltage transmission underground cable

County Ecology Advisor:

No objection: The nature of the proposed works is such that they are not likely to impact on ecology features. We therefore have no objection to the proposed development and do not consider it necessary to apply a condition to safeguard ecology interests. It is important however that a drainage and pollution protection plan is put into place to protect the woodland and waterway to the east of the site.

Environment Agency:

No objection: the development is a historic landfill and is located on a Principal Aquifer. The site has an Environmental Permit issued to D.B. Schenker Rail (UK) Limited. If there are any changes to the operation of the waste site, this will need to be reflected in the environment permit they hold.

Lead Local Flood Authority / County Drainage Team:

Buckinghamshire County Council as Lead Local Flood Authority has reviewed the information provided in the Flood Risk Assessment (3937FRA&SWDS v1.0, June 2018, Ambiental). The LLFA has no objection to the proposed development subject to the imposition of condition requiring the submission of surface water drainage scheme listed below.

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Council's Strategic Environment Team:

No objection subject to a condition ensuring the reporting of any unexpected contamination.

County Strategic Planning Policy Team:

BCC withdraws its overall objection to this application on the condition that the physical infrastructure of the rail siding that is currently on site remains, is protected and safeguarded, for the potential future use for the movement of aggregates or waste via rail. This will also need to be supported by Network Rail. This is to ensure that through granting of planning permission there will not be a loss of the one of the few safeguarded rail sidings within the County as this would make it more difficult to achieve more sustainable mode of travel for aggregates and waste within the County as set out in the Strategic Objectives SO5 and SO8.

Network Rail:

Network Rail would like to maintain their objection to the above proposal. This site has been safeguarded by Policy CS7 of the Buckinghamshire Minerals & Waste Core Strategy Development Plan Document to remain as a rail aggregate depot. Whilst the applicant has taken steps to retain the railhead, Network Rail does not believe that the land they have earmarked to use in association with the railhead, is of sufficient space to make the site viable for any meaningful use. The applicant has informed that there is an interested party in this area but has failed to provide any evidence to confirm this, thus not providing any guarantee that any future rail use would be sustained on this site.

POLICIES

National Planning Policy Framework (NPPF) - February 2019

National Planning Policy Guidance (NPPG)

South Bucks District Local Plan (adopted March 1999) (Saved policies): Local Plan Policies: GB1, GB4, EP3, EP4, TR4, TR5, TR7 and TR10.

South Bucks Local Development Framework Core Strategy (adopted February 2011): Core Strategy Policies: CP7, CP8, CP9, CP10, CP12 and CP13.

Buckinghamshire County's Minerals & Waste Local Plan (2006)

Buckinghamshire County's Minerals & Waste Core Strategy (2012)

Buckinghamshire County's Minerals & Waste Draft Local Plan (2016-2036)

EVALUATION:

Background and Policy Context

1. Section 38(6) of the Planning & Compensation Act 2004 replaces section 54A of the Town & Country Planning Act 1990 and states that if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise
2. The prevailing development plans and the relevant policies are identified above. However, the NPPF is also material to the consideration of this application. The NPPF was published on the 27th March 2012 and updated in 2018 and 2019. Whilst this replaced the previous Planning Policy Statements and Guidance Notes, it does not replace existing local policies that form part of the development plan. It does state however, that the weight that should be given to these existing local policies and plans will be dependent on their degree of consistency with the NPPF. Therefore, the closer the policies in the development plan to the policies in the Framework, the greater the weight that may be given to them.

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3. With regard to this specific application, it is considered that all of the relevant local policies, as highlighted above, are in accordance with the NPPF, with the exception of saved policies GB1 and GB4, which are not entirely consistent with the NPPF. As such, it is considered that the remaining policies should be afforded significant weight and that it is considered appropriate to still assess this current application against those relevant local policies set out above. Where there is a difference or conflict in policy regarding saved policies GB1 and GB4, then the NPPF takes precedence.

Principle of Development:

4. The proposed development seeks to establish a B8 (Open Storage) Use on the site. In order to properly assess the impact of this proposed use or loss of the existing use if any, it is necessary to establish the existing lawful use of the site. As stated above, the site has a complicated planning history crossing over between Buckinghamshire County Planning Consents (Waste) and South Bucks District Council. The starting point for any analysis of the site's history would appear to be the permissions granted by Buckinghamshire Council in the late 70s / early 80s for (BD/1111/79) 'Storage of aggregates involving the reception of railborne aggregates, and their storage under cover to be used for the production of asphalt and coated roadstone and delivery of "clean granite", and (BD/1112/79) 'Retention of asphalt and coated stone plant and ancillary buildings, rearrangement of sidings and installation of new feeder hopped' which applied to the southern section of the site.
5. These permissions appear to have been implemented and operated by Aggregate Industries (AI) until mid-2012 when operations ceased and over the next 2 to 3 years the site was cleared of many of the buildings and machinery that served the use on site. While this permission operated on the whole of the larger site, permission was granted by South Bucks District Council for part of the site to operate as - coated roadstone recycling operation-involving crushing and screening machinery (SBD/8207/96 and SBD/8208/96). Temporary permission, that has now elapsed, was granted for exceeding the volume of materials processed and the hours of operations of this use. In the course of the site's operations under AI various permissions were granted for the establishment/erection of buildings within the site and on land that is now outside of what is the proposed application site.
6. Following the cessation of AI's operations on the site and the clearing of the site which resulted in the retention of the large warehouse building and the erection of hardstanding covering the majority of the site, there is evidence of a series of ad-hoc uses on the site from the storage of building materials to airport car parking.
7. In the recent past,, the application site has been occupied by a variety of business uses including building aggregates and car storage. In attempting to regularise these uses, the Applicant has recently submitted two certificate of lawfulness applications (PL/18/2484/EU) and (PL/18/2470/EU) that were ultimately withdrawn but their consideration did assist the Council to establish the current lawful use of the site.
8. However, in the absence of successful planning applications or certificates of lawful development establishing the lawfulness of these ad-hoc uses post-2012, they cannot be considered as the lawful use(s) of the land. Therefore in assessing the present lawful use of the site, it is necessary to return to the uses implemented under planning permissions (BD/1111/79) and (BD/1112/79) and to the part of the site they relate to, the South Buck's planning permissions (SBD/8207/96 and SBD/8208/96) for 'coated roadstone recycling operation'.
9. The permission under (BD/1111/79) was for the 'Storage of aggregates involving the reception of railborne aggregates, and their storage under cover to be used for the production of asphalt and coated roadstone and delivery of "clean granite"'. The 'reception of railborne aggregates' was explicit in the proposed description but it is acknowledged that no condition was attached to this decision restricting the reception and delivery of materials just by means of the rail line though it is contended that use of the rail line is an intrinsic element of the current lawful use on site.

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10. The proposed description also includes a mix of characteristics including the 'storage of aggregates and their storage under cover and in a confined space' and 'the production of asphalt and coated roadstone'. The southern half of the application site under (BD/1111/79) also allows for the 'Retention of asphalt and coated stone plant and ancillary buildings' and the planning permissions SBD/8207/96 and SBD/8208/96 for coated roadstone recycling operation (involving crushing and screening machinery).
11. The site plans of these approved permissions overlap the application site and the variety of activities listed are considered to be related to rather than distinct from the primary use of the site for the 'storage of aggregates involving the reception of railborne aggregates'.
12. In assessing the current lawful use of the site, it is necessary to consider whether the occupiers could revert to the previous planning permission on site without needing further planning consent. In the current case, the buildings that facilitate the previous lawful use on the site have been removed and therefore further planning consent would be required in terms of the erection of buildings and equipment for this use to resume on the site. It is therefore the Officers' position that the current lawful use of the site is Sui Generis for the 'storage of aggregates involving the reception of railborne aggregates and their storage under cover and the production of asphalt and coated roadstone' which comprises a mixture of B2 and B8 components.
13. In the light of the foregoing, it is considered that any use that deviates from this description would be a material change of use requiring planning permission. The current uses on the site do not meet this description and furthermore the removal of the buildings clearly has had a significant impact on the ability of the site to revert to the lawful use of the site. In the circumstances, it is considered that the current lawful use on site comprises a mixture of B2 and B8 uses incorporating the use of rail line and this is the default position for how the site ought to operate without any further permissions being granted.
14. Whilst it is acknowledged that the proposed B8 use is materially different from the current lawful use on the site, the current application has been revised to incorporate in the description 'railborne storage'. This adjustment would overcome the concerns of Network Rail. Furthermore, it is considered that the fall back lawful use of the site is similar in nature to what is being proposed and within this context the following policy considerations must be taken into account.
15. The site is identified within the Buckinghamshire County's Minerals & Waste Core Strategy (2012) which states under Policy CS7 (updated from Policy 7 of Buckinghamshire County's Minerals & Waste Core Strategy (2006)) that:

"The County Council will encourage the fullest use of rail and water for the transport of bulk materials, including importation into the county of raw materials and fuel used in the construction industry. To this end, the County Council will support the development of new rail aggregates depot and wharf facilities where they accord with the principles set out in Supplementary Planning Guidance Note 6.

The County Council will seek to safeguard the existing rail aggregates depot site at Thorney Mill Road, Iver as indicated on Map 2 and that site formerly used at Griffin Lane, Aylesbury as indicated on Map 3. Any other site where planning permission is given for the establishment of new wharves or permanent rail aggregates depots in accordance with this policy will also be safeguarded so as not to prejudice the permitted use."

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16. Paragraph 143 of the NPPF states that:

"In preparing Local Plans, local planning authorities should safeguard:

- existing, planned and potential rail heads, rail links to quarries, wharfage and associated storage, handling and processing facilities for the bulk transport by rail, sea or inland waterways of minerals, including recycled, secondary and marine-dredged materials; and
- existing, planned and potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material."

17. It is noted that there is a draft Buckinghamshire County's Minerals & Waste Local Plan (2016 - 2036) currently under consultation and that the Policy CS7 of the current Minerals & Waste Core Strategy (2012) may not be carried forward to adoption in its current form. However this policy document is still in draft form which limits the weight given to it. Though it can be noted that even in its current form the draft document does include paragraph 4.80 which states:

18. "The County Council supports the use of alternative modes of transport (to road haulage), where practicable, such as by rail or inland waterway. The South East of England is a net importer of aggregates and the need to import is likely to increase as land sourced supplies become scarcer. It is important that facilities for the importation of primary and secondary aggregates are made available. It is therefore vital that facilities are in place and are safeguarded from other forms of development that could prevent future use for the movement of aggregates."

19. Buckinghamshire County Strategic Planning Policy Team subsequently withdrew their initial objection to the proposal stating that:

"BCC withdraws its overall objection to this application on the condition that the physical infrastructure of the rail siding that is currently on site remains, is protected and safeguarded, for the potential future use for the movement of aggregates or waste via rail. This will also need to be supported by Network Rail"

20. Furthermore, Network Rail have made the following observations on the proposal received on the 17th of December 2018 :

"The current situation as far as rail use is concerned is that a connection agreement has been applied for, we technically cannot grant that without granting a lease of the connecting spur of railtrack, which is in progress. Whilst we are satisfied that this will progress we would still like to protect the future use of the rail and would like to suggest that the following condition be added should you be minded to approve the above application."

21. Whilst it is acknowledged that the site is safeguarded under Buckinghamshire County's Minerals & Waste Local Plan, it is noted that the County Council's Policy Team and Network Rail have removed their objection to the current proposal on the proviso that the use of the rail line remains integral to the approved use on the site and in the light of what appears to be the current lawful use of the site and the consultation responses, it is considered that an in principle objection to a B8 use that incorporates the use of the rail line cannot be sustained.

22. In the light of the foregoing, it is considered that the proposed B8 (Open Storage) use of the site is acceptable in principle.

Impact on the Green Belt and Visual Amenity of the Area:

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23. The application site is located within the Green Belt and the Colne Valley Park. Paragraph 143 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
24. Paragraph 145 of the NPPF states that the construction of new buildings constitutes inappropriate development in the Green Belt with specific limited exceptions. The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces and the complete redevelopment of previously developed sites (brownfield land) whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purposes of including land within it than the existing development are two of the specified limited exceptions.
25. The proposal includes the siting of two portacabins and the retention of another two portacabins, an electricity substation, 9 x lighting columns and a replacement boundary fence and gate. The proposed use would be for open storage resulting in goods and materials being stored on the extensive hardstanding across the site.
26. It is considered that the current site is 'previously developed land' and the impact of the proposed development must be assessed against the recent lawful development on the site which had an industrial component. The proposed development would involve the open storage of materials across the site. Examining the planning history and the historic photographic evidence, it is considered that large portions of the site had been covered by either buildings or materials at some point, and under the current lawful use of the site, there are no restrictions on the storage of materials across the site. Therefore the proposed use would not significantly increase the site coverage of built form or materials across the site.
27. The proposed steel gate and boundary fencing would have a height of 2.5 metres and would run along the boundary of the site and would also internally subdivide the eastern section of the site. The proposed fencing and gate replace previous gate and fencing on the site. However no details on these previous boundary treatments are available. Given the open nature of the site and the lack of soft landscaping treatment, the proposed fencing would create a visual barrier that would harm the openness of the Green Belt and combined with the materials, would have an undue urbanising effect on the landscape. However it is noted that the proposed fencing is just 0.5 metres higher than what would be permissible as permitted development and as this is a replacement, these factors need to be taken into account.
28. Given the fall-back position of the current lawful use on the site, the historical development across the site, the existing hardstanding and buildings, alternatives possible under permitted development legislation, the imposition of conditions restricting the height of materials to be stored on site and a landscaping condition mitigating the harm originating from the visual barrier of the proposed fencing, it is considered that the proposed development would fall under exemption G of paragraph 145 of the NPPF and would not have a significantly greater impact on the openness of the Green Belt and the purposes of including land within it than the existing development and would not constitute inappropriate development in the Green Belt. Consequently, the proposal is consistent with section 13 of the NPPF, saved Local Plan Policies GB1, GB4 and EP3, and Core Strategy Policy CP9.

Impact on Neighbouring Amenities:

29. The proposed additional physical development on site is such as the proposed portacabins, fencing and the bulk and mass of the proposed open storage would be of a scale as to not have a significant detrimental impact on neighbouring properties. The site and its constituent structures are sufficiently distanced from residential properties for there not to be any undesirable impact. The impact of the proposed use in relation to intensification of vehicle movements is addressed below.

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Parking / Access / Highway Impact::

30. The Parish Council have raised a detailed objection to the proposal centring around the Applicant's assessments of future traffic conditions are flawed and that the cumulative impact of this and other developments involving HGV traffic would place an unacceptable burden on the road system and local community". 11 letters of objection from neighbouring dwellings also focus on the impact of the proposed use on local traffic conditions and air quality.
31. In considering the impact of the proposed development on traffic flow and safety in the area, it is important to note that the consent in respect of historic applications on the site refs: BD/1111/79 and BD/1112/79 neither include conditions nor an obligation by way of a Section 106 Agreement restricting the volume of HGV movements to and from the site and within normal operating hours neither did applications SBD/8207/96 and SBD/8208/96 for recycling operations on the site. However it is noted that in the recent appeal decision on the site (APP/P0430/W/17/3189493), the Inspector states the following: "It is also reasonable to take into account that the 1981 permission was made on the basis that the use permitted involved in part the reception of railbourne aggregates, and this would have been likely to limit the use of HGVs".
32. The County Highway Authority has assessed the proposal including the accompanying Transport Assessment (TA) and The Highway Authority "is aware of the sensitive nature of the road network in this area and the Local Authorities Policy which supports this particularly with regards to the level of HGV's".
33. It is noted above that the use of the rail-line created a natural limitation on the number of HGV movements under the previous operations on the site, however, in assessing the impact of the proposed use, it is still necessary to establish a traffic baseline for the lawful use of the site. In the absence of alternative available data 'the Applicant has also uplifted the data to provide a robust existing trip generation potential on the site using the only information they have available' which has resulted in an estimate of 232 HGV movements (two-way) per day. In the absence of alternative data, the assessment of the current baseline of the site must proceed on the basis of the best data and methodology available.
34. However, the apparent intensity of the lawful use of the site i.e. 'storage of aggregates involving the reception of railborne aggregates, and their storage under cover and the production of asphalt and coated roadstone' can be shown by historical aerial photos of the site clearly showing high volume of HGV movements around the site and an intense use can also be deduced by the nature of the lawful use of the site which includes the 'production of asphalt and coated roadstone' which produces materials with a short shelf life and therefore require continuous distribution. Given the heavy industrial nature of use that previously operated on the site, the Local Planning Authority and the County Highways Authority has therefore no reason or evidence to challenge the established baseline of 232 HGV movements (two-way) per day.
35. In terms of the proposed use, the Applicant has put forward through its TA statement that the proposed B8 trip rate for the site as a whole that would generate up to 204 HGV movements a day in total, which is lower than the established baseline of 232 movements daily. The proposal would therefore result in a materially lower impact on traffic flow and as a consequence, a reduced impact on the amenity of the locality. A detailed breakdown of the comparison between the established uses and the proposal as contained in the TA, is reproduced below.

Link	Predicted Future Open Storage Use	2012 Threshold Levels	Difference
Mon - Fri			
OGV1	83	74	+9
OGV2	122	158	-36
Total HGVs	205	232	-27
7 - days			
OGV1	459	407	+52
OGV2	678	869	-191
Total HGVs	1137	1276	-139

36. Hence given the 'sensitive nature of the road network in this area' the Highway Authority has recommended a cap of 204 HGV movements (102 in, 102 out) to be secured by condition which would amount to a reduction in terms of trip generation and the Highway Authority considers that a condition to limit these numbers is appropriate and reasonable in this instance. To ensure compliance and aid enforceability, it is however considered that this cap of 204 HGV movements be secured as part of a Section 106 Legal Agreement and the mechanisms for the monitoring of HGV movements to and from the site would form part of this Legal Agreement.
37. The Country Highways Authority has also recommended an agreement to be secured by means of Section 106 Legal Agreement seeking to prevent vehicles driving through Iver Village. It should be borne in mind that there is neither a cap / limit on vehicular movements and neither is there an enforceable Routing Agreement in place in respect of the current lawful use of the site. In the circumstance, the proposal is beneficial in that there would be a net reduction in vehicle movements and it also provides an opportunity to improve the living conditions of residents through the Routing Agreement and diversion of HGVs away from noise sensitive areas.
38. The Applicant has submitted details to demonstrate the existence of credible technology to monitor and enforce the Routing Agreement. The mechanism involves typically setting out agreed maximum daily or weekly HGV demand limits, with site operation subsequently monitored via the continuous recording of vehicle movements at the site through permanent automatic traffic count (ATC) technology at the site entrance. Current ATC technology also allows for live monitoring of traffic levels, with Council officers able to 'dial in' to the survey site via cloud based computer software, in order to interrogate traffic records and satisfy themselves that agreed HGV targets are not being exceeded.
39. Furthermore, there are examples of effective protocols elsewhere which are incorporated within the Routing Agreement. In Oxfordshire for example, where such a Routing Agreement is entered into, it would be expected that the Applicant would police compliance with it and take appropriate action against any drivers who failed to comply with its terms. For example, a common approach would be to give one warning for the first proven breach and then to dismiss the driver or ban them from visiting the site following a second proven breach. Nonetheless, the authority may still require to undertake its own monitoring for compliance, particularly following any ongoing complaints of breaches such that it can then raise these with the site operator for the appropriate action to be taken. Such monitoring by its nature can be both time-consuming and costly. It is therefore considered that it is reasonable for the site operator to bear some of the cost of such monitoring.
40. When entering into Routing Agreements, the Applicant will be asked to commit either within the Routing Agreement or through an associated planning obligation or Legal Agreement pursuant to Section 106 of the Town and Country Planning Act 1990 as amended, to one or more of the following as the Authority may consider appropriate depending on the specific site circumstances:

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- 1) To hand a leaflet or notice to all drivers visiting the site for the first time, both those in the Applicant's or other site operators' employment and third parties, informing them of the requirements of the Routing Agreement and instructing them that failure to comply will result in an initial warning for the first breach and then a ban from the site following a second breach.
 - 2) To provide all vehicles in the control of the Applicant or other site operator with a Global Positioning System tracking device, and to require that the vehicles of any contractors are similarly provided, and to make the records of all vehicles so equipped available to the Authority upon request;
 - 3) To install closed circuit television cameras at the site entrance or entrances to record the directions from which vehicles enter and leave the site and to provide recorded footage to the Authority upon request;
 - 4) To provide an index-linked sum to cover the cost to the County Council of traffic surveys to be undertaken on behalf of the Authority;
 - 5) To commit to the full funding of any additional surveys which the Authority may consider necessary following the receipt of substantiated complaints with regard to breaches of the Routing Agreement;
 - 6) To recover the full reasonable costs of the Authority; and
 - 7) monitoring compliance with the Routing Agreement following substantiated complaints, including officers' time.
41. In the light of the foregoing, the proposed development is considered acceptable in highways terms and would not have a materially adverse impact on the successful operations of the highway network and on the safety of the road users in line with the guidance contained within the National Planning Policy Framework and the relevant development plan policies.

Impact on the Air Quality:

42. On the 1st of August 2018, an Air Quality Management Area (AQMA) Order was issued over the administrative boundary of Iver Parish Council which includes the application site. Consequently, the Applicant has submitted an Air Quality Assessment document that has been reviewed by the Council's Environmental Health Team. The proposed development would not include the erection of plant and machinery therefore any possible impact on Air Quality would originate from vehicle movements connected to the site operations. However, in securing the imposition of a cap on HGV movements via the Section 106 Legal Agreement, the proposed development would result in net reduction in HGV movements to and from the site compared to the lawful use of the site which is sufficient in itself to reduce the impact of the proposed development when compared to the existing development on the AQMA.
43. NPPF paragraph 181 states that *"Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan."*

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44. In the light of the foregoing, it is necessary to mitigate further harmful effects. Therefore, it is considered appropriate to seek a contribution towards the implementation of measures aimed at ensuring a Clean Air Zone, in order to reduce the impact of additional Nitrogen Dioxide (NO₂) concentrations in Iver.
45. As part of the Section 106 Legal Agreement all trucks operating to and from the site shall be in full compliance with the Euro V or VI Standards. No objections are raised by the Council's Environmental Health Team. Furthermore, the Applicant has agreed to a financial contribution as part of the Legal Agreement aimed at improving air quality in the surrounding area. This could be achieved through various highways improvements, including but not limited to the construction of the Iver Relief Road. In conclusion, it is considered that the proposed development would not have a material adverse impact on the Air Quality Management Area. The obligation passes the tests under Regulation 122 of the Community Infrastructure Levy Regulations and the relevant provisions in the National Planning Practice Guidance.

Flood Risk:

46. The proposed development would include the erection of buildings and the proposed open storage use would necessitate the presence of hard standing and materials that would have site coverage. The proposed development site is greater than 1 hectare in area and therefore the Applicant is required to provide a site-specific Flood Risk Assessment (FRA) as stated in section 10 of the National Planning Policy Framework. A Flood Risk Assessment (FRA) has been submitted with the proposal and reviewed by the Buckinghamshire County Council as the Lead Local Floor Authority (LLFA) and the submitted details are considered acceptable subject to the imposition of a condition relating to surface water drainage strategy. Given the historical and permitted usage, the Environment Agency have also raised no objections.

Ecological & Environmental Impacts:

47. Lakes are found close to both the North and South of the site and to the west lies Thorney Park Golf Course. An Ecological Appraisal Report has been submitted with the application. Given the nature of the existing site and that the waterway and woodland to the east of the site are safeguarded through an adequate drainage and pollution plan, it is considered that the proposal is not likely to have a detrimental impact on ecological features. No objection is raised by the County's Ecological Officer. Given the site's previous industrial use, there is the potential for contamination to be present on the site. There is no objection from the Council's Strategic Environment Team subject to a condition ensuring the reporting of any unexpected contamination. No objection is raised by the Environment Agency on the basis that any changes to the operations of the waste site will need to be reflected in the environment permit they hold.

CONCLUSION:

The proposal is consistent with the relevant provisions in the NPPF and would not conflict with the development plan. It would have no significant greater adverse impact on the openness of the Green Belt and neither on the operations of the surrounding road network. Furthermore, the imposition of appropriate safeguarding conditions would ensure that there would be no adverse impact on the living conditions of residential occupiers of the surrounding area. The flood risk as a result of the proposal is minimal and so is the ecological impact.

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

It is therefore considered appropriate to grant permission subject to the completion of a Legal Agreement under Section 106 of the Town & Country Act 1990 (As Amended) covering the following heads of terms:

Section 106 Heads of Terms

- The development shall not exceed 204 HGV movements (102 in, 102 out) per day.
- All trucks operating to and from the site shall be in full compliance with the Euro V or VI Standards.

Classification: OFFICIAL

Classification: OFFICIAL

- The Applicant making a financial contribution towards improvements in air quality in the area.
- A requirement to prevent HGVs driving through Iver Village.

RECOMMENDATION: Approve subject to the completion of a S106 Agreement and the following conditions:-

1. The development to which this permission relates (in respect of the proposed 2 portacabins shown on the approved plan) must be begun no later than the expiration of three years beginning from the date of this decision notice.

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

2. Within 3 months of the date of this permission and prior to the siting and occupation of the 2 proposed portacabins, a soft landscaping scheme for the site, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details in the next planting season following the approval date.

Reason: The site is located within the Metropolitan Green Belt where strict control over development is necessary in order to maintain the openness of the Green Belt. (Policy GB1 of the South Bucks District Local Plan (adopted March 1999) refers.) Soft landscaping will help to minimise the impact of the proposal on the openness of the Green Belt in accordance with the provisions in the NPPF and the development plan.

3. In the event that contamination is found or suspected at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the best practice identified in CLR11 - Defra & the Environment Agency's 'Model Procedures for the Management of Land Contamination', and where remediation is necessary a remediation scheme and subsequent verification report must be prepared, also in accordance with best practice. All works will be subject to the approval in writing of the Local Planning Authority.

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

4. Within 3 months of the date of this permission and prior to the siting of the 2 proposed portacabins, a surface water drainage scheme for the site, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details within 3 months of the approval date and prior to the siting and occupation of the proposed portacabins. The scheme shall also include:
 - o Drainage layout taking into account site levels and connections of proposed buildings to existing drainage system
 - o Calculations to demonstrate that the drainage system has sufficient capacity to accept runoff from the proposed development.
 - o Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance
 - o Where pumping is required, details of the pump must be provided including 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.

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

Classification: OFFICIAL

Classification: OFFICIAL

5. Within 3 months of the date of this permission and prior to the siting and occupation of the proposed 2 portacabins, a parking and manoeuvring scheme for the site, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details within 3 months of the approval date and prior to the siting and occupation of the proposed 2 portacabins.

Reason: To minimise danger and inconvenience to highway users.

6. Adequate precautions shall be taken for the implementation and duration of the development to prevent the deposit of mud and similar debris on the adjacent public highways in accordance with details to be submitted and agreed in writing by the Local Planning Authority prior to the commencement of the development.

Reason: To minimise danger and inconvenience to highway users.

7. No storage of materials on any part of the site shall exceed 3 metres in height above the ground level.

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

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

LIST OF APPROVED PLANS

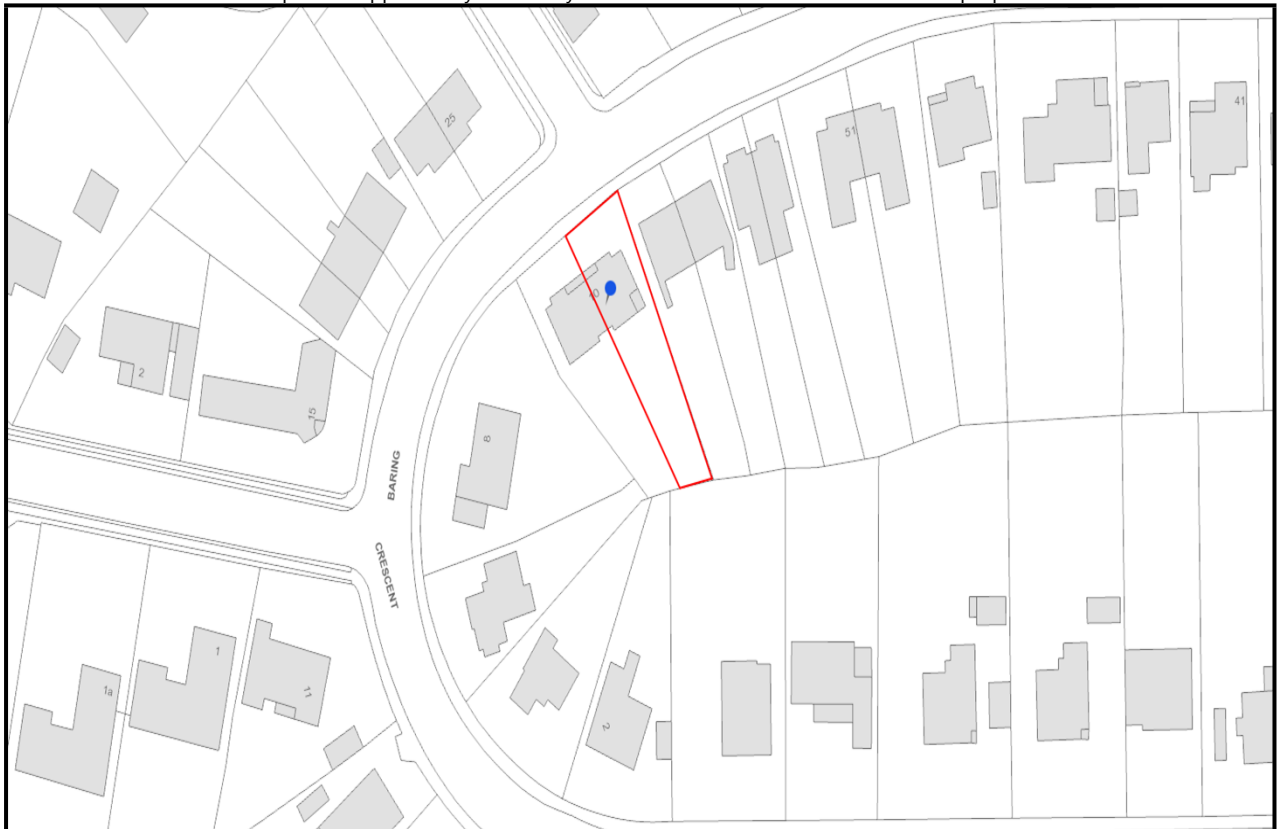
<u>Plan Reference</u>	<u>Date received by District Planning Authority</u>
ThorneyMillRd - 13	31.08.2018
ThorneyMillRd - 18	30.11.2018
ThorneyMillRd - 21a	26.01.2018
ThorneyMillRd - 25	26.01.2018
ThorneyMillRd - 26	26.01.2018
ThorneyMillRd - 30	26.01.2018
Routing Plan Figure TA13	26.01.2018
HEA0014	26.01.2018
TR7	26.01.2018

Classification: OFFICIAL

PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 5th June 2019 **Parish:** Beaconsfield Town Council

Reference No:	PL/18/4882/FA
Proposal:	Erection of dormer window to front elevation.
Location:	12 Baring Crescent, Beaconsfield, Buckinghamshire, HP9 2NG
Applicant:	Logi Homes
Agent:	Mr David Russell
Date Valid Appl Recd:	15th February 2019
Recommendation:	Conditional Permission
Case Officer:	Richard Regan

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



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NOT TO SCALE

REASON FOR PLANNING COMMITTEE CONSIDERATION:

This application has been reported to planning committee due to the level of objection that has been received.

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

SITE LOCATION

The application site comprises of one half of a pair of newly constructed semi-detached dwellings located on the south side of Baring Crescent, with the junction of Woodside Road being partly opposite the site. It is within the developed area of Beaconsfield and is also designated as a Suburban Road, as set out within the Townscape Character Study. The street scene is characterised by a mixture of dwellings of varying size and appearance.

THE APPLICATION

The application proposes the insertion of a dormer window into the front roof slope.

RELEVANT PLANNING HISTORY

PL/18/4032/NMA: Non Material amendment to planning permission 16/01957/FUL (Replace detached dwelling with a pair of semi-detached dwellings with associated garaging and onsite parking) to allow: Dormer window to front elevation. Not accepted.

16/01957/FUL: Replace detached dwelling with a pair of semi-detached dwellings with associated garaging and onsite parking. Refused. Allowed at appeal.

16/00413/FUL: Replace detached dwelling with a pair of semi-detached dwellings with associated garaging and onsite parking. Refused.

TOWN/PARISH COUNCIL

No objections.

REPRESENTATIONS

Letters of objection have been received from 12 separate households. Concerns raised include the following:

- Not notified of application;
- Council previously resisted accommodation within the roof;
- Always the intention of the developer to have accommodation within the roof;
- Room has already been created in the roof;
- Will make property even more imposing and out of keeping;
- Loss of privacy/overlooking;

- Inadequate parking provision;
- Increased pressure on limited on-street parking available to local residents:
- Size and scale of property already out of keeping and this will make it worse;
- Increased parking requirement will lead to increased highway implications;
- Will imbalance the appearance of the semis;
- NMA application was refused.

CONSULTATIONS

None sought.

POLICIES

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

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

South Bucks District Local Plan - Adopted March 1999 Consolidated September 2007 and February 2011: Saved Policies EP3, EP5, H11, TR5, and TR7

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

Chiltern and South Bucks Townscape Character Study 2017

Whilst the revised NPPF replaced the previous Planning Policy Statements and Guidance Notes, it does not replace existing local policies that form part of the development plan. It does state however, that the weight that should be given to these existing local policies and plans will be dependent on their degree of consistency with the NPPF. Therefore, the closer the policies in the development plan to the policies in the Framework, the greater the weight that may be given to them.

EVALUATION

Principle of development

1. The site is located within the developed area of Beaconsfield where extensions to existing dwellings can be acceptable provided that they do not adversely affect any interests of acknowledged importance, which include factors such as the character and appearance of the area and the amenity of neighbouring properties, and adhere to the relevant development plan policies.

Design/character & appearance

2. It is considered that the proposed dormer window is of an appropriate size and scale so as to not appear disproportionate in terms of the size of the roof within which it would be inserted. Given its size and scale, it would not appear over dominant or obtrusive within the street scene or locality in general.

3. Given the presence of dormer windows on other properties within the surrounding locality, the introduction of the proposed dormer on this property would not appear incongruous or out of keeping for the locality.

4. It is not considered that the provision of the dormer window on just one of the pair of semi's would have a detrimental impact on the appearance of the pair of semis themselves, as they already display a different appearance, therefore the dormer would continue the differentiation between them.

5. Therefore overall, it is considered that the proposed dormer window would not adversely impact upon the character or appearance of the site or locality in general, and does not compromise the requirements and objectives of policies CP8, EP3, or H11, or that of the Townscape Character Study.

Residential amenity

6. Given the limited size and scale of the proposed dormer, combined with its siting in relation to neighbouring properties, it would not lead to any unacceptable loss of light to these neighbouring properties, nor would it appear overdominant or obtrusive.

7. It is acknowledged that it would introduce an additional window into the front elevation of the property, however, given the distances retained to the neighbouring properties that are sited on the opposite side of the road, it is considered that it would not lead any unacceptable overlooking opportunities, and therefore would not lead to an unacceptable loss of privacy to these neighbouring properties.

Parking/Highway implications

8. The proposed dormer would serve an additional room within the roof space that didn't form part of the original scheme that was granted planning permission. It is acknowledged that this room could be used as an additional bedroom, therefore increasing the number of bedrooms from 3 to 4. In accordance with the Councils parking standards, a 4 bedroom dwelling should be served by 3 parking spaces.

9. The existing property is already served by 3 off street parking spaces, two on the hardstanding to the front of the dwelling, and 1 within the integral garage. As such, the dwelling is served by an adequate level of off street parking for a 4 bedroom dwelling, and would be in accordance with the standards set out in the Local Plan. It is noted that there is a condition attached to the appeal decision which prevents the integral garage from being converted into living accommodation, therefore retaining its ability to provide an adequate level of parking provision.

10. The parking layout and use of the parking spaces does not change from that which was considered at Appeal, and which the Inspector considered was acceptable and usable. In light of these circumstances, it is considered the dwelling would continue to be served by an appropriate level of off street parking, and would not result in an increased pressure on the existing on-street parking situation, and therefore would be in accordance with policy TR7.

11. There would be no material change in the level of vehicle movements associated with the site as a result of the proposed development, therefore it is considered that the proposal would not lead to any adverse highway implications or danger.

Other matters

12. It is noted that concerns have been raised that there has been inadequate neighbour notification. It can be confirmed that the correct procedures have been followed and the appropriate neighbours notified of the application.

13. It is noted that comments have been made by the objectors that it was always the intention of the developer to create this additional room, and that it has already been created internally. It is important to note that internal works do not require planning permission, therefore whether the room has been created internally already, including the provision of a staircase is not a material

consideration in the determination of this application, as planning permission is not required for such works.

14. It is acknowledged that the Council had previously raised concern over the creation of additional accommodation within the roof space, however the Inspector did not see this as a concern significant enough to warrant not allowing the scheme at appeal. The current application must be assessed on its own merits and current set of circumstances, and for the reasons set out earlier within this report, it is considered that there are no grounds upon which to reasonably refuse the application.

15. It is also acknowledged that a previously submitted Non-Material Amendment application for a front dormer window was refused. However it is important to note that such applications are only assessed on the basis of whether the proposed changes would materially alter the originally approved development. An assessment of it against the relevant planning policies, and whether it would adversely impact upon the visual appearance of the site or impact upon neighbouring amenities, is not undertaken. It was considered that it did materially alter the visual appearance of the dwelling, and therefore could not be accepted as a NMA, but rather would need to be submitted in the form of a full planning application and assessed against the relevant policies.

Working with the applicant

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

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

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

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

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

RECOMMENDATION: Conditional Permission

Subject to the following conditions:-

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

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

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

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

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

LIST OF APPROVED PLANS

<u>Plan Reference</u>	<u>Date received by District Planning Authority</u>
16.41.01 A	02.01.2019
16.41.02 A	15.02.2019
16.41.03	31.12.2018
Location Plan	04.01.2019

INFORMATIVE(S)

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

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

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**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3467/HB	Beaconsfield Town Council	Mr Benji Dhillon C/o Mr Anthony Richardson	The Value Engineers Ltd 24 London End Beaconsfield Buckinghamshire HP9 2JH	Listed building consent for the insertion of sign on front elevation beneath existing arch of double doorway.	Conditional consent	23.04.19
PL/18/4310/FA	Beaconsfield Town Council	Mr Jim Maxwell C/o Mr George Martin	Byways Gregories Farm Lane Beaconsfield Buckinghamshire HP9 1HJ	Construction of 2 detached dwellings, modification of access and hardstanding, following demolition of existing building.	Conditional Permission	25.04.19
PL/18/4654/FA	Beaconsfield Town Council	Clarke Construction C/o Mr George Martin	138 Maxwell Road Beaconsfield Buckinghamshire HP9 1QX	Redevelopment of site to provide 12 flats with associated parking and new vehicular access	Refuse Permission	18.04.19
PL/19/0187/FA	Beaconsfield Town Council	Mr Harvey C/o Mr Nick Corder	3 Owlsears Close Beaconsfield Buckinghamshire HP9 1SS	Redevelopment of site to create two detached dwellinghouses, landscaping and hardstanding.	Conditional Permission	24.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0213/FA	Beaconsfield Town Council	Mr Paul Randolph C/o Mr Derek Ingram	Flaxmead Pyebush Lane Beaconsfield Buckinghamshire HP9 2RX	Two storey rear infill extension following demolition of sun room, changes to fenestration and cladding.	Conditional Permission	22.05.19
PL/19/0289/TP	Beaconsfield Town Council	Mr John Dryburgh	Radcliffe Dean Ledborough Gate Beaconsfield Buckinghamshire HP9 2DQ	Poplar - reduction of 4 x limbs/branches to boundary fence line or to suitable secondary growth.(TPO/SBDC/1998/23)	Conditional Permission	09.04.19
PL/19/0343/TP	Beaconsfield Town Council	Boyle C/o Mrs Kirstie Harvey	Bradenham Hill 15 Burgess Wood Road Beaconsfield Buckinghamshire HP9 1EQ	T1 hornbeam - reduce three branches by up to 2m (clearance from building) T2 horse chestnut – fell T4 western red cedar - reduce lower branches by up to 1 metre. T5 hornbeam - crown reduction not to exceed 2 metres.	Conditional Permission	09.04.19
PL/19/0395/TP	Beaconsfield Town Council	Mr Martin Tucker C/o Mr Christopher Reeves	Land Rear Of 5 Queen Elizabeth Crescent Beaconsfield Buckinghamshire HP9 1BX	T1 Holly - 1 metre Crown Reduction, T2 Yew - 1 metre Crown Reduction. (SBDC TPO 10, 1991).	Conditional Permission	09.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0416/TP	Beaconsfield Town Council	Mr Ian Slaughter C/o Mr Ian Slaughter	Oak Knoll 5 Furzefield Road Beaconsfield Buckinghamshire HP9 1PQ	2 x Conifers -Fell. (SBDC TPO 16, 1995).	Conditional Permission	09.04.19
PL/19/0429/FA	Beaconsfield Town Council	Mrs Johal C/o Mr James Hughes	96 Holtspur Top Lane Holtspur Beaconsfield Buckinghamshire HP9 1BW	Erection of front fence and gates. (Retrospective)	Conditional Permission	09.04.19
PL/19/0439/FA	Beaconsfield Town Council	Mr & Mrs Over C/o Mr Simon Day	68 Heath Road Beaconsfield Buckinghamshire HP9 1DJ	Part conversion of garage into habitable space and first floor side/rear extension.	Conditional Permission	08.04.19
PL/19/0441/TP	Beaconsfield Town Council	Mr Alan Reid	High Raise 17 Burgess Wood Road Beaconsfield Buckinghamshire HP9 1EQ	Beech - Removal of lower branches. (SBDC TPO 14, 1995).	Conditional Permission	09.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0447/TP	Beaconsfield Town Council	Miss Bedborough C/o Mr John Clark	St Francis Cottage 10 Stratton Road Beaconsfield Buckinghamshire HP9 1HS	T1 Beech - Crown Reduction (as shown in submitted photographs). (SBDC TPO No 14,1995).	Conditional Permission	09.04.19
PL/19/0462/KA	Beaconsfield Town Council	London and Quadrant C/o Mrs Kirstie Harvey	Street Record The Ferns Beaconsfield HP9 2LF Buckinghamshire	T1 Sycamore - Re-pollard, T2 Lawson Cypress - 1.5m Clearance from Building. (Conservation Area Beaconsfield).	TPO shall not be made	09.04.19
PL/19/0467/SA	Beaconsfield Town Council	Mr S Dad C/o Mr Michael Reed	4 Waller Road Beaconsfield Buckinghamshire HP9 2HE	Part single, part two storey rear extension, single storey side extension, rear dormer, rooflights, additional window to front elevation and changes to front porch.	Part approve/refuse- PROPOSED Cert of Law	09.04.19
PL/19/0469/FA	Beaconsfield Town Council	Mr James Cowens C/o Mr Sam Rodger	40 Baring Road Beaconsfield Buckinghamshire HP9 2NE	Part single, part two storey rear, two storey side extension and changes to front entrance to side elevation.	Conditional Permission	12.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0473/FA	Beaconsfield Town Council	Mr & Mrs M Radice C/o Mr David Berlouis	Wood Riffe 111 Amersham Road Beaconsfield Buckinghamshire HP9 2EH	Two storey side, part two storey/part single storey rear extensions incorporating roof lantern, loft conversion including rear dormers.	Conditional Permission	30.04.19
PL/19/0482/VR C	Beaconsfield Town Council	Mr Arif Mohamed C/o Mr Rakesh Paramr	The White House Oxford Road Beaconsfield Buckinghamshire HP9 1UD	Variation of condition 2 of planning application 17/01299/FUL (Single Storey Side Extension (Amendment to planning permission 17/00669/FUL) to increase extension.	Conditional Permission	11.04.19
PL/19/0487/TP	Beaconsfield Town Council	Catriona Stalder	Penn View 52 Burkes Road Beaconsfield Buckinghamshire HP9 1PN	T1 Pine - Fell. (SBDC TPO 19, 1995).	Refuse Permission	01.05.19
PL/19/0493/FA	Beaconsfield Town Council	Mr & Mrs Price C/o Ms Anj Johnson	4 Grosvenor Villas Wycombe End Beaconsfield Buckinghamshire HP9 1LY	Enclosed porch under the existing tiled canopy to front elevation.	Conditional Permission	11.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0514/FA	Beaconsfield Town Council	Mr Tristan Ramus C/o Mr Oliver Trice	12 Beechwood Road Beaconsfield Buckinghamshire HP9 1HP	First floor side extension, single storey front extension linking house to garage and extension to garage including the insertion of two front dormers.	Conditional Permission	26.04.19
PL/19/0520/TP	Beaconsfield Town Council	Mrs Helen Winning C/o Mr Paul Morris	October House 112A Gregories Road Beaconsfield Buckinghamshire HP9 1HT	T1 beech - pruning back overhanging branches over driveway by 2.5 metres and not to exceed 6 metres from ground level. (SBDC TPO 12, 2002)	Conditional Permission	17.04.19
PL/19/0545/FA	Beaconsfield Town Council	Mr & Mrs C Collis C/o Mr Matthew Trotter	28 Copperfields Beaconsfield Buckinghamshire HP9 2NT	First floor side extension.	Conditional Permission	08.04.19
PL/19/0558/FA	Beaconsfield Town Council	Mr & Mrs Vail C/o Mr Graham Gray	39 Candlemas Lane Beaconsfield Buckinghamshire HP9 1AF	Single storey side extension and single storey rear extension.	Conditional Permission	17.04.19
PL/19/0578/FA	Beaconsfield Town Council	Mr & Mrs Duncalf C/o Mr John Parry	35 Redwood Place Beaconsfield Buckinghamshire HP9 1RP	Single storey rear extension.	Conditional Permission	24.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0621/NM A	Beaconsfield Town Council	Mr Ian Rivers C/o Mr Rob McLennan	Bridge Cottage 45A Baring Road Beaconsfield Buckinghamshire HP9 2NF	Non-material amendment to planning permission PL/18/3599/VRC to allow installation of solid timber automated entrance gates, alteration to the refuse store, removal of 'Lawson Cypress Tree Group T5' and compensatory native saplings tree planting.	Accepted	29.04.19
PL/19/0640/TP	Beaconsfield Town Council	Mr Maurice O'Connor C/o Mr Martin Williams	53 Burkes Road Beaconsfield Buckinghamshire HP9 1PW	H1 Western Red Cedar (hedge) - reduce height by 6 metres and trim side growth. (SBDC TPO 21, 1995).	Conditional Permission	18.04.19
PL/19/0667/FA	Beaconsfield Town Council	Mr & Mrs Mahon C/o Mr S Dodd	33 Shepherds Lane Beaconsfield Buckinghamshire HP9 2DU	Part two storey, part single storey side/rear extension, loft conversion incorporating dormer, garage conversion and front porch	Conditional Permission	26.04.19
PL/19/0675/FA	Beaconsfield Town Council	Mr & Mrs K Overman C/o Mr Paul Lugard	Linwell 2 One Tree Lane Beaconsfield Buckinghamshire HP9 2BU	Construction of a 2 storey front extension, part single/part two storey rear extension. Replacement roof structure providing 2nd floor accommodation incorporating dormer window to front and rear roof slopes and roof light to side elevations. Amendment to consent 17/02401/FUL	Conditional Permission	03.05.19
PL/19/0692/FA	Beaconsfield Town Council	Mr James Bayless C/o Mr Owen Francis	42 Seeleys Road Beaconsfield Buckinghamshire HP9 1TB	Demolition of existing garage and construction of part two storey/part single storey front extension.	Conditional Permission	21.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0731/NM A	Beaconsfield Town Council	Mr David Howells	Michael Shanly Group Ltd Sorbon 24-26 Aylesbury End Beaconsfield Buckinghamshire HP9 1LW	Non-material Amendment to planning permission PL/18/2744/FA to allow: Alterations to entrance doors.	Not Accepted	29.04.19
PL/19/0740/TP	Beaconsfield Town Council	Mr Coccimore C/o Mr Patrick Kernan	52 Ledborough Lane Beaconsfield Buckinghamshire HP9 2DF	T1 Copper Beech - 20% crown thinning and crown lifting from ground level is not to exceed 5m over road or 3m over pavement (SBDC TPO 9, 2000).	Conditional Permission	01.05.19
PL/19/0743/TP	Beaconsfield Town Council	Bulsteel C/o Mrs Kirstie Harvey	15 Chiltern Hills Road Beaconsfield Buckinghamshire HP9 1PL	T2 Lawson Cypress - Fell. (SBDC TPO 19, 1995).	Conditional Permission	01.05.19
PL/19/0762/FA	Beaconsfield Town Council	Mr & Mrs J Hyde C/o Mr John Parry	Jaywood 10 Furzefield Road Beaconsfield Buckinghamshire HP9 1PQ	Conversion of garage to habitable space and insertion of ground floor window, erection of a new garage and widening of vehicular access.	Conditional Permission	07.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0778/FA	Beaconsfield Town Council	Ms Hang Knowles	14 Gregories Road Beaconsfield Buckinghamshire HP9 1HQ	Change of use to "Sui Generis" class in order to open a nail bar/beauty salon including the installation of an air extraction system & air-con unit and manual awning.	Conditional Permission	02.05.19
PL/19/0779/AV	Beaconsfield Town Council	Ms Hang Knowles	14 Gregories Road Beaconsfield Buckinghamshire HP9 1HQ	The installation of two advertisement signs; one fascia and one hanging sign.	Conditional consent	02.05.19
PL/19/0788/AV	Beaconsfield Town Council	Oakman Inns and Restaurants Limited C/o Mr Gavin Cooper	15A, 15B and 17 Penn Road Beaconsfield Buckinghamshire HP9 2PN	Installation of an internally illuminated totem sign and an externally illuminated free standing entrance sign	Conditional consent	02.05.19
PL/19/0806/FA	Beaconsfield Town Council	Mr Stuart Greenwood	Beaconsfield Garden Centre London Road Beaconsfield Buckinghamshire HP9 1SH	Erection of 2.4m boundary fence and erection of 1.8m boundary fence with associated gates.	Conditional Permission	13.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0836/TP	Beaconsfield Town Council	Mrs Eileen Daniel C/o Mr Mark Jago	Beaconsfield Cricket Club Wilton Park London Road Beaconsfield Buckinghamshire HP9 2HZ	T191 Oak -Fell, T192 Oak -Remove Dead Top.	Consent not needed	01.05.19
PL/19/0907/NM A	Beaconsfield Town Council	Mr and Mrs Graham and Claire Down C/o Ms Carrie Peck	53 Holtspur Top Lane Holtspur Beaconsfield Buckinghamshire HP9 1DR	Non-material amendment to planning permission PL/18/2803/FA (Single storey rear extension with roof lanterns, porch and roof extension) to allow replacement of roof lanterns with flat rooflights and change to permitted door	Accepted	29.04.19
PL/19/0942/KA	Beaconsfield Town Council	Paddison C/o Mrs Kirstie Harvey	Little Hall Barn Windsor End Beaconsfield Buckinghamshire HP9 2JW	Sycamore (T1)- Fell. (Beaconsfield Conservation Area.)	TPO shall not be made	23.04.19
PL/19/0948/FA	Beaconsfield Town Council	Mr & Mrs Mike Greek C/o Jeremy Spratley	Rookwood 43 Burkes Road Beaconsfield Buckinghamshire HP9 1PW	Replacement front gates and alterations to vehicular access	Conditional Permission	13.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0958/SA	Beaconsfield Town Council	Mr F Iqbal	14 Wooburn Green Lane Holtspur Beaconsfield Buckinghamshire HP9 1XE	Certificate of Lawfulness for proposed: Various combinations of extant permissions - Permitted Development, PL/18/4888/VRC and PL/18/2906/FA	Cert of law for proposed dev/use refused	08.05.19
PL/19/0960/FA	Beaconsfield Town Council	E Walker and E Pizzoni C/o Mr Matthew Trotter	The Chase 9C Ellwood Road Beaconsfield Buckinghamshire HP9 1EN	Demolition of existing conservatory and single storey side/rear extension.	Conditional Permission	14.05.19
PL/19/0965/SA	Beaconsfield Town Council	Mr F Iqbal	14 Wooburn Green Lane Holtspur Beaconsfield Buckinghamshire HP9 1XE	Certificate of Lawfulness for proposed: Combination of extant permissions - Permitted Development and PL/18/4887/VRC	Cert of law for proposed dev/use refused	08.05.19
PL/19/0966/SA	Beaconsfield Town Council	Mr F Iqbal	14 Wooburn Green Lane Holtspur Beaconsfield Buckinghamshire HP9 1XE	Certificate of Lawfulness for proposed: Combination of extant permissions - Permitted Development, 17/01430/FUL and PL/18/2906/FA	Cert of law for proposed dev/use refused	08.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0967/SA	Beaconsfield Town Council	Mr F Iqbal	14 Wooburn Green Lane Holtspur Beaconsfield Buckinghamshire HP9 1XE	Certificate of Lawfulness for proposed : Combination of extant permissions - Permitted Development, PL/18/4887/VRC and PL/18/2906/FA	Cert of law for proposed dev/use refused	08.05.19
PL/19/0991/FA	Beaconsfield Town Council	Mr Daniel Keating C/o Mr Owen Francis	Dolphin Cottage 25 Woodside Avenue Beaconsfield Buckinghamshire HP9 1JJ	Formation of vehicular access	Conditional Permission	16.05.19
PL/19/1028/FA	Beaconsfield Town Council	Mr Luke Blackmore C/o Richard Drabble	12 Wood Way Holtspur Buckinghamshire HP9 1DH	Demolition of conservatory and side extension. Part two storey/part single storey side/rear and front extensions, New front canopy.	Conditional Permission	20.05.19
PL/19/1048/TP	Beaconsfield Town Council	Mr Thomas Rennie C/o Mr Tom Hunnings	Garden Reach 40 Burkes Road Beaconsfield Buckinghamshire HP9 2PN	Ash - Reduce Left Hand Side by 2.75m, T1 Beech - Reduce limb over driveway and neighbours house by 2.25m, Yew - Reduce to trimmed canopy, T2 Beech - Reduce lateral branches over road by 2.5m. TPO (SBDC 1995/19).	Conditional Permission	20.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/1049/TP	Beaconsfield Town Council	Mr Ben Wright C/o Mr Tom Hunnings	17 Beechwood Road Beaconsfield Buckinghamshire HP9 1HP	2 x Lime - Repollard, 2 x Silver Birch - Crown Reduce by up to 4m. (SBDC /1995/15).	Conditional Permission	20.05.19
PL/19/1164/VR C	Beaconsfield Town Council	Mr F Iqbal	14 Wooburn Green Lane Holtspur Beaconsfield Buckinghamshire HP9 1XE	Variation of condition 3 of planning permission PL/18/2906/FA (Part double storey, part single storey rear extension, single storey front extension, loft conversion with dormer and porch.) to allow for flat roofs on the single storey rear extension and porch.	Conditional Permission	10.05.19
PL/19/1241/SA	Beaconsfield Town Council	Mr Raj Bhogal C/o Mr Kamal Panesar	Lloyds Pharmacy (First Floor) 4 - 5 The Highway Station Road Beaconsfield Buckinghamshire HP9 1QD	Application for a Certificate of Lawfulness for a proposed operation relating to change of use of first floor to two flats (Use Class C3)	Withdrawn	25.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
18/00802/RVC	Burnham Parish Council	C/o Ms Victoria Reeder	77 Stomp Road Burnham Buckinghamshire SL1 7LY	Variation of condition 2 for application no 15/00805/FUL (Erection of 23 dwellings (comprising 3 one bedroom, 1 two bedroom apartments and 19 three bedroom houses), car parking, associated landscaping and ancillary works.): to sub-divide the approved 2-bed apartment into 2 x 1-bed apartments, alterations to design and layout of doors and windows, minor reconfiguration of car parking, and amend units 9 and 10 into mid terrace units.	Conditional Permission	03.05.19
PL/18/4314/FA	Burnham Parish Council	Mr, Ms and Mr S J, H A and R Marriott, Kidd and Potyka C/o Mr Jake Collinge	Land at 97 and 99 Dropmore Road Burnham Buckinghamshire SL1 8AY	Erection of 5 two-storey dwellings with access, parking and amenity space.	Conditional Permission	17.05.19
PL/18/4430/HB	Burnham Parish Council	Mr Sheridan Jacklin-Edward	47 High Street Burnham Buckinghamshire SL1 7JX	Listed building application for relocation of noticeboard and installation of plaque.	Withdrawn	04.04.19
PL/18/4599/FA	Burnham Parish Council	Mr Jim Lodge C/o Mr Robert Hillier	Window Flowers Grove Road Burnham Buckinghamshire SL1 8DT	Extension to existing horticultural building.	Conditional Permission	12.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0063/FA	Burnham Parish Council	Mr & Mrs Torr C/o Miss Susanna Salata	Shaynes Cottage Dorney Wood Road Burnham Buckinghamshire SL1 8EQ	Extension to roof	Refuse Permission	18.04.19
PL/19/0218/FA	Burnham Parish Council	Mr Nicholas Herbert C/o Mr Paul Dickinson	Land Adjacent To 1 Hazelhurst Road Burnham Buckinghamshire SL1 8ED	Demolition of garage at 1 Hazelhurst Road and erection of a detached bungalow on the land to the east	Refuse Permission	18.04.19
PL/19/0243/FA	Burnham Parish Council	Miss A Palmer C/o Mr M Brand	664 Bath Road Burnham Buckinghamshire SL6 0NZ	Single storey rear extension and conversion of garage to habitable space.	Conditional Permission	08.04.19
PL/19/0318/VR C	Burnham Parish Council	Churchill Retirement Living C/o Mr Simon Cater	24 Britwell Road Burnham Buckinghamshire SL1 8AG	Variation of condition 5 of planning permission 17/01126/FUL (Redevelopment to form 46 retirement apartments for the elderly including communal facilities, access, car parking and landscaping) to allow the existing buildings to be demolished before details of the traffic calming and signage scheme are submitted to the Local Planning Authority	Conditional Permission	15.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0476/FA	Burnham Parish Council	Mr & Mrs Hudson C/o Mr Roger Farquharson	Invercloy 8 Linkwood Road Burnham Buckinghamshire SL1 8AT	Two storey rear extension, first floor side extension and ground floor side extension.	Conditional Permission	03.05.19
PL/19/0496/TP	Burnham Parish Council	Mr Mike Routledge C/o Will Jones	Burnham Lodge Parliament Lane Taplow Buckinghamshire SL1 8NU	G1 Ash - Fell, G2 Hollies - Coppice Failed Stems, T1 Whitebeam - Reduce Decayed Stem by 2 metres and Crown Raise to 3 metres, T2 Corsican Pine - Fell, T3 Red Oak - Remove Two Hanging Branches Over Footpath, T5 Beech - Fell, T6 Sycamore - Remove 1 x Primary Limb. (Tree Preservation Order No.43, 1999).	Conditional Permission	18.04.19
PL/19/0540/FA	Burnham Parish Council	Mr & Mrs Bhalla Masih C/o Mr Ehsan Ul-Haq	29 Nursery Road Burnham Buckinghamshire SL6 0LA	Demolition of existing conservatory and erection of single storey side and rear extension.	Conditional Permission	16.04.19
PL/19/0562/FA	Burnham Parish Council	Mr Toby Bartlett C/o Miss Megan Bell	31 Eight Acres Burnham Buckinghamshire SL1 7AF	Loft conversion incorporating rear rooflights.	Conditional Permission	03.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0593/FA	Burnham Parish Council	Mr John Stimpson	60 The Fairway Burnham Buckinghamshire SL1 8DS	Single storey side/rear and front extensions, front porch, conversion of garage and relocation of front door	Conditional Permission	26.04.19
PL/19/0601/FA	Burnham Parish Council	Mr & Mrs Daniel & Rachel O'Connell C/o Mr Martin Pugsley	14 Willow Wood Close Burnham Buckinghamshire SL1 8JD	Single storey rear extension	Conditional Permission	26.04.19
PL/19/0617/SA	Burnham Parish Council	Mr T Turna C/o Mr R Dhingra	Tyler Cottage Taplow Common Road Burnham Buckinghamshire SL1 8LP	Application for a Certificate of Lawfulness for proposed: Two storey rear and single storey side extensions, demolition of existing garage and render.	Cert of law proposed dev or use issued	23.04.19
PL/19/0684/FA	Burnham Parish Council	Ms L Page C/o Ms Rachel Jones	66 Orchardville Burnham Buckinghamshire SL1 7BE	Conversion of existing dwellinghouse into two flats.	Conditional Permission	26.04.19
PL/19/0688/SA	Burnham Parish Council	Mr C Brimble C/o Mr Stuart Keen	97 Hag Hill Rise Burnham Buckinghamshire SL6 0LU	Application for a Certificate of Lawfulness for proposed: Single storey rear extension	Cert of law proposed dev or use issued	16.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0738/FA	Burnham Parish Council	BP	Bryony House Ltd Abbeyfields 3 - 5 Church Street Burnham Buckinghamshire SL1 7HX	Creation of 3 residential/HMO units (Use Class C4) in loft space including front and rear dormer window	Refuse Permission	14.05.19
PL/19/0773/FA	Burnham Parish Council	Mr & Mrs L. Hill C/o Mr Graham Wheeler	95 Dropmore Road Burnham Buckinghamshire SL1 8AY	Single storey rear extension with roof lantern.	Conditional Permission	01.05.19
PL/19/0792/PNE	Burnham Parish Council	Mr Rav Athwal C/o Miss Ellen Creegan	Well End Grove Road Burnham Buckinghamshire SL1 8DW	Notification under The Town and Country Planning (General Permitted Development) Order 2015, Part 1 of Schedule 2 Class A 4 for single storey rear extension; depth extending from original rear wall 8.0m, maximum height 3.3m, eaves height 2.85m	Prior Approval Not Required	12.04.19
PL/19/0793/PNE	Burnham Parish Council	Mr Rav Athwal C/o Miss Ellen Creegan	Well End Grove Road Burnham Buckinghamshire SL1 8DW	Notification under The Town and Country Planning (General Permitted Development) Order 2015, Part 1 of Schedule 2 Class A 4 for single storey rear extension; depth extending from original rear wall 7.64m, maximum height 3.3m, eaves height 2.85m	Prior Approval Not Required	12.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0825/FA	Burnham Parish Council	Mr Chris Hedley C/o Mr Ray Fletcher	6 Redwood Burnham Buckinghamshire SL1 8JN	Conversion of existing garage to habitable space. Revised windows and doors - demolition of existing conservatory	Conditional Permission	26.04.19
PL/19/0870/FA	Burnham Parish Council	Mr & Mrs Andrew and Nalini Milligan C/o Mr Keith Walker	The Gore Cottage Hitcham Lane Burnham Buckinghamshire SL1 7DN	Single storey rear extension	Conditional Permission	16.05.19
PL/19/0900/FA	Burnham Parish Council	Mr McGarvey	40 Bayley Crescent Burnham Buckinghamshire SL1 7EF	Vehicular access and driveway to the front of property	Conditional Permission	21.05.19
PL/19/0924/VR C	Burnham Parish Council	Mr A Bishop C/o Mr Duncan Gibson	Bishops Court East Burnham Park Allerds Road Burnham Buckinghamshire SL2 3TJ	Variation of condition 2 and 3 of planning application 17/01578/FUL (Subdivision of existing dwelling into two separate dwellings.) to allow changes in parking requirement.	Conditional Permission	13.05.19
PL/19/0930/FA	Burnham Parish Council	Mr S Pankhania C/o Mr Modhwadia	17 Huntercombe Close Burnham Buckinghamshire SL6 0LJ	Alterations to front porch including a pitched roof extending over garage, changes to fenestration and a new render finish to front elevation.	Conditional Permission	26.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/1022/FA	Burnham Parish Council	Mr A Wharton C/o Mr Jason O'Donnell	Mulberry House 2D Kimbers Drive Burnham Buckinghamshire SL1 8JE	Erection of a detached garage.	Conditional Permission	21.05.19
PL/19/1070/FA	Burnham Parish Council	Mrs Kate Daily C/o Jonathan Heighway	4 Dawes East Road Burnham Buckinghamshire SL1 8BT	Single storey rear extension	Conditional Permission	22.05.19
PL/19/1077/SA	Burnham Parish Council	Mr James Beaton C/o ET Planning	Springfield 75B Green Lane Burnham Buckinghamshire SL1 8EG	Application for certificate of lawfulness for proposed: 2 single storey side extensions, a single storey rear extension, a rear dormer and a porch	Cert of law proposed dev or use issued	23.05.19
PQ/19/40215/C ONFID	Burnham Parish Council	Mr Daniel Hayden	Former Site Of 586 - 588 Bath Road Burnham Buckinghamshire	STAGE 1 - Unhappy on decision of application Nos 16/01624/FUL,17/01552/FUL, PL/18/4402/VRC.	Letter Replied/Responded to	07.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/1153/PNE	Burnham Parish Council	Mr Punit Shukla C/o Mr James Hughes	12 Hurstfield Drive Burnham Buckinghamshire SL6 0PF	Notification under The Town and Country Planning (General Permitted Development) Order 2015, Part 1 of Schedule 2 Class A 4 for single storey rear extension; depth extending from original rear wall 6m, maximum height 3.6m, eaves height 3m	Prior Approval Not Required	22.05.19
PL/19/1394/NMA	Burnham Parish Council	Miss A Palmer C/o Mr M Brand	664 Bath Road Burnham Buckinghamshire SL6 0NZ	Non Material Amendment to planning permission PL/19/0243/FA (Single storey rear extension and conversion of garage to habitable space.) to allow for : change from pitched roof to flat roof with roof lantern.	Withdrawn	23.05.19
PL/19/1396/NMA	Burnham Parish Council	Mr Anwar Zaman C/o Mr Abhi Sircar	South Bucks District Council Bath Road Depot Bath Road Burnham Buckinghamshire	Non material amendment to planning permission 17/02391/FUL(Two-storey demountable building comprising 12 apartments (3 x one bed and 9 x two bed) (class C3) to provide interim residential accommodation to homeless households with associated car parking, private and shared amenity space, landscaping and other ancillary works. (Temporary permission for a period of 10 years is sought) to allow replacement of the metal railing with featheredge fence, omit soft landscaping to private patio and omit the canopy in the cycle parking.	Accepted	23.05.19
17/01126/FUL	Burnham Parish Council	Mr Ben Hatt C/o Mr Ben Hatt	24 Britwell Road Burnham Buckinghamshire SL1 8AG	Redevelopment to form 46 retirement apartments for the elderly including communal facilities, access, car parking and landscaping.	Refuse Permission	01.03.18

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/4562/FA	Denham Parish Council	Mrs H Singh Shergill C/o Miss Ogunsanya	Brandon House Redhill Denham Buckinghamshire UB9 4LE	Demolition of existing garage, erection of two storey side and rear extensions with dormer to rear.	Conditional Permission	15.05.19
PL/19/0132/HB	Denham Parish Council	C/o Mr David Holmes	Farmhouse Denham Court Farm Village Road Denham Buckinghamshire UB9 5BG	Listed building application for: replacement of all windows and internal alterations to the Farmhouse and Stable Block.	Withdrawn	08.05.19
PL/19/0204/FA	Denham Parish Council	Mrs Minaxi Thakrar C/o Miss Imene Menad	Ringwood Redhill Denham Buckinghamshire UB9 4LE	First floor side extension and demolition of half of garage	Conditional Permission	08.04.19
PL/19/0223/FA	Denham Parish Council	Mr. D. Bleakley and Ms. L. Cox C/o Mr David Watsham	Girton House Ashmead Drive Denham Buckinghamshire UB9 5BA	Demolition of existing garage, erection of a single storey side and rear extension and provision of additional vehicular access.	Conditional Permission	05.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0375/FA	Denham Parish Council	Keash Properties Limited C/o Mr John Broderick	18 Denham Way Denham Buckinghamshire UB9 5AX	Demolition of existing conservatory and erection of two storey side extension and single storey rear extension.	Conditional Permission	08.04.19
PL/19/0550/FA	Denham Parish Council	Mr Paul Innes C/o Miss Hannah Grinsted	Rosebrook Ashmead Lane Denham Buckinghamshire UB9 5BB	Two storey rear extension, extension to front dormer and alterations to fenestration	Conditional Permission	17.04.19
PL/19/0553/PNL	Denham Parish Council	Watson Brown Ltd C/o Mr Nick Kirby	Unit 1 Electron Works Willow Avenue New Denham Buckinghamshire UB9 4AF	Prior Notification under Class PA of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 - Change of Use from light industrial (Use Class B1(c)) to 4 residential units (Use Class C3)	Prior Approval Given	24.04.19
PL/19/0602/FA	Denham Parish Council	Mr Alan James C/o Mr Stuart Bowen	4A Willow Avenue New Denham Buckinghamshire UB9 4AF	2 no. dormers to front roofslope	Conditional Permission	26.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0627/SA	Denham Parish Council	Mr Stuart Johnson	14 Edinburgh Gate Denham Garden Village Denham Buckinghamshire UB9 5GB	Application for a Certificate of Lawfulness for proposed: Dividing garage into 2, internal changes only.	Withdrawn	11.04.19
PL/19/0638/FA	Denham Parish Council	Mr Richardson C/o Mr Shahrukh Ahmed	Jasmine Cottage Village Road Denham Buckinghamshire UB9 5BE	Loft conversion incorporating window and front and rear dormers.	Conditional Permission	15.05.19
PL/19/0661/VR C	Denham Parish Council	Mr D Brench and M Heath C/o Mr Robert Clarke	Thyme Cottage Ashmead Drive Denham Buckinghamshire UB9 5BA	Variation of condition 4 of planning application PL/18/3408/FA (Single storey side and rear extensions) to allow reduction in roof height, and alteration to windows.	Conditional Permission	23.04.19
PL/19/0711/FA	Denham Parish Council	Mr & Mrs Christopher Loader C/o Mr David Nutchey	91 Denham Green Lane Denham Buckinghamshire UB9 5LG	Removal of existing open porch and creation of enclosed porch.	Conditional Permission	26.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0745/SA	Denham Parish Council	Mr Tom Garrett C/o Mrs Rebecca Lock	Northmoor WTW North Orbital Road Denham Green Buckinghamshire UB9 5HE	Certificate of lawfulness for proposed: Development of operational plant and machinery for water supply.	Cert of law proposed dev or use issued	10.05.19
PL/19/0802/KA	Denham Parish Council	Denham Parish Council C/o Mrs Kirstie Harvey	Verge Adjacent To Clare Elms Village Road Denham Buckinghamshire	Felling of elder trees and saplings and coppicing of 2 willows - all trees within a Conservation Area	TPO shall not be made	18.04.19
PL/19/0805/FA	Denham Parish Council	Mr & Mrs Montgomery C/o Mr David Parry	33 Ashcroft Drive Denham Green Buckinghamshire UB9 5JG	Single storey rear infill extension and garage conversion. Changes to doors and windows on side elevation.	Conditional Permission	02.05.19
PL/19/0833/SA	Denham Parish Council	Mr & Mrs D Emere C/o Mr David Donohoe	Mount Farm Mount Lane Denham Buckinghamshire UB9 4HP	Application for a Certificate of Lawfulness for a proposed operation relating to the implementation of Planning Permission 11/00080/FUL (Conversion of garage and store to form annexe).	Withdrawn	07.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0845/FA	Denham Parish Council	Mr & Mrs Manes C/o Mr James Whelan	Denham House Village Road Denham Buckinghamshire UB9 5BN	Two storey rear with glazed door, single storey front garage, infill to front, first floor rear extensions incorporating picture window and roof light. Construction of outbuilding swimming pool with glass link corridor. Internal alteration, new driveway, amendment to existing landscaping and hardstanding.	Conditional Permission	15.05.19
PL/19/0847/FA	Denham Parish Council	Mr Rihal C/o Mr Sukhdev Lota	2 Side Road Higher Denham Buckinghamshire UB9 5EE	Single storey rear extension and loft conversion incorporating rear dormer	Conditional Permission	15.05.19
PL/19/0901/FA	Denham Parish Council	Mr T Barnes	Langham Broken Gate Lane Denham Buckinghamshire UB9 4LA	Changes to the existing dormer window to front elevation, an additional roof light to main roof and changes to fenestration to rear elevation	Conditional Permission	10.05.19
PL/19/0968/PNO	Denham Parish Council	Mr S McDonnell C/o Mr Richard Clark	The Design Quorum 9 - 10 Oxford Road Gerrards Cross Buckinghamshire SL9 7AY	Prior Notification under Class O of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 - Change of use from office (Use Class B1(a)) to one residential unit (Use Class C3).	Prior Approval Not Required	15.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/1021/FA	Denham Parish Council	Mr T Barnes	Langham Broken Gate Lane Denham Buckinghamshire UB9 4LA	Installation of timber cladding to existing brick facade	Conditional Permission	17.05.19
PL/19/1181/NM A	Denham Parish Council	Mr Zaman C/o Mr David Upton	Police Station Oxford Road Denham Buckinghamshire	Non Material Amendment to planning permission 17/02396/FUL (Redevelopment of site to provide 34 new residential units (class C3), set out in 4 blocks of accommodation, comprising 6x1 bed and 28x2 bed apartments, together with associated car parking and access, private and shared amenity space, landscaping and other ancillary works.) to allow for removal of flat roof element on front elevation of buildings B & D to provide flush external elevation.	Accepted	30.04.19
24.05 PL/19/1300/NM A	Denham Parish Council	Mr K. S Gata-Aura C/o Mr Steven Doel	Land Adj To 4C Middle Road Denham Buckinghamshire	Non-material amendment to planning permission PL/19/0340/FA (Detached dwelling and construction of vehicle access) to allow enlargement of rear dormer windows and provision of canopy to front	Not Accepted	07.05.19
PL/19/0445/FA	Dorney Parish Council	Calcot Services for Children C/o Mr Michael Ruddock	Eton Dorney Independent School Lake End Road Dorney Buckinghamshire SL4 6QS	Erection of single storey classroom building.	Conditional Permission	15.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0446/HB	Dorney Parish Council	Calcot Services for Children C/o Mr Michael Ruddock	Eton Dorney Independent School Lake End Road Dorney Buckinghamshire SL4 6QS	Listed building application for erection of single storey classroom building.	Conditional consent	15.04.19
PL/19/0979/SA	Dorney Parish Council	Mr G Sanghera C/o Mr Robert Cole	Craven Cottage 5 Meadow Way Dorney Reach Buckinghamshire SL6 0DR	Application for certificate of lawfulness for proposed: Outbuilding	Cert of law proposed dev or use issued	15.05.19
PL/18/2447/FA	Farnham Royal Parish Council	Mr Sandhu C/o Mr Harmeet Minhas	Langtons Templewood Lane Farnham Common Buckinghamshire SL2 3HD	Demolition of existing garage and erection of replacement double garage	Conditional Permission	23.05.19
PL/18/4126/FA	Farnham Royal Parish Council	Mr Laxshman Bhangu C/o Mr Derek Williams	3 Woodland Glade Farnham Common Buckinghamshire SL2 3RG	Two storey rear annex extension.	Conditional Permission	12.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0043/FA	Farnham Royal Parish Council	Mr Rupesh Shah C/o Mr Anish Patel	Oaklands 71 Blackpond Lane Farnham Royal Buckinghamshire SL2 3EA	Erection of outbuilding.	Conditional Permission	10.04.19
PL/19/0044/FA	Farnham Royal Parish Council	Mr Rupesh Shah C/o Mr Anish Patel	Wayside 73 Blackpond Lane Farnham Royal Buckinghamshire SL2 3EA	Erection of single storey outbuilding.	Conditional Permission	10.04.19
PL/19/0130/FA	Farnham Royal Parish Council	Mr Dennis Marshall	Romney 57 Blackpond Lane Farnham Royal Buckinghamshire SL2 3EA	Demolition of attached garage, erection of new detached dwelling to rear of existing property including access and parking.	Refuse Permission	18.04.19
PL/19/0192/FA	Farnham Royal Parish Council	Mr Manesh Bange	The White House Stoke Park Avenue Farnham Royal Buckinghamshire SL2 3BJ	Demolition of existing dwelling and erection of a new detached dwelling.	Withdrawn	12.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0361/FA	Farnham Royal Parish Council	Mrs Johnson C/o Gino Ferdenzi	Cedarways 100 Blackpond Lane Farnham Royal Buckinghamshire SL2 3EG	Conversion of garage into habitable space, single storey rear, first floor side extensions, partial render and re-location of vehicular access.	Conditional Permission	12.04.19
PL/19/0364/TP	Farnham Royal Parish Council	Mr Neil Robins	1 The Pavilion Rectory Close Farnham Royal Buckinghamshire SL2 3FN	T1-T5 beech - crown lifting of low branches overhanging on the garden side ONLY of the property and not to exceed 6 metres from GROUND LEVEL. (Tree Preservation Order.)	Trees Allowed In Part	18.04.19
PL/19/0423/TP	Farnham Royal Parish Council	Mr John Brace C/o Mr Paul Morris	19 Grange Gardens Farnham Common Buckinghamshire SL2 3HL	T1 Redwood - Fell. (SBDC TPO 12, 1950).	Conditional Permission	01.05.19
PL/19/0442/VR C	Farnham Royal Parish Council	Mr Shiv Samara C/o Mr Singh	Samara Woods 9 Foxhollow Drive Farnham Common Buckinghamshire SL2 3HB	Variation of condition 2 of planning permission 17/00196/FUL (Two storey side / front extension and a front elevation dormer).	Conditional Permission	08.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0456/FA	Farnham Royal Parish Council	Mr Rick Virdi C/o Mr Shorne Tilbey	Little Waltham Collinswood Road Farnham Common Buckinghamshire SL2 3LJ	Erection of a detached dwelling and alteration to access road.	Conditional Permission	09.05.19
PL/19/0500/SA	Farnham Royal Parish Council	R Clarke Planning Ltd C/o Mr Robert Clarke	Cut Heath House Parsonage Lane Farnham Common Buckinghamshire SL2 3PA	Application for a Certificate of Lawfulness for proposed: To establish commencement of planning permission 16/02069/RVC	Cert of law proposed dev or use issued	11.04.19
PL/19/0503/FA	Farnham Royal Parish Council	Mrs Hedi Hodgkins C/o Mr Shorne Tilbey	2 Woodland Cottages Beaconsfield Road Farnham Common Buckinghamshire SL2 3PY	Demolition of existing lean to conservatory and erection of a single storey rear extension.	Conditional Permission	12.04.19
PL/19/0618/FA	Farnham Royal Parish Council	Mr J Highfield C/o Mr John Wood	6 Kingsway Mews Farnham Common Buckinghamshire SL2 3UR	Single storey rear extension following demolition of existing conservatory.	Conditional Permission	18.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0622/FA	Farnham Royal Parish Council	Mr Sukhwinder Aujla C/o Mr Kuldip Sira	Briar Bank 102 Blackpond Lane Farnham Royal Buckinghamshire SL2 3EG	Part single storey, part two storey front, side and rear extension incorporating a dormer window to front elevation.	Conditional Permission	07.05.19
PL/19/0701/TP	Farnham Royal Parish Council	Mr Peter Whittle C/o Mr Peter Harding	Redwood 128 Blackpond Lane Farnham Common Buckinghamshire SL2 3EN	T5 Holm Oak - Reduce Western Fork on South Side by a maximum of 3m, T6 Douglas Fir - Fell, T8 Cedar - Crown Reduce crown by a maximum of 4m. (SBDC TPO 28, 1996).	Conditional Permission	01.05.19
PL/19/0744/TP	Farnham Royal Parish Council	Mr Naish C/o Andrea Nias	Mirage Green Lane Farnham Common Buckinghamshire SL2 3SR	T6 and T7 Scots Pines: Fell. (SBDC TPO 3, 1990)	Refuse Permission	01.05.19
PL/19/0826/FA	Farnham Royal Parish Council	Mrs Katie Holmes C/o Ms Anj Johnson	37 Rosewood Way Farnham Common Buckinghamshire SL2 3QD	Single storey front extension, insertion of 2 rooflights and porch.	Conditional Permission	03.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0848/FA	Farnham Royal Parish Council	Mr John Mathews	Redwood Cages Wood Drive Farnham Common Buckinghamshire SL2 3JZ	Part single/part two storey side/rear extension. First floor rear extension. Roof extension and loft conversion including dormer windows to the rear.	Conditional Permission	29.04.19
PL/19/0850/PNO	Farnham Royal Parish Council	Mr Brian Hamilton C/o Mr Mark Hall	Ashley House 1-4 The Broadway Beaconsfield Road Farnham Common Buckinghamshire SL2 3PQ	Prior Notification under Class O of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 - Change of use from office (Use Class B1(a)) to five residential units (Use Class C3).	Prior Approval Refused	10.05.19
PL/19/0883/FA	Farnham Royal Parish Council	Mr Ramji Knath C/o Mr Shorne Tilbey	The Rookery Christmas Lane Farnham Common Buckinghamshire SL2 3JF	Replacement conservatory.	Conditional Permission	09.05.19
PL/19/0996/SA	Farnham Royal Parish Council	Miss A Gill C/o Mrs Emma McBurney	High Lanes Collinswood Road Farnham Common Buckinghamshire SL2 3LH	Application for a Certificate of Lawfulness for proposed: Garden store	Cert of law proposed dev or use issued	07.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/1009/TP	Farnham Royal Parish Council	Birch C/o C Dry	Land at Montague Close Farnham Royal Buckinghamshire SL2 3DW	T4 Alder - Fell, T6 Birch - Fell, T2681 Copper Beech - 1.5-2m Clearance from Binstore, T2683 Norway Maple - Crown Reduce Height by 3 metres and Sides by 2 metres, with 2 metre clearance from building. T2684 Cherry - Formative Prune, T2687 Hornbeam - 2 metre Clearance from Building, T2688 Scots Pine - 3 metre Crown Lift and Reduce Limb by up to 3 metres. (TPO/SBDC/2000/19)	Conditional Permission	20.05.19
PL/19/1030/SA	Farnham Royal Parish Council	Mr Neil Gordge C/o Mr Paul Lugard	12 Ashenden Walk Farnham Common Buckinghamshire SL2 3UF	Application for certificate of lawfulness for proposed: Garden outbuilding	Cert of law proposed dev or use issued	20.05.19
PL/18/4854/FA	Fulmer Parish Council	Mr G. Blanshard C/o Declan Minoli	Land at Hunters Cottage St Huberts Lane Gerrards Cross Buckinghamshire	Single storey rear extension and conversion of existing agricultural building into one detached dwelling.	Conditional Permission	17.05.19
PL/19/0367/FA	Fulmer Parish Council	Dr Gerald Blanshard	Land at Hunters Cottage St Huberts Lane Fulmer Gerrards Cross Buckinghamshire	Temporary placement of a static caravan on the construction site until May 2020 to provide a site office and accommodation for security of the site.	Conditional Permission	16.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0372/SA	Fulmer Parish Council	Mr Errol Bland C/o Mr Richard Clark	The Thatched Cottage Fulmer Rise Fulmer Common Road Fulmer Buckinghamshire SL3 6JL	Certificate of Lawfulness for proposed outbuilding	Withdrawn	08.05.19
18/00087/FUL	Gerrards Cross Town Council	Mrs C Betts C/o Mr D Russell	37 West Common Gerrards Cross Buckinghamshire SL9 7RQ	Two storey side/rear extension incorporating rear dormer.	Withdrawn	20.05.19
PL/18/2281/FA	Gerrards Cross Town Council	Mr K Coyle C/o Mr David Carroll	Lynwood Over The Misbourne Gerrards Cross Buckinghamshire UB9 5DR	Replacement dwelling with basement, detached triple garage and garden pavilion.	Conditional Permission	30.04.19
PL/18/2289/FA	Gerrards Cross Town Council	Mr K Coyle C/o Mr David Carroll	Lynwood Over The Misbourne Gerrards Cross Buckinghamshire UB9 5DR	Replacement dwelling with basement, detached triple garage, garden pavilion and relocation of existing vehicular access and construction of second vehicular access.	Conditional Permission	20.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0109/FA	Gerrards Cross Town Council	Mr Hussain C/o Mr Consilio Town Planning	85 Fulmer Drive Gerrards Cross Buckinghamshire SL9 7HF	Erection of detached outbuilding.	Conditional Permission	01.05.19
PL/19/0182/FA	Gerrards Cross Town Council	Dr D S Jheeta C/o Mr Michael Jaquiss	9 Howards Thicket Gerrards Cross Buckinghamshire SL9 7NT	Part two storey, part single storey rear and side extension and front garage extension	Refuse Permission	15.04.19
PL/19/0231/KA	Gerrards Cross Town Council	Mr Martin Pain C/o Mr Paul Morris	St James Church Oxford Road Gerrards Cross Buckinghamshire SL9 7DJ	T1 Cedar -2.5 metre Clearance from Building and Crown Lift over road to 5m, and Crown Thinning by 15% , T2 Maple -Crown Balance Sides by 2m. (SBDC Gerrards Cross Common Conservation Area).	TPO shall not be made	18.04.19
PL/19/0288/SA	Gerrards Cross Town Council	Mrs Susan Reid C/o Mr Fraser Kirkcaldy	Bear House Oxford Road Gerrards Cross Buckinghamshire SL9 7DL	Application for a Certificate of Lawfulness for proposed: Existing sloping roof to the rear sun room will be replaced with a flat roof, brick parapet wall and roof lantern.	Cert of law for proposed dev/use refused	04.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0399/FA	Gerrards Cross Town Council	Mr & Mrs Drew C/o Mr Paul Lugard	Smithywood 16 Mill Lane Gerrards Cross Buckinghamshire SL9 8AU	Demolition of existing conservatory, part two storey, part single storey rear extension. Conversion of garage to habitable accommodation and first floor front extension. Single storey front extension and external alterations to fenestration, including paint render to walls and alterations to roof tiles.	Conditional Permission	04.04.19
PL/19/0420/TP	Gerrards Cross Town Council	Mr Mike Twinning C/o Mr Paul Morris	Porthkerry 16 Camp Road Gerrards Cross Buckinghamshire SL9 7PE	T1 Oak - 25% Crown Reduction and Reduce Boughs over adjacent wall, T2 Birch - Fell. (SBDC TPO 25, 1995).	Conditional Permission	09.04.19
PL/19/0428/FA	Gerrards Cross Town Council	Mr & Mrs M Winterson C/o Mr Michael Jaquiss	Across The Pond 8 Ethorpe Close Gerrards Cross Buckinghamshire SL9 8PL	Single storey rear extension	Conditional Permission	08.04.19
PL/19/0438/FA	Gerrards Cross Town Council	Mr & Mrs Gareth Evans C/o Robert Hillier	7 Dukes Wood Avenue Gerrards Cross Buckinghamshire SL9 7JX	Single storey side extension, front porch extension, first floor rear extension. Loft conversion to allow for habitable accommodation including front and rear dormers and rooflights to side elevations. Replacement roof incorporating an increase in the ridge height.	Conditional Permission	10.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0448/KA	Gerrards Cross Town Council	Mr Bellamy C/o Mr Neil Whyte	Magpies 22 East Common Gerrards Cross Buckinghamshire SL9 7AF	T1 Eucalyptus - Fell. (Conservation area Gerrards Cross Common).	TPO shall not be made	18.04.19
PL/19/0489/KA	Gerrards Cross Town Council	Mr John Thompson C/o Mr Matthew Wiltshire	Penn Place 12 Marsham Lane Gerrards Cross Buckinghamshire SL9 8AF	T1 _ T5 Acer Pseudoplatanus and T2, T3 _ T4 Tilia Cordata - Re Pollard all trees back to previous point (2-3m reduction) and Crown Raise to 5-6 metres, removing all epicormic growth. T6-Acer Pseudoplatanus - Re Pollard all trees back to previous point (2-3m reduction). (Conservation area Gerrards Cross Centenary).	TPO shall not be made	09.04.19
PL/19/0541/FA	Gerrards Cross Town Council	Mr Glenn Kielty C/o Mr Owen Francis	Lamu 39 Camp Road Gerrards Cross Buckinghamshire SL9 7PG	First floor rear extension incorporating side rooflights.	Withdrawn	12.04.19
PL/19/0555/FA	Gerrards Cross Town Council	Blue Dragon Drycleaners Ltd C/o Mr David Lomas	75 Packhorse Road Gerrards Cross Buckinghamshire SL9 8PQ	Change of use to non-residential institution (Use Class D1(a-e)) and removal of ATM.	Conditional Permission	25.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0556/FA	Gerrards Cross Town Council	Blue Dragon Drycleaners Ltd C/o Mr David Lomas	75 Packhorse Road Gerrards Cross Buckinghamshire SL9 8PQ	Change of use to A3 (Cafe/Restaurant) and removal of ATM.	Conditional Permission	24.04.19
PL/19/0563/TP	Gerrards Cross Town Council	Mr Ross Hyett C/o Mr Ben Mullen	Cedar House 58 Camp Road Gerrards Cross Buckinghamshire SL9 7PD	G1 & G2 Conifer hedge - Fell. (SBDC TPO 11, 1975).	Conditional Permission	18.04.19
PL/19/0564/FA	Gerrards Cross Town Council	Mr Tresham Pandhar C/o Mr Mohammed Jasrai	White Gables 27 Manor Lane Gerrards Cross Buckinghamshire SL9 7NH	Partial demolition of existing building, two storey front extension, two storey rear extension, first floor side extension and increase in roof height to provide habitable accommodation	Withdrawn	17.04.19
PL/19/0569/AV	Gerrards Cross Town Council	Mr Stuart Bore C/o Mr Gareth Morgan	The Apple Tree Oxford Road Gerrards Cross Buckinghamshire SL9 7AH	Installation of two illuminated wall signs and one free-standing illuminated post sign to replace existing	Conditional consent	10.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0573/FA	Gerrards Cross Town Council	Mr Cove C/o Mr Neil Dowlman	The Rosewood 36 Beech Way Gerrards Cross Buckinghamshire SL9 8BL	Erection of replacement dwelling.	Conditional Permission	18.04.19
PL/19/0606/FA	Gerrards Cross Town Council	Mr and Mrs Bharat and Harshida Chandarana C/o Mr Nick Cuddon	78 St Huberts Close Gerrards Cross Buckinghamshire SL9 7ER	Single storey rear extension.	Conditional Permission	29.04.19
PL/19/0624/TP	Gerrards Cross Town Council	Codd C/o Mrs Kirstie Harvey	5 Woodbank Avenue Gerrards Cross Buckinghamshire SL9 7PY	G1 Oak - Deadwood Removal. T1 Lawson Cypress - Trim Height to Previous Pruning Points and Trim Sides, T2 Lawson Cypress - Reduce Height by 3m and Trim Sides. (SBDC TPO 3, 1984).	Conditional Permission	18.04.19
PL/19/0626/TP	Gerrards Cross Town Council	Dr M T Alva C/o Mr Ben Mullen	29A Fulmer Drive Gerrards Cross Buckinghamshire SL9 7HG	T1 Oak - 20% Crown Thinning, T2 Oak -20% Crown Thinning, T3 Oak - Fell (SBDC TPO 23, 1995).	Conditional Permission	01.05.19
PL/19/0662/TP	Gerrards Cross Town Council	Mr Terry Farebrother C/o Mr Paul Morris	37 Bulstrode Way Gerrards Cross Buckinghamshire SL9 7QT	T1 Oak - Reduce Stem over Garden up to 3.5 metres, T2 Oak - Reduce Back Two Lower Branches by 3 metres. (Tree Preservation Order No.1, 1998).	Conditional Permission	18.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0665/FA	Gerrards Cross Town Council	Mr & Mrs Bamrah C/o Bob Trimble	23 The Uplands Gerrards Cross Buckinghamshire SL9 7JQ	Single storey rear extension with roof lantern and re-building and enlargement of garage to allow habitable accommodation.	Conditional Permission	29.04.19
PL/19/0670/FA	Gerrards Cross Town Council	Mr Philip Birkenstein C/o Mr Dan Lewandowski	Little Court 28 Marsham Way Gerrards Cross Buckinghamshire SL9 8AL	Two storey rear extension, alterations to roof, addition of windows to side elevation and installation of solar panels	Conditional Permission	29.04.19
PL/19/0677/TP	Gerrards Cross Town Council	Mr Nick Howe C/o Mr Paul Morris	37 Bulstrode Way Gerrards Cross Buckinghamshire SL9 7QT	T1 Oak - Reduce branches over neighbouring property by up to 3 metres. (SBDC TPO 1, 1998)	Conditional Permission	23.04.19
PL/19/0712/FA	Gerrards Cross Town Council	Nisa Patel C/o Mr Dipam Patel	Mandara 39 Fulmer Drive Gerrards Cross Buckinghamshire SL9 7HG	Erection of playhouse in rear of garden	Conditional Permission	29.04.19
PL/19/0716/FA	Gerrards Cross Town Council	Mr Raj Bhardwaj	14 Birchdale Gerrards Cross Buckinghamshire SL9 7JA	Loft extension including roof lights and raising the height of the existing roof.	Conditional Permission	22.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0734/SA	Gerrards Cross Town Council	Mr & Mrs Ellerby	5 South View Road Gerrards Cross Buckinghamshire SL9 8RQ	Application for a Certificate of Lawfulness for proposed: Demolition of existing conservatory and erection of single storey rear extension	Withdrawn	17.04.19
PL/19/0780/FA	Gerrards Cross Town Council	Fisher's Brew Co. C/o Mr Matthew Maier	HSBC 65 Packhorse Road Gerrards Cross Buckinghamshire SL9 8PH	Change of use to A4 (bar)	Withdrawn	29.04.19
PL/19/0794/FA	Gerrards Cross Town Council	Grove Court Properties C/o Mrs Aida Danon-Bavcic	Gerrards House 13 - 19 Station Road Gerrards Cross Buckinghamshire SL9 8ES	Change of use of part of first floor to residential and rear extension to first, second, third and fourth floors to create 4 additional residential units (Building to comprise a total of 16 units).	Conditional Permission	29.04.19
PL/19/0812/PN O	Gerrards Cross Town Council	Mr David Howells	Shire House West Common Gerrards Cross Buckinghamshire	Prior Notification under Class O of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 - Change of Use from office (Use Class B1(a)) to 8 residential units (Use Class C3)	Prior Approval Given	29.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0827/VR C	Gerrards Cross Town Council	Mr Ball C/o Mr Shah Nabi	Mulbaron 36 Woodhill Avenue Gerrards Cross Buckinghamshire SL9 8DS	Variation of condition 7 of Planning Permission 17/01713/FUL (Replacement dwelling with attached garage) to allow changes in west facing window.	Conditional Permission	21.05.19
PL/19/0838/TP	Gerrards Cross Town Council	C/o Mr Marc Wastle	The Rectory Oxford Road Gerrards Cross Buckinghamshire SL9 7DJ	T12 Oak - 1m Clearance from Roof, T14 Yew - 2m Clearance from Shed, T15 Birch - Fell, T16 Cherry - Reduce over Extended Lateral by 2m and 3m Crown Lift over Path, T17 Birch - Fell, T19-T21 Sycamore - Fell. (SBDC TPO 30, 1995).	Conditional Permission	01.05.19
PL/19/0854/TP	Gerrards Cross Town Council	Mr Reece McNally C/o Mr Paul Morris	1 Strawberry Hill Gerrards Cross Buckinghamshire SL9 7FB	G1 Oak x 8 - Crown Lift of outer canopy branches to 5.5m from ground level and Remove Epicormic Growth, T2 Oak - Fell. (SBDC TPO 32, 2005).	Conditional Permission	20.05.19
PL/19/0866/FA	Gerrards Cross Town Council	Mr Pritpal Purewall C/o Mr Anil Hallan	Woodthorpe 20 Hill Waye Gerrards Cross Buckinghamshire SL9 8BJ	Demolition of existing dwelling and erection of new dwelling	Conditional Permission	16.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0868/VR C	Gerrards Cross Town Council	Mr D Minoli	Apsley Place 40 Camp Road Gerrards Cross Buckinghamshire SL9 7PD	Variation of condition 2 of planning permission 16/02318/FUL (Replacement dwelling and relocation of existing vehicular access) to allow side dormer window	Conditional Permission	10.05.19
PL/19/0877/FA	Gerrards Cross Town Council	Mr & Mrs Grady C/o Mr David Webb	Woodlands House 34A Woodlands Gerrards Cross Buckinghamshire SL9 8DD	Single storey rear extension, changes to front of garage, fenestration to ground floor front elevation and erection of an outbuilding to the rear garden.	Conditional Permission	08.05.19
PL/19/0913/FA	Gerrards Cross Town Council	Mr and Mrs Hughes C/o Keyvan Lankarani	44 Windsor Road Gerrards Cross Buckinghamshire SL9 7NE	First floor extension, balcony over existing single storey side projection including green privacy screen to front/side elevations and glass balusters to side.	Conditional Permission	10.05.19
PL/19/0923/FA	Gerrards Cross Town Council	Mr/Ms Derry and Ellerby C/o More Space	4 and 5 South View Road Gerrards Cross Buckinghamshire SL9 8RQ	Side infill extension at ground floor with a pitched roof and roof lights to no.4 and 5. First floor rear extension to the full length of back addition at no.4.	Conditional Permission	20.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0933/NM A	Gerrards Cross Town Council	c/o Agent C/o Ms Angie Fenton	Aston House 62 - 68 Oak End Way Gerrards Cross Buckinghamshire	Non Material Amendment to planning permission 16/02284/FUL to allow: Change finishes on cladding, balustrades and window frames, change of brick colour, omission of sloping parapets at high level, undercroft soffit height increased, omission of skyframe structure, part of the cycle storage relocated internally and the reduction the building height.	Accepted	15.04.19
PL/19/0941/KA	Gerrards Cross Town Council	Mr D C/o Mr R Holliday	Heath Cottage 6 West Common Gerrards Cross Buckinghamshire SL9 7QN	TI - Silver Birch - Fell. (Conservation area Gerrards Cross Common).	TPO shall not be made	01.05.19
PL/19/0953/TP	Gerrards Cross Town Council	Mr Stephen Cork C/o Mr Paul Morris	Brambledown 8 Valley Way Gerrards Cross Buckinghamshire SL9 7PN	T1 Norway Maple - Fell, G2 Norway Maple (x3) - 2.5 metre Crown Reduction. (SBDC TPO 14, 2001).	Conditional Permission	20.05.19
PL/19/0973/PN E	Gerrards Cross Town Council	Mr Kamyar Irani C/o Mr Jawahar Bhasin	The Willows 9C Elmwood Park Gerrards Cross Buckinghamshire SL9 7EP	Notification of proposed single storey rear extension. Depth extending from the original rear wall of 5 metres, a maximum height of 4metres and a maximum eaves height of 3metres.	Prior Approval Not Required	29.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/1005/TP	Gerrards Cross Town Council	Mr Graeme Steele	Newlands Oxford Road Gerrards Cross Buckinghamshire SL9 7DJ	(B) Beech x 2 - Fell, (C) Beech - Fell, (D, E, F) Maple, Willow, Holly - Fell, (G) Beech - Trim Back. (Tree Preservation Order).	Conditional Permission	20.05.19
PL/19/1031/FA	Gerrards Cross Town Council	Mr Dugald Yuill C/o Ms Alison Watts	5 St Huberts Close Gerrards Cross Buckinghamshire SL9 7EN	First floor side extension over the garage, new pitch roof to existing single storey rear extension.	Conditional Permission	20.05.19
PL/19/1047/FA	Gerrards Cross Town Council	Telefonica UK Limited C/o Mr Craig Horn	Isle Of Wight Farm Over The Misbourne Gerrards Cross Buckinghamshire SL9 0QD	Replacement of the existing 15m monopole and 6nos antennas with a 17.5m monopole, 9nos antenna, 2 nos microwave dishes. Addition of equipment within the existing equipment cabin, along with ancillary works.	Conditional Permission	17.05.19
PL/19/1062/FA	Gerrards Cross Town Council	Mr & Mrs E. Lambert C/o Declan Minoli	Spring Vale 22 Mill Lane Gerrards Cross Buckinghamshire SL9 8AU	Part two storey and part single storey rear extension with juliet balcony and removal of rear chimney. Part first floor front and side extension. Alterations to front porch.	Conditional Permission	21.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/1076/FA	Gerrards Cross Town Council	Mr Rick Bhambra C/o Mr Ehsan Ul-Haq	Forest Gate 5 Howards Wood Drive Gerrards Cross Buckinghamshire SL9 7HR	First floor rear extension incorporating side dormer.	Conditional Permission	23.05.19
PL/19/1083/KA	Gerrards Cross Town Council	Sir R Hurn C/o Mr Mathew Samways	Stonesdale 43 Bulstrode Way Gerrards Cross Buckinghamshire SL9 7QT	T1 Sycamore - Removal of two largest low branches and reduce lateral growth by 1-1.5 meters. (Conservation Area).	TPO shall not be made	20.05.19
PL/19/1168/AG N	Gerrards Cross Town Council	Mr Terry Daniel C/o Mrs Liz Shield	Land at Fulmerfields Farm (Adjacent To Fulmer Lane) Fulmer Road Gerrards Cross Buckinghamshire SL9 7EQ	Notification of agricultural or forestry development under Schedule 2, Part 6 of the Town and Country Planning (General Permitted Development) (England) Order 2015 for: Agricultural barn	Withdrawn	03.05.19
PL/19/1190/KA	Gerrards Cross Town Council	Mr Neil Myers C/o Mr Neil Whyte	The Warren 14 Oval Way Gerrards Cross Buckinghamshire SL9 8QD	T2 Yew - Crown Reduction to 4 metres in Height. (Conservation Area).	TPO shall not be made	20.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/1244/KA	Gerrards Cross Town Council	Mr Chris Stanton C/o Mr Paul Morris	Avondale 2 Ethorpe Close Gerrards Cross Buckinghamshire SL9 8PL	T1 Cherry - Fell, T2 Holly - Fell, T3 Bay - Crown Reduction to 5ft. (Gerrards Cross Centenary Conservation Area).	TPO shall not be made	20.05.19
PL/19/1659/ADJ	Gerrards Cross Town Council	Mr Edgar C/o Ms Lucy Wenzel	Tall Timbers 41 North Park Chalfont St Peter Buckinghamshire SL9 8JL	Consultation from Chiltern District Council regarding demolition of existing side extension, part two storey part single storey side extension & front porch (CDC Ref: PL/19/1480/FA)	No Objections	15.05.19
PL/19/1706/ADJ	Gerrards Cross Town Council	Mr Edgar C/o Mr Murtaza Poptani	Tall Timbers 41 North Park Chalfont St Peter Buckinghamshire SL9 8JL	Consultation from Chiltern District Council regarding part single/part two storey front, side and rear extension with dormer window, roof lantern, side roof lights and rear Juliet balcony, front porch and excavation of basement (CDC Ref: PL/19/1530/FA)	No Objections	21.05.19
PL/19/0628/SA	Hedgerley Parish Council	Mr & Mrs Hornby C/o Mr S Dodd	Willow Cottage Gregory Road Hedgerley Buckinghamshire SL2 3XL	Application for a Certificate of Lawfulness for proposed: Hip to gable roof extension and rear dormer window to facilitate a loft conversion and single storey front porch extension	Cert of law proposed dev or use issued	24.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0789/TP	Hedgerley Parish Council	Mr Paul Miller	18 Coppice Way Hedgerley Buckinghamshire SL2 3YL	Silver Birch - 11 metre crown reduction in height with lateral canopy branches reduced by 1-2 metres. (SBDC TPO 6, 1991).	Conditional Permission	01.05.19
PL/19/1091/FA	Hedgerley Parish Council	Mr & Mrs Foggoa C/o Mr Sam Dodd	Holdgate Hedgerley Hill Hedgerley Buckinghamshire SL2 3RJ	Single storey rear and side extension and dormer window to front elevation	Conditional Permission	21.05.19
PL/18/2471/HB	Iver Parish Council	Ms Paula Carlstedt C/o Richard Taylor	Stable Barn Hollow Hill Lane Iver Buckinghamshire SL0 0JJ	Listed building application for: internal door fitting (retrospective)	Conditional consent	08.05.19
PL/18/3560/VR C	Iver Parish Council	Mr D Mills C/o Mrs Melissa Parsons	Land At Meadow Cottage Saltmarshe And Longridge Bangors Road South Iver Buckinghamshire	Variation of Condition numbers 2, 3, 5 and 7 attached to Planning Permission Application Reference Number: 17/00694/RVC - amendments to layout, landscaping, service routes and tree protection	Conditional Permission	12.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3749/FA	Iver Parish Council	Mr J Jhaj C/o Mr J Singh	18 Somerset Way Iver Buckinghamshire SL0 9AF	Erection of single storey outbuilding.	Conditional Permission	08.05.19
PL/18/3764/FA	Iver Parish Council	Mr J Jhaj C/o Mr J Singh	18 Somerset Way Iver Buckinghamshire SL0 9AF	Enlargement of dwelling to all sides with accommodation in roof and new vehicle crossover to frontage.	Conditional Permission	08.05.19
PL/18/3789/EU	Iver Parish Council	Mr Paul Smith	One Sunnyside Cottages 36 Thorney Lane North Iver Buckinghamshire SL0 9LT	Application for a Certificate of Lawfulness for an existing use relating to the use of the land for the siting of two mobile homes.	Cert of Law - existing use - granted	08.05.19
PL/18/4625/TP	Iver Parish Council	Mr Matthew Brind C/o Mr Simon Hawkins	9 Iver Lodge Bangors Road South Iver Buckinghamshire SL0 0AW	T2 Holm Oak - Fell. (TPO/SBD 10, 2009).	Conditional Permission	09.04.19
PL/18/4801/FA	Iver Parish Council	Mr & Mrs Roy and Lyndsey Howe C/o Mr Mark Willmer	5 Leacroft Road Iver Buckinghamshire SL0 9QP	First floor rear and single storey side extension.	Conditional Permission	04.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0294/SA	Iver Parish Council	Mr Dhiraj Madan C/o Mr Devan Mistry	3 Evreham Road Iver Buckinghamshire SL0 0AH	Application for a Certificate of Lawfulness for proposed: Loft conversion including rear dormer.	Cert of law proposed dev or use issued	18.04.19
PL/19/0407/FA	Iver Parish Council	Mr & Mrs K McNamara C/o Mr Tony Nimmo	333 The Parkway Iver Heath Buckinghamshire SL0 0RL	Loft conversion with hip to gable roof, rear dormer, front rooflight and additional window to side elevation.	Conditional Permission	04.04.19
PL/19/0464/FA	Iver Parish Council	Mr S S Viridi C/o Mrs Anupama Srivastava	Palmers Moor House Palmers Moor Lane Iver Buckinghamshire SL0 9LG	Single storey rear infill extension.	Conditional Permission	09.04.19
PL/19/0481/SA	Iver Parish Council	Mrs Tracy Lobjoit	3 Rostrevor Gardens Iver Heath Buckinghamshire SL0 0RB	Application for a Certificate of Lawfulness for proposed: Vehicular access and hardstanding	Cert of law proposed dev or use issued	11.04.19
PL/19/0495/FA	Iver Parish Council	Mr H Kahlon C/o Mr J Singh	1 Stoke Cottages Bangors Road South Iver Buckinghamshire SL0 0BE	Demolition of existing extensions and erection of a two storey side extension.	Conditional Permission	11.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0505/VR C	Iver Parish Council	Mr D Reynolds C/o Mr Jamie Campbell	Brackenwood Pinewood Road Iver Heath Buckinghamshire SL0 0NJ	Variation of condition 6 of planning application: 18/00489/FUL (Two storey side / rear extensions, single storey front, side and rear extensions to main house. Demolition of existing garage/carport. Construction of new detached garage building. Construction of new sports pavilion following demolition of existing sports pavilion. Installation of external swimming pool.) to amend the design of the sports pavilion.	Conditional Permission	17.04.19
PL/19/0518/OA	Iver Parish Council	Mr James McMahon C/o Mr Michael Oakes	8 Somerset Way Iver Buckinghamshire SL0 9AF	Outline planning application for: Construction of a new dwelling with associated amenity area, parking and vehicle access from Bathurst Close via no. 6 Somerset Way	Refuse Permission	23.04.19
PL/19/0519/OA	Iver Parish Council	Mr Chris Hill C/o Mr Michael Oakes	6 Somerset Way Iver Buckinghamshire SL0 9AF	Outline planning application for a new dwelling in the rear garden of no. 6 Somerset Way along with amenity area, parking and vehicle turning area with access from Bathurst Close.	Refuse Permission	23.04.19
PL/19/0524/FA	Iver Parish Council	Mr Mr D Rayner & Mr K Bal C/o Mr G Choda	319 and 320 The Parkway Iver Heath Buckinghamshire SL0 0RL	Part single/part two storey front/side, rear extensions incorporating roof lantern following demolition of existing extension in 319 The Parkway. Part single/part two storey front/side and rear extensions incorporating roof lanterns. alteration of roof to facilitate loft conversion incorporating front rooflights and rear dormers in 320, The Parkway, following demolition of existing garage and undercroft space.	Conditional Permission	18.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0528/FA	Iver Parish Council	Mr Bhamra C/o Mr Kashif Bashir	63 Wellesley Avenue Iver Buckinghamshire SL0 9BP	Erection of single storey outbuilding.	Conditional Permission	15.04.19
PL/19/0531/FA	Iver Parish Council	Mr C Day C/o Mr N Walford	59 Stonecroft Avenue Iver Buckinghamshire SL0 9QG	Single storey side extension.	Conditional Permission	18.04.19
PL/19/0565/PNE	Iver Parish Council	Mrs Mays Al-Juboori	6 Thorney Lane South Iver Buckinghamshire SL0 9AE	Notification of proposed single storey rear extension; depth extending from the original rear wall of 6.0 metres, a maximum height of 3.32 metres and a maximum eaves height of 3.0 metres.	Prior Approval Not Required	10.05.19
PL/19/0575/FA	Iver Parish Council	Mr Altaf Maneri C/o Mr Ehsan Ul-Haq	27 Laurels Road Iver Heath Buckinghamshire SL0 0BY	Part single, part two storey rear extension, changes to fenestration to rear and additional windows to side elevation, alterations to front porch and extension to vehicular access.	Conditional Permission	10.05.19
PL/19/0576/FA	Iver Parish Council	Mr D Reynolds C/o Mr Jamie Campbell	Brackenwood Pinewood Road Iver Heath Buckinghamshire SL0 0NJ	Two storey side/rear extensions with basement level accommodation, single storey front, side and rear extensions. Demolition of existing garage/carport and sports pavillion and erection of new detached garage and outbuilding. Installation of external swimming pool.	Conditional Permission	24.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0577/EU	Iver Parish Council	Mr Brian Smiles C/o Mr S Dodd	Mercers Farm Thorney Mill Road Iver Buckinghamshire SL0 9AR	Certificate of lawfulness for an existing use relating to the use of land for storage and industrial purposes	Refuse to Grant Use Certificate	01.05.19
PL/19/0669/FA	Iver Parish Council	Mr Neale Johnson C/o Mrs Deniz Heeremans	2A Holmsdale Close Iver Buckinghamshire SL0 9HY	Erection of detached dwelling house following demolition of brick garden wall and shed.	Conditional Permission	17.05.19
PL/19/0699/FA	Iver Parish Council	Mr & Mrs Khalifa C/o Mr Michael Schienke	14 Syke Ings Iver Buckinghamshire SL0 9ET	Single storey rear extension with roof lights, changes to the front door.	Conditional Permission	22.05.19
PL/19/0709/EU	Iver Parish Council	Evans C/o Miss Tracy Hubbard	Iver Flowerland Norwood Lane Iver Heath Buckinghamshire SL0 0EW	Certificate of Lawfulness for an existing use of land for car parking	Refuse to Grant Use Certificate	10.05.19
PL/19/0710/EU	Iver Parish Council	Mr Hugh Evans C/o Miss Tracy Hubbard	Iver Flowerland Norwood Lane Iver Heath Buckinghamshire SL0 0EW	Certificate of Lawfulness for an existing use of the land for the siting of residential caravans for workers.	Refuse to Grant Use Certificate	15.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0713/SA	Iver Parish Council	Mr & Mrs Khalifa C/o Mr Michael Schienke	14 Syke Ings Iver Buckinghamshire SL0 9ET	Application for a Certificate of Lawfulness for proposed roof extension, rear dormer and front rooflight	Cert of law proposed dev or use issued	26.04.19
PL/19/0720/FA	Iver Parish Council	Mr David Fisher	72 Pinewood Green Iver Heath Buckinghamshire SL0 0QH	Single storey side extension with two roof lights.	Conditional Permission	15.05.19
PL/19/0730/FA	Iver Parish Council	Victoria Buckley C/o Mr Martin Pugsley	3 Coppins Cottages Coppins Lane Iver Buckinghamshire SL0 0AT	Single storey side and front porch extension.	Conditional Permission	02.05.19
PL/19/0763/FA	Iver Parish Council	Mr & Mrs Bath C/o Mr G Choda	Bath House Richings Place Iver Buckinghamshire SL0 9BA	Single storey front/side and first floor side extensions, raising of roof height with insertion of 2 rear dormers, rooflights, additional window to existing side elevation	Conditional Permission	09.05.19
PL/19/0839/FA	Iver Parish Council	Mr T Talwar C/o Mr Vishal Patel	45 Somerset Way Iver Buckinghamshire SL0 9AG	Erection of an outbuilding to rear garden	Conditional Permission	01.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0865/FA	Iver Parish Council	Mr & Mrs Ahmed C/o Mr Abdul Wajid	106 Ashford Road Iver Heath Buckinghamshire SL0 0QF	Demolition of existing conservatory, erection of a single story rear extension and outbuilding to rear garden.	Conditional Permission	07.05.19
PL/19/0878/SA	Iver Parish Council	Ms P Nayar C/o Mr J Singh	The Pump House North Park Iver Buckinghamshire SL0 9DL	Application for a Certificate of Lawfulness for proposed: Erection of a detached outbuilding to the rear garden	Cert of law proposed dev or use issued	26.04.19
PL/19/0884/SA	Iver Parish Council	Mr Abdul Cheema C/o Mr Abdul Wajid	Burnage 75 Old Slade Lane Iver Buckinghamshire SL0 9DX	Certificate of Lawfulness for proposed two storey rear and single storey side extensions	Cert of law proposed dev or use issued	16.05.19
PL/19/0902/VR C	Iver Parish Council	Mr Stuart Appelbe	11 Somerset Way Iver Buckinghamshire SL0 9AG	Variation of condition 9 (approved plans) of planning permission 18/00875/FUL (Erection of replacement dwelling) to allow for changes to the design	Conditional Permission	07.05.19
PL/19/0922/SA	Iver Parish Council	Mr Peter Dunstan	Cambus Moon Wood Lane Iver Heath Buckinghamshire SL0 0LG	Application for certificate of lawfulness for proposed: Front porch under existing eaves.	Cert of law proposed dev or use issued	22.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0929/FA	Iver Parish Council	Kirpal Kaur C/o Mr Jhonny Nunes Silva	17 The Poynings Iver Buckinghamshire SL0 9DS	Part single, part two storey side/rear/front extensions. Construction of new roof with rear dormer windows for loft conversion. Changes to windows in front and side elevations and removal of chimney and garage.	Conditional Permission	20.05.19
PL/19/0974/PNE	Iver Parish Council	Mr David Robinson C/o Mr Vishal Patel	208 Swallow Street Iver Buckinghamshire SL0 0HS	Notification under The Town and Country Planning (General Permitted Development) Order 2015, Part 1 of Schedule 2 Class A 4 for single storey rear extension; depth extending from original rear wall 6m, maximum height 4m, eaves height 3m	Withdrawn	24.04.19
PL/19/1004/TP	Iver Parish Council	Mr Kevin Bowen C/o Mr James Passant	Pinewood Studios Pinewood Road Iver Heath Buckinghamshire SL0 0NH	T337 Ash - Re-Coppice, T342 Oak - 20% Crown Thinning, T345 Oak - 5 metre Crown Reduction, T346 Oak - Fell, T347 Oak - 2-4 metre Crown Reduction, T348 Ash - Pollard at 12 metres, (Tree Preservation Order).	Conditional Permission	20.05.19
PL/19/1023/SA	Iver Parish Council	Mr Kevin Logan C/o Mr James Rush	Fernlea Cecil Road Iver Buckinghamshire SL0 9PS	Certificate of Lawfulness for proposed: extension to roof, rear dormer and rooflights to front.	Cert of law proposed dev or use issued	16.05.19
PL/19/1029/FA	Iver Parish Council	Mr & Mrs Vijay Selvaraj C/o Mr Ehsan Ul-Haq	67 Bathurst Walk Iver Buckinghamshire SL0 9EF	Erection of single storey side/rear extension and front porch following demolition of conservatory and garage	Conditional Permission	20.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/1044/NM A	Iver Parish Council	Mr Satinder Saini C/o Mr Gurdev Benipal	31 Swallow Street Iver Buckinghamshire SL0 0ER	Non material amendment to planning permission PL/18/3929/FA (Single storey rear extension) to change of rear bifolds and window.	Accepted	21.05.19
PL/19/1080/PN E	Iver Parish Council	Mr Gurvinder Hayer	Millbrook 99A Thorney Mill Road Iver Buckinghamshire SL0 9AH	Notification of proposed single storey rear extension; depth extending from the original rear wall of 5.0 metres, a maximum height of 3.9 metres and a maximum eaves height of 3.0 metres.	Prior Approval Given	09.05.19
PL/19/1096/FA	Iver Parish Council	Mr Nirmal Sidhu	76 Bathurst Walk Iver Buckinghamshire SL0 9EG	Front porch	Conditional Permission	23.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/1263/KA	Iver Parish Council	Iver Parish Council C/o Mrs Goldrick	St Peters Church Thorney Lane North Iver Buckinghamshire SL0 9JU	Phase 3 tree works T27 Common Line - Crown reduce to previous or suitable pruning points, removing up to 1.5 of new growth, T28 Common Lime - Crown reduce to previous or suitable pruning points, removing up to 2-3m of new growth. T31 Field Maple - Would like to clear wires to provide approx 2m clearance, T32 Wellingtonia - Deadwood/Hanger in crown, would like to remove, T37 Sycamore- fell, T1 Untagged Elm-Tree is dead to fell. T40 Spruce - fell, G44 Sycamore x 3 - Fell x 1 (marked with red cross) and crown reduce the other trees (2) to previous or suitable pruning points removing up to 2M, G46 Sycamores x 2 and Ash x 1 - Fell - Coppice all 3 trees due to poor condition (allow for regrow) G53 Holly - x 30 and Elm x1 - Elm is Dead Fell, T54 Ash crown reduce to previous or suitable pruning points removing up to 2-2.5m, T56 Japanese cherry - Fell, G60 Cherry SP - clear street furniture to provide approx 1M clearance (Conservation Area Iver)	Withdrawn	07.05.19
18/00582/FUL	Stoke Poges Parish Council	Stoke Park Limited C/o Mr Duncan Gibson	Stoke Park Ltd Stoke Park House Park Road Stoke Poges Buckinghamshire	Redevelopment of site to provide 2 detached dwellings and 6 apartments with associated hardstanding and landscaping.	Withdrawn	04.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/3759/FA	Stoke Poges Parish Council	Mitchells and Butlers Ltd C/o Mr Simon Barry	The Red Lion Stoke Green Stoke Poges Buckinghamshire SL2 4HN	External alterations including enlarging seating area, new boundary treatments, installation of dry store and parking barrier, repainting gable end and repairs to windows and drainpipes.	Conditional Permission	10.05.19
PL/18/3760/HB	Stoke Poges Parish Council	Mitchells and Butlers Ltd C/o Mr Simon Barry	The Red Lion Stoke Green Stoke Poges Buckinghamshire SL2 4HN	Listed Building application for external alterations including repainting gable end and repairs to windows and drainpipes. Internal alterations to public house and repair and maintenance.	Conditional consent	10.05.19
PL/18/4551/SA	Stoke Poges Parish Council	Mr David Chandlee	18 Sefton Close Stoke Poges Buckinghamshire SL2 4LJ	Certificate of lawfulness for proposed vehicle access	Cert of law for proposed dev/use refused	18.04.19
PL/18/4645/EU	Stoke Poges Parish Council	Mr Michael Shankster C/o Mr David Chivers	Land at 2 Woodbine Cottages Gerrards Cross Road Stoke Poges Buckinghamshire	Certificate of Lawfulness for an existing use relating to use of building as a separate self-contained dwelling	Cert of Law - existing use - granted	04.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0018/HB	Stoke Poges Parish Council	CPPL C/o David Hornsby	Building A Sefton Park Bells Hill Stoke Poges Buckinghamshire SL2 4HD	Listed building application for: Internal alterations to facilitate removal of internal walls.	Refuse consent	09.04.19
PL/19/0302/FA	Stoke Poges Parish Council	Mr Nilesh Patel C/o Mr Ajay Modhwadia	Rough Hey Templewood Lane Stoke Poges Buckinghamshire SL2 4AN	Vehicular Access	Conditional Permission	07.05.19
PL/19/0404/FA	Stoke Poges Parish Council	Mr Hughes C/o Mr Damian Hill	Challow Stoke Wood Stoke Poges Buckinghamshire SL2 4AU	Part single and part two storey side and front extensions, replacement of thatched roofs to house and garage with tiled roofs.	Conditional Permission	04.04.19
PL/19/0454/FA	Stoke Poges Parish Council	Mr Sion Roberts	6 Bunby Road Stoke Poges Buckinghamshire SL2 4BP	Front porch extension.	Conditional Permission	11.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0629/TP	Stoke Poges Parish Council	Mr Hewison C/o Mr Dan Pennington	4 Vine Court Vine Road Stoke Poges Buckinghamshire SL2 4DR	T1 Walnut - Crown Reduction of up to 3 metres, Deadwood and Hanging Branches. (SBDC TPO 15, 2013)	Conditional Permission	18.04.19
PL/19/0697/NM A	Stoke Poges Parish Council	Mr & Mrs Anthony C/o Mr S Dodd	Retreat Church Lane Stoke Poges Buckinghamshire SL2 4NZ	Non Material amendment to planning permission 18/00561/FUL to allow: Widening of the first floor rear window.	Accepted	29.04.19
PL/19/0729/FA	Stoke Poges Parish Council	Mr & Mrs Nickson C/o Mervyn Hadebe	16 Neville Close Stoke Poges Buckinghamshire SL2 4AQ	Demolition of existing conservatory and erection of a single storey rear, single storey side infil extension and alterations to front door, additional doors to the rear elevation and alternation to land levels in the rear garden including retaining walls.	Conditional Permission	29.04.19
PL/19/0846/VR C	Stoke Poges Parish Council	Mr & Mrs Macdonald C/o Ms Anj Johnson	36 Freemans Close Stoke Poges Buckinghamshire SL2 4ER	Variation of condition 3 of Planning Permission 17/02020/FUL (Two storey front extension with front canopy, first floor side extension and single storey rear extension).	Conditional Permission	08.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0872/KA	Stoke Poges Parish Council	Franziska Cheeseman	Stoke Poges Memorial Gardens Church Lane Stoke Poges Buckinghamshire SL2 4PB	T4 Oak - Fell, T61 Lawson Cypress - Fell, T62 Lawson Cypress - Fell, T70 Holm Oak - Fell, T71 Holly - Fell, T100 Oak - 3 metre Crown Reduction, T237 Cedar - Remove Two Lower Branches, T248 Lime - Remove Low (north) Branch, T490 Sycamore - Fell, T495 Sycamore - Fell, T497 Lime - Fell. (Stoke Park Conservation Area).	TPO shall not be made	18.04.19
PL/19/0891/TP	Stoke Poges Parish Council	Mr Perren C/o Mrs Jill Macbeth	Brocksgrove Stoke Wood Stoke Poges Buckinghamshire SL2 4AU	T1 Beech - Fell (SBDC TPO 06, 1993).	Conditional Permission	20.05.19
PL/19/0903/PNE	Stoke Poges Parish Council	Mr W Ali C/o Mr J Singh	38 Rogers Lane Stoke Poges Buckinghamshire SL2 4LE	Notification under The Town and Country Planning (General Permitted Development) Order 2015, Part 1 of Schedule 2 Class A 4 for single storey rear extension; depth extending from original rear wall 6.0m, maximum height 2.35m, eaves height 2.3m	Prior Approval Not Required	23.04.19
PL/19/0904/SA	Stoke Poges Parish Council	Mr W Ali C/o Mr J Singh	38 Rogers Lane Stoke Poges Buckinghamshire SL2 4LE	Application for a Certificate of Lawfulness for proposed: Single storey rear extension	Cert of law proposed dev or use issued	26.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0905/PNE	Stoke Poges Parish Council	Mr W Ali C/o Mr J Singh	38 Rogers Lane Stoke Poges Buckinghamshire SL2 4LE	Notification under The Town and Country Planning (General Permitted Development) Order 2015, Part 1 of Schedule 2 Class A 4 for single storey rear extension; depth extending from original rear wall 5.0m, maximum height 2.35m, eaves height 2.3m	Prior Approval Not Required	23.04.19
PL/19/1184/KA	Stoke Poges Parish Council	Franziska Cheeseman	Stoke Poges Memorial Gardens Church Lane Stoke Poges Buckinghamshire SL2 4PB	T159, copper beech, Fagus sylvatica, tree affected by Meripilus, crown reduction of up to 30% to reduce weight (Stoke Park Conservation Area)	TPO shall not be made	20.05.19
PL/19/1254/PNE	Stoke Poges Parish Council	Dr Abhinav Singh C/o Mr Arun Patel	Leylandii Park Road Stoke Poges Buckinghamshire SL2 4PA	Notification of proposed single storey rear extension; depth extending from the original rear wall of 6 metres, a maximum height of 3.2 metres and a maximum eaves height of 3.0 metres	Prior Approval Not Required	20.05.19
PL/19/1271/KA	Stoke Poges Parish Council	Dr Kesar Sadhra	Farm Cottage Park Road Stoke Poges Buckinghamshire SL2 4PG	Works on trees according to submitted schedule (Stoke Park Conservation Area)	TPO shall not be made	23.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/4428/FA	Taplow Parish Council	Mr Gregor Ritchie C/o Mr Mark Batley	Taplow House Hotel Berry Hill Taplow Buckinghamshire SL6 0DA	Erection of conservatory and new link corridor , construction of hydro pool and terrace. Conversion and refurbishment of basement/two bedrooms at ground floor to spa facility. Provision of covered link to basement.	Conditional Permission	22.05.19
PL/18/4429/HB	Taplow Parish Council	Mr Gregor Ritchie C/o Mr Mark Batley	Taplow House Hotel Berry Hill Taplow Buckinghamshire SL6 0DA	Listed building application for erection of conservatory and new link corridor , construction of hydrdo pool and terrace. Conversion and refurbishment of basement/two bedrooms at ground floor to spa facility. Provision of covered link to basement.	Conditional consent	22.05.19
PL/19/0311/TP	Taplow Parish Council	Mr James Dinmore C/o James Dinmore	Taplow Quay River Road Taplow Buckinghamshire SL6 0AB	T2 yew - reduce top crown by 1-2 metres T3 ash - crown reduction by 2 metres T4 horse chestnut - crown reduction by 2 metres T5 london plane - crown reduction by 2-3 metres (SBDC TPO 31, 2003).	Refuse Permission	09.04.19
PL/19/0620/FA	Taplow Parish Council	Mr Mandeep Takhar	1 Stockwells Taplow Buckinghamshire SL6 0DB	Construction of new dwelling.	Refuse Permission	23.04.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0774/EU	Taplow Parish Council	Mr & Mrs Krishnamohan C/o Mr Jeremy Butterworth	Cliveden Stud House Cliveden Road Taplow Buckinghamshire SL6 0HL	Application for a Certificate of Lawful Development for existing use : To confirm that the occupancy conditions (5 and 6) in relation to planning permission ER/1466/68 have been breached for a period of at least 10 years and are therefore no longer enforceable.	Refuse to Grant Use Certificate	30.04.19
PL/19/0963/FA	Taplow Parish Council	Mr Colm O'Shea C/o Mr Alec Smith	Olympia House River Road Taplow Buckinghamshire SL6 0BG	Demolition of existing conservatory and removal of two walls of pool hall. Replacement of doors and windows frames, first floor timber cladding with charred vertical timber and iroco cladding, render the elevations.	Conditional Permission	13.05.19
PL/19/0982/TP	Taplow Parish Council	Andrew Griffiths	Amerden Barn Amerden Lane Taplow Buckinghamshire SL6 0EE	Sycamore - Fell. (TPO/BD/1962/04)	Consent not needed	20.05.19
PL/19/1020/RM	Taplow Parish Council	EE Limited C/o Miss Victoria Parsons	Telecommunication Site EE 78248 Entrance To Miller and Carter Bath Road Taplow, Maidenhead Buckinghamshire SL6 0AJ	Installation of a 20m high monopole including 2nos. dishes and 2nos. cabinets.	Prior Approval Given	16.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/1036/TP	Taplow Parish Council	Mr Andrew Griffiths	Amerden Barn Amerden Lane Taplow Buckinghamshire SL6 0EE	Two Poplars - Fell. (Tree Preservation Order BD/1962/04).	Conditional Permission	20.05.19
PL/19/1100/FA	Taplow Parish Council	Mr & Mrs R Mawdsley	Amerden Lodge Amerden Lane Taplow Buckinghamshire SL6 0EE	Demolition of existing side extension and construction of single storey side and rear extensions.	Conditional Permission	23.05.19
PL/19/1207/KA	Taplow Parish Council	Mrs Coriston C/o Miss Helen Taylor	1-6 River Court Taplow Buckinghamshire SL6 0AU	Group of Sycamore including One Ash and One Cherry - 2m Clearance from Property. (Taplow Riverside Conservation Area).	TPO shall not be made	23.05.19
PL/19/1208/TP	Taplow Parish Council	Mrs Coriston C/o Miss Helen Taylor	25-30 River Court Taplow Buckinghamshire SL6 0AU	T1 Robinia - Felling. (SBDC TPO, 26, 1990).	Conditional Permission	20.05.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 5 JUNE 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/18/4440/NM A	Wexham Parish Council	Mr John Weir C/o Mr Barry Kitcherside	Wexham Park Golf Course Wexham Street Wexham Buckinghamshire SL3 6ND	Non material amendment to planning permission 18/00060/FUL (Remodelling and reconfiguration of golf course, addition of flood lights to driving range and associated works) to allow new lighting layout.	Accepted	15.04.19
PL/18/4836/FA	Wexham Parish Council	N/A C/o Summer Wong	Langley Park House Uxbridge Road George Green Wexham Buckinghamshire SK3 6DU	Tennis court and satellite dish to provide ancillary hotel facilities.	Conditional Permission	12.04.19
PL/19/0871/VR C	Wexham Parish Council	Mr Jassar C/o Mr Manpreet Matharoo	Sunnyview Wexham Woods Wexham Buckinghamshire SL3 6LQ	Variation of condition 2 of planning permission 16/01771/FUL (Detached dwelling with associated access) to allow: Amendments to the design of the dwelling	Conditional Permission	07.05.19
PL/19/1039/AG N	Wexham Parish Council	T W Franks and C L Franke-Knight C/o Mr David Broad	Love Hill Farm Love Hill Lane Iver Buckinghamshire	Notification of agricultural or forestry development under Schedule 2, Part 6 of the Town and Country Planning (General Permitted Development) (England) Order 2015 for: Agricultural storage building	Objections	23.04.19

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
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SUBJECT:	PLANNING APPEALS
REPORT OF:	Head of Planning & Economic Development Prepared by - Development Management

Appeal Statistics for the period 1 April 2019 – 31 March 2019

Planning appeals allowed (incl enforcement)

0% (0 out of 4) against a target of 30%.

Total appeals allowed (Planning, enforcement trees and other appeals):

0% (0 out of 4). No target set.

Percentage of appeals allowed in accordance with officer recommendation, despite decision to refuse by Members:

0% (0 out of 0). No target set.

SCHEDULE OF OUTSTANDING MATTERS

HEARINGS

DATE	PREMISES
PL/18/2069/FA Date 11/6/19	<u>14 WOOBURN GREEN LANE, BEACONSFIELD, BUCKINGHAMSHIRE HP9 1XE</u> Appeal against Conditions Imposed on: Outbuilding in front garden.
17/01949/FUL Date 11/6/19	<u>14 WOOBURN GREEN LANE, BEACONSFIELD, BUCKINGHAMSHIRE HP9 1XE</u> Appeal against non-determination of application for: Porch with double storey side and part double storey part single storey rear extension.
PL/18/4888/SA Date TBC	<u>14 WOOBURN GREEN LANE, BEACONSFIELD, BUCKINGHAMSHIRE HP9 1XE</u> Certificate of Lawfulness for proposed implementation of 2 extant planning permissions (17/01570/FUL and 18/2906/FA)..
PL/18/2547/FA Date TBC	<u>1 GRENFELL ROAD, BEACONSFIELD HP9 2BP</u> Appeal against Refusal for: Replacement dwelling house.

Appeals Lodged

Planning Appeals Lodged

	Date	Ref	Appellant	Proposal	Site
(a)	09/04/2019	PL/18/4472/FA	Mr Tim Hurley	Erection of single storey dwelling	Grange Farm, Grange Way, Iver
(b)	12/04/2019	PL/18/4655/FA	Mr & Mrs Lloyd Dennison	Erection of dwelling within curtilage of existing dwelling following demolition of garage	Land at 23 Burlington Road, Burnham
(c)	25/04/2019	PL/18/2261/FA	Mr Amit Chohdha	The demolition of existing buildings and construction of 10 residential units contained within three blocks, with associated parking and landscaping.	Evreham Lodge, 100 High Street, Iver
(d)	26/04/2019	PL/19/0467/SA	Mr S Dad	Part single, part two storey rear extension, single storey side extension, rear dormer, rooflights, additional window to front elevation and changes to front porch.	4 Waller Road, Beaconsfield
(e)	08/05/2019	PL/18/3474/FA	Bell Cornwell LLP	Erection of two storey building to provide 1 apartment with ground floor parking. Reconfiguration of car park layout to provide 42 no. spaces, with associated tree and soft landscape planting. Demolition of garage block.	Land Rear Of 23 To 35 High Street, Iver
(f)	13/05/2019	PL/19/0209/FA	Mrs Sati Khaira	First floor side extension	The Bungalow, Wexham Street, Stoke Poges
(g)	15/05/2019	PL/18/4578/FA	Mr & Mrs Lahert	Part two storey, part single storey side/rear extension.	3 Church View, Robert Road, Hedgerley

Planning Appeals Lodged - continued

(h)	17/05/2019	PL/19/0254/VRC	Mr & Mrs R Pomeranke	Variation of condition 16 of planning permission 17/01853/FUL (Redevelopment of site to provide 8 detached dwellings with integral garages) to amend design of houses on plots 2 and 3	Cut Heath House, Parsonage Lane, Farnham Common
(i)	21/05/2019	PL/19/0518/OA	Mr James McMahon	Outline planning application for: Construction of a new dwelling with associated amenity area, parking and vehicle access from Bathurst Close via no. 6 Somerset Way	8 Somerset Way, Iver
(j)	21/05/2019	PL/19/0519/OA	Mr Chris Hill	Outline planning application for a new dwelling in the rear garden of no. 6 Somerset Way along with amenity area, parking and vehicle turning area with access from Bathurst Close.	6 Somerset Way, Iver
(k)	21/05/2019	PL/19/0577/EU	Mr Brian Smiles	Certificate of lawfulness for an existing use relating to the use of land for storage and industrial purposes	Mercers Farm, Thorney Mill Road, Iver
(l)	22/05/2019	PL/18/4877/FA	Mrs Chrissie Simons Denville	Single storey rear extension.	1 Meadow Cottages, Aylesbury End, Beaconsfield

Page 219

Appeal Decisions

Planning Appeal Decisions

	Date	Ref	Appellant	Proposal	Site	Decision	See key
(a)	09/04/2019	PL/18/2787/FA	Mr and Mrs Smith	Part two storey, part single storey side and rear extensions, loft conversion incorporating front and rear dormers and detached garage.	Newsteads, Denham Green Lane, Denham	Appeal Dismissed	D

Planning Appeal Decisions - conditions

(b)	10/04/2019	PL/18/2137/FA	Mr & Mrs Bradshaw	Outbuilding	Halings Lodge, Halings Lane Denham	Appeal Dismissed	D
(c)	29/04/2019	PL/18/2587/FA	Mr T Whitehorn	Detached bungalow incorporating parking and amenity space	Land rear of 19 Tockley Road	Appeal Dismissed	D
(d)	29/04/2019	PL/18/2586/FA	Mr R Potyka	Erection of two semi-detached dwellings incorporating amenity space and parking.	Land adj to 35A Tockley Road, Burnham	Appeal Dismissed	D
(e)	14/05/2019	PL/18/4056/FA	Mr Bal	First floor front extension and roof alterations.	Heatherset, Farthing Green Lane. Stoke Poges	Appeal Dismissed	D
(f)	21/05/2019	17/01732/FUL	Mr Strange	Detached dwelling and construction of vehicular access.	8 Main Drive, Gerrards Cross	Appeal Dismissed	D
(g)	22/05/2019	PL/18/3592/FA	Mrs Denville	Single storey rear extension and internal alterations.	1 Meadow Cottages, Beaconsfield	Appeal Allowed	D

Page 220

Note: The letter(s) shown after the decision in the following tables indicate:-

- CO - Committee decision to refuse permission on officer recommendation
- CC - Committee decision to refuse permission contrary to officer recommendation
- D - Delegated officer decision to refuse permission
- ND - Appeal against non-determination of application

Officer Contacts:	Amy King 01895 837283 planning.appeals@chilternandsouthbucks.gov.uk
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