



Planning Committee

Wednesday, 16 October 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 - 10*)

To approve the draft minutes of the Planning Committee held on 18 September 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

17/02353/FUL - Link Park Heathrow, Thorney Mill Road, Iver, Buckinghamshire (Pages 11 - 18)

Appendix to 17/02353/FUL (Pages 19 - 40)

PL/19/0938/FA - Uxbridge Business Park, Oxford Road, New Denham, Denham, Buckinghamshire (Pages 41 - 56)

PL/19/1470/FA - Brookdale, Bells Hill, Stoke Poges, Buckinghamshire, SL2 4ED (Pages 57 - 74)

PL/19/1742/FA - Burnham Grammar School, Hogfair Lane, Burnham, Buckinghamshire, SL1 7HG (Pages 75 - 92)

PL/19/2211/FA - Land Rear Of Honey Cottage and The Brooms, Green Lane, Farnham Common, Buckinghamshire (Pages 93 - 104)

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 105 - 142)

For information

6. Planning Appeals and Schedule of Outstanding Matters *(Pages 143 - 146)*

For information

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

Membership: Planning Committee

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

Date of next meeting – Wednesday, 13 November 2019

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PLANNING COMMITTEE**Meeting - 18 September 2019**

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

*Attended site visits

Apologies for absence: M Bezzant and P Hogan

23. MINUTES

The minutes of the Planning Committee held on 21 August 2019 were approved and signed by the Chairman as a correct record. The amended minutes of the Planning Committee held on 5 June 2019 were approved and signed by the Chairman as a correct record. The Amendment corrected Councillor Jordan's declaration of interest in application 17/01763/OUT by inserting "wife of" into the declaration. The declaration shall now read "as a close personal friend of the wife of....".

24. DECLARATIONS OF INTEREST

Councillor Dr W Matthews declared a Personal Interest under the Council's Code of Conduct as a Member and current Chairman of Iver Parish Council who have made representations about applications PL/18/4490/FA, PL/18/4491/FA and PL/19/1497/FA. Councillor Dr W Matthews explained that she had not expressed a view on any of these applications when they had been discussed at meetings of Iver Parish Council and had not pre-determined the applications.

Councillor J Jordan declared a Personal Interest under the Council's Code of Conduct in application PL/19/2062/VRC as she had in the past socialised with the applicant. Councillor J Jordan left the room whilst the application was being considered.

25. 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

Planning Committee - 18 September 2019

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:**

		Decision
Plan Number:	PL/18/4490/FA	P
Applicant:	Mr Alex Parsons	
Proposal:	Single storey rear extension, loft conversion incorporating a rear dormer, replacement porch and fenestration alterations.	
<p>Notes:</p> <ul style="list-style-type: none"> • A site visit was undertaken by Members • Officers advised the committee that 3 additional letters of objection had been received which referred to objections already covered in the report. • Speaking on behalf of the objectors Cllr Carol Gibson • Speaking on behalf of the applicant Lloyd Gold • A proposal was made that an informative be added advising the applicant to consider a scheme of ecological enhancements to encourage an overall net gain in biodiversity. Ecological enhancements can include both bird and bat boxes. <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 plans to align the floor plans with the elevations. This proposal was seconded by Councillor T Egleton and agreed at a vote.</p> <p>RESOLVED</p> <ol style="list-style-type: none"> 1) That the application be delegated to the Head of Planning and Economic Development to approve subject to the receipt of amended plans to align the floor plans with the elevations. 2) An informative be added advising the applicant to consider a scheme of ecological enhancements to encourage an overall net gain in biodiversity. Ecological enhancements can include both bird and bat boxes. 		
		Decision
Plan Number:	PL/18/4491/FA	P
Applicant:	Mr Alex Parsons	
Proposal:	Subdivision of plot and erection of detached dwelling.	
<p>Notes:</p> <ul style="list-style-type: none"> • A site visit was undertaken by Members • Speaking on behalf of the objectors Cllr Carol Gibson • Speaking on behalf of the applicant Lloyd Gold • Officers advised that there was space on the proposed driveway for 3 spaces if the proposed landscaping were to be removed. <p>Councillor T Egleton 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 3 parking spaces on the driveway rather than 2. This proposal was seconded by Councillor M Lewis and agreed 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 3 parking</p>		

Planning Committee - 18 September 2019

spaces.		
		Decision
Plan Number:	PL/19/1497/FA	P
Applicant:	Mr Tim Sutton	
Proposal:	Redevelopment of the site of 34 and 35 to provide a part two/ part three/ four storey fine arts secure storage and logistics facility with ancillary offices. Servicing to a ground floor undercroft area incorporating landscaping. Security access controls and lorry, car and cycle parking.'	
Notes:		
<ul style="list-style-type: none"> • Councillor B Gibbs left the room and did not take part in the consideration of this item • A site visit was undertaken by Members • There was no public speaking on the application 		
Councillor J Jordan proposed that the Officer's recommendation be approved which was seconded by Councillor T Egleton and agreed at a vote.		
RESOLVED that conditional permission be granted subject to the conditions and informatives as set out in the report.		
		Decision
Plan Number:	PL/19/2062/VRC	P
Applicant:	Quarterhill / Baker	
Proposal:	Variation of Condition 13 of planning permission PL/18/4350/FA (Redevelopment of the site to provide 8 flats incorporating hardstanding and demolition of existing dwelling) to amend the internal design and add an additional parking space.	
Notes:		
<ul style="list-style-type: none"> • Councillor J Jordan left the room while the application was being considered • Councillor B Gibbs was not in the room and therefore did not take part in the consideration of this item • Speaking on behalf of the objectors Stephen Finnerty • Speaking on behalf of the applicant Peter Rutter • Officers advised that the following wording should be removed from page 52, fifth paragraph down: "relate only to the outbuilding and" 		
Councillor D Smith proposed that the Officer's recommendation be approved which was seconded by Councillor Dr W Matthews and agreed at a vote.		
RESOLVED that conditional permission be granted subject to the conditions and informatives as set out in the report.		

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

		Decision
Plan Number:	PL/18/4394/RC	P
Applicant:	South Bucks District Council	
Proposal:	Change of use to residential (Use Class C3), formation of access road and erection of boundary fence	

Notes:

- Councillor J Jordan and Councillor B Gibbs returned to the room at 17:35 to consider this item.

RESOLVED that conditional permission be granted subject to the conditions as set out in the report.

(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 Sustainable Development.

26. OBJECTION TO THE SOUTH BUCKS DISTRICT COUNCIL TREE PRESERVATION ORDER NO. 0003 OF 2019, TAMARISK, 26 HOWARDS THICKET, GERRARDS CROSS, BUCKINGHAMSHIRE SL9 7NX

The Committee considered a report setting out the objections raised to the Tree Preservation Order No 0003 of 2019.

The objections were dealt with following the Procedure for Confirming Tree Preservation Orders adopted by the Committee on 27 February 2018. In accordance with this procedure the objectors had been invited to attend and address the meeting but the Committee noted that none of the objectors was in attendance and that neither a deferral nor a site visit had been requested.

The Councils Arboriculturalist addressed the meeting explaining why the Tree Preservation Order should be confirmed without modifications.

Following a discussion the Committee

RESOLVED that the South Bucks District Council Tree Preservation Order No 0003 of 2019 be confirmed without modifications.

27. 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

28. ENFORCEMENT UPDATE

The Committee received a verbal report which updated the Committee on the position relating to Enforcement, including

Planning Committee - 18 September 2019

- Recent recruitments which had taken place within the Enforcement Team including the appointment of a 6 month temporary CIL/s106 Officer to assist with back office setup in advance of the Council's implementing a CIL charging schedule;
- The number of enforcement notices which had been issued in last three months and the number which were currently being processed;
- Enforcement issues relating to Airport Parking Sites; and
- With regards to section 106, over £800,000 of income had been received in the past 2 months; and
- 237 cases had been logged for South Bucks District Council compared to 271 cases in Chiltern District Council.

The Committee thanked the Enforcement Manager and the Enforcement Team for their excellent work.

29. EXCLUSION OF PUBLIC

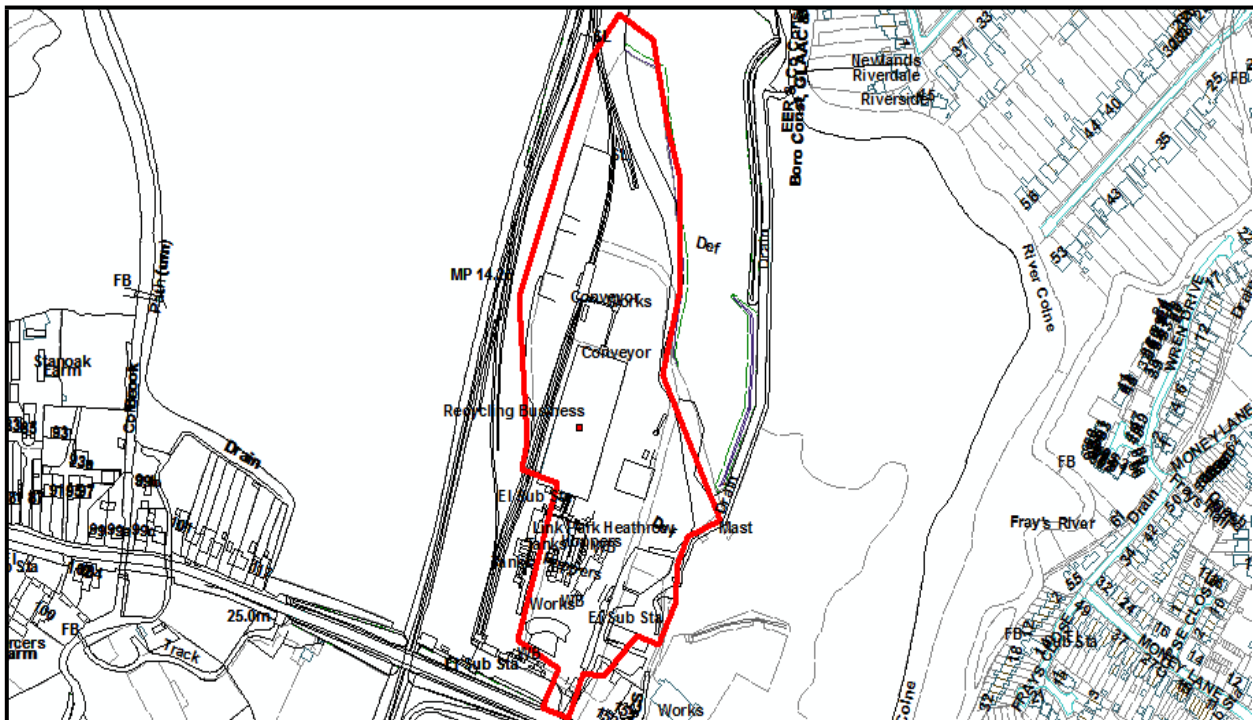
The meeting terminated at 5.56 pm

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PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 16th October 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:	Historic - Defer-minded to approve subject to the prior completion of Legal Agreement. Decision delegated to Head of Planning & Economic Development
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 was considered by the Committee on the 5th of June 2019. Members resolved to defer the application to enable Officers to carry out further investigations and obtain further information. Since then, officers have met their counterparts at The London Borough of Hillingdon, the applicants and their agents to understand in detail, the issues that were raised at the June 5 meeting.

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.

There is extensive hard surfacing over the majority of the site. The site is surrounded by a 2.5m high steel security fence. 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.

The eastern section of the application site lies within the London Borough of Hillingdon and an identical application to this one was submitted to Borough Council in 2017 (Ref: 73420/APP/2017/4617 - Use of site for Class B8 open storage use and erection of security fence, ancillary buildings and structures). Permission was 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.

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.

To the south-west, the site abuts the Breedon Aggregates site, which was the subject of a planning application (Ref:: CM/19/17 - The importation, storage and onward distribution of rail borne aggregates together with the erection and use of a concrete batching) that was considered by Buckinghamshire County Council Development Control Committee in February this year. The County Council Committee resolved to grant permission subject to the completion of a Legal Agreement covering the following heads of terms:

- I. Routing agreement to avoid Iver High Street and minimise traffic through the Sutton Lane/A4 London Road Junction and M4 Junction 5 where possible;
- II. All HGV's within the applicants own fleet that travel to and from the site shall be in full compliance with the Euro VI Standards and the applicant shall use best endeavours to encourage contracted HGV's to travel to and from the site in full compliance with the Euro VI Standards;
- III. A financial contribution of £39,841.50 to Slough Borough Council's Low Emission Strategy, in particular to fund a Clean Air Zone (CAZ) feasibility study and implementation plan for Brands Hill AQMA;
- IV. A financial contribution of £39,841.50 to South Bucks District Council towards the implementation of a Clean Air Zone for the Iver AQMA; and
- V. A financial contribution of £115,700 towards Highways Improvements at the Sutton Lane / A4 London Road Junction.

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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 are to be sited in the middle of the site whilst portacabins 3 and 4 are to be 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.

As mentioned elsewhere in this report, the application site extends across the border into Hillingdon Borough and several structures which form part of this application are within Hillingdon Borough. These include: a section of the steel fence; 2 of the proposed 4 portacabins; and 3 lighting columns. Members are advised that their decision on this application does not prejudice any decision that may be taken now and in future by Hillingdon Council in respect of planning and enforcement matters. It is the applicant's responsibility to seek and obtain the relevant consents from the neighbouring authority.

RELEVANT PLANNING HISTORY

Details in the appended June 5 Committee report.

REPRESENTATIONS

Details in the appended June 5 Committee report. There are no further representations to report.

CONSULTATIONS

Details in the appended June 5 Committee report. No further consultation responses received.

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.

The Draft Chiltern and South Bucks Local Plan 2036: Policies SP SP1, SP PP1, DM DP1, DM DP17, DM NP9, DM NP10 and DM CP3

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

1. Since the planning committee meeting of 5 June 2019, the publication version of the Chiltern and South Bucks Local Plan 2036 was approved at Council on 14 May 2019 and it was agreed that this should be endorsed as a material consideration in the determination of planning applications. It was submitted for independent examination on 26 September 2019. However, given its current stage, only limited weight can be given to this document. The emerging policies reflect the provisions in the NPPF and carry forward the objectives of the Adopted Core Strategy and the Local Plan, specifically in relation to the protection of the Green Belt and reduction in air pollution in the Air Quality Management Area (AQMA). The emerging Development Plan also identifies Thorney Mill Road (Iver) as a Key Employment Site (KE 9), with the objective of protecting and consolidating employment uses.
2. The provisions in the emerging plan do not change the Officers' previous assessment and recommendation. The proposals would be consistent with the key objective of the emerging plan to consolidate employment uses in Thorney Mill Road. The report presented to the Committee on 5 June 2019 is appended and Members are referred to the detailed considerations and assessments of the relevant planning policies, constraints, and impacts of the proposals.
3. In response to the various issues raised at the June Committee meeting, the following clarifications are provided to assist Members in their understanding of the proposals.

HGV Movements

4. Concerns were raised at the June meeting that the number of HGV movements allowed for in the permission granted to Breedon Aggregates, on an adjacent site, should be deducted from the figure allowed for the Link Park site. However, it is considered that this would not be a reasonable requirement. The submitted Transport Assessment makes reference to weekday traffic survey data recorded in 2012 and this figure was in the region of 232 HGV movements (two-way) per day. The County Highway Authority has confirmed that this relates to the application site alone and does not incorporate the movements associated with the adjacent site.
5. It is understood that the basis for the 2012 survey was the provision in the adopted Bucks County Council Minerals and Waste Core Strategy 2012, which was part of the prevailing Development Plan at the time of application submission. Policy CS7 of the Strategy sought to reduce HGV movements from Thorney Mill Sidings to a level below that of 2012 and this is the justification for seeking traffic data for that year.
6. However, in July 2019, the County Council adopted a new Minerals and Waste Local Plan, which supersedes the Minerals and Waste Core Strategy 2012. There are no provisions in the new plan that make any reference to restricting the amount of HGV traffic to 2012 levels. It should also be noted that the Proposals Map of the old Core Strategy shows that Thorney Mill Sidings encompasses two landholdings: Aggregate Industries, now Link Park Heathrow (the application site - eastern part); and Network Rail, now Breedon Aggregates (the western part).
7. The County Highway Authority has assessed the information provided and agree that 232 movements is an appropriate indicative figure for HGV movements in 2012. The Transport Consultant also estimated the number of vehicle movements that the site would generate daily based on the proposed B8 Use of the site. The estimate of likely HGV demand is derived from the TRICS database. The TRICS data submitted has estimated that in a worst case scenario, the application site as a whole would generate up to 204 HGV movements a day, two-way in total.

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8. However, the Transport Consultant did not include data regarding HGV movements on the adjacent Breedon Aggregates site, in their Assessment. Cumulatively, the number of HGV movements from both the application site and the adjacent site would be greater than 232 HGV movements per day.

9. It is clear from the planning historical records at both the County and District Councils that the application site and the adjacent Breedon Aggregates site have never been operated by a single user and have never been used in conjunction with each other. The Breedon Aggregates site, it is understood, is owned by Network Rail and is leased to the current occupier.

10. In considering the impact of the proposed development on traffic flow and safety in the area, it is important to note that the consents in respect of the authorised use of 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.

11. 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. In the circumstance, it is reasonable to conclude therefore that the proposal would result in a materially lower 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 in the appended June report.

Warehouse Building

12. Members also queried whether the large warehouse building had been removed from the site when Aggregate Industries vacated the site. The historical aerial photographs submitted by the applicants would appear to indicate that the warehouse building has been consistently in situ on the site since 1985.

13. The plans and photographs referred to above will be circulated before the meeting.

Hours of Use / Operations

14. At the June meeting, Members also tasked officers to explore with the applicants, a restriction on the hours of use / operations. The applicants have no objections to this and have stated their satisfaction with the imposition of a condition to restrict the hours of operation to the same as the permission for Aggregate Industries' use of the site (Ref: BD/1111/79). The condition would restrict the hours of use / operations to:

06:00 to 18:00 Monday to Friday;
07:00 to 14:00 Saturdays and Sundays;
No working on Bank Holidays.

Enforcement Findings / Updates

15. Enforcement Officers visited the site on 23rd July 2019 following the meeting with the applicant in order to ascertain the current uses of the site. At present, the site is currently in use for B8 (Storage) with certain ancillary elements.

How the site is split into sections and their use:

16. The site at present is split into sections leased to tenants. The first section on the left (as you enter the site) is currently vacant. This is adjoined to another section which currently is being used for storage of vehicles (primarily cars/taxi vehicles, B8 storage use). Further up the site from this is another large section, which includes the large warehouse building currently being utilised by a company - Tideway Construction.

17. Tideway Construction's section of the site is B8 storage where they store within the warehouse, large amounts of materials associated with the construction of the new Thames sewer. There is also a large amount of scaffolding, storage containers and other materials which have been erected for Tideway to test their

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materials, ancillary to the primary B8 storage use. This is the cluster of structures directly to the north east of the warehouse building. These do not form part of the application proposal.

18. Further to investigation from Chiltern and South Bucks Planning Enforcement Team, it has been established that these structures are located on the Hillingdon side of the County boundary, and as such Chiltern and South Bucks Planning Enforcement have referred the matter to Hillingdon Planning Enforcement.

19. The top of the site is currently being utilised by Ashville Aggregates who are facilitating the importation and storage of aggregates, primarily by rail. They have a stockpile of materials in close proximity to the railway line which is transitory in nature, regularly being filled and depleted as aggregates are moved through the site. The remainder of the site to the East (right hand side of the access road as you enter) is owned by different tenants and is currently in B8 storage use.

Structures, cabins and other operational development

20. Buildings similar to proposed portacabins 1 & 2 are located just south of, and in close proximity to, the large existing building on site (Building 4). These form part of the planning application, although the plan proposes the buildings in a different position (rotated 90 degrees and closer to the access road). Cabins 3 & 4 are not in situ on the site but remain part of the planning application. The steel fence which runs along the right hand side of the access road as you progress through the site is in situ and is part of the planning application.

CONCLUSION

21. Overall therefore, the proposals are considered acceptable in terms of the provisions in the NPPF, the prevailing and emerging Development Plans. There are currently no planning restrictions on the number of vehicle movements that could be made in association with the existing lawful uses of the site. Based on the evidence before us, the proposal would result in a materially lower traffic flow and as a consequence, a reduced impact on the amenity of the locality. The proposal also presents an opportunity for the regularisation of the uses on the site and the proposed obligations and conditions would help to mitigate the impact, given the unrestricted nature of the authorised uses. It is therefore recommended that planning permission be granted subject to the conditions listed below and completion of a legal agreement to include the following Heads of Terms:

- The development shall not generate in excess of 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.
- The Applicant making a financial contribution (£114,664) towards improvements in air quality in the area.
- A requirement to prevent HGVs driving through Iver Village.

RECOMMENDATION: APPLICATION REF: 17/02353/FUL BE DELEGATED TO THE HEAD OF PLANNING AND ECONOMIC DEVELOPMENT (HPED) TO APPROVE SUBJECT TO THE SATISFACTORY PRIOR COMPLETION OF A SECTION 106 PLANNING AGREEMENT. IF THE SECTION 106 AGREEMENT CANNOT BE COMPLETED, THE APPLICATION BE REFUSED FOR SUCH REASONS AS THE HPED CONSIDERS APPROPRIATE.

Subject to the following conditions:-

1. The development to which this permission relates (in respect of the proposed 4 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)

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2. Within 3 months of the date of this permission and prior to the siting and occupation of the 4 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 4 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.

5. Within 3 months of the date of this permission and prior to the siting and occupation of the proposed 4 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 4 portacabins.

Reason: To minimise danger and inconvenience to highway users.

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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 within 3 months of the approval date and prior to the siting and occupation of the proposed 4 portacabins.

Reason: To minimise danger and inconvenience to highway users.

7. No storage of materials at any point across 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. No activities or operations in connection with this permission shall be carried out outside the following hours:

06:00 to 18:00 Monday to Friday;
07:00 to 14:00 Saturdays and Sundays;

There shall be no activities or operations on Bank Holidays.

Reason: To protect the amenities and living conditions of the neighbouring residents.

9. 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
ThorneyMillRd-13	14.05.2019

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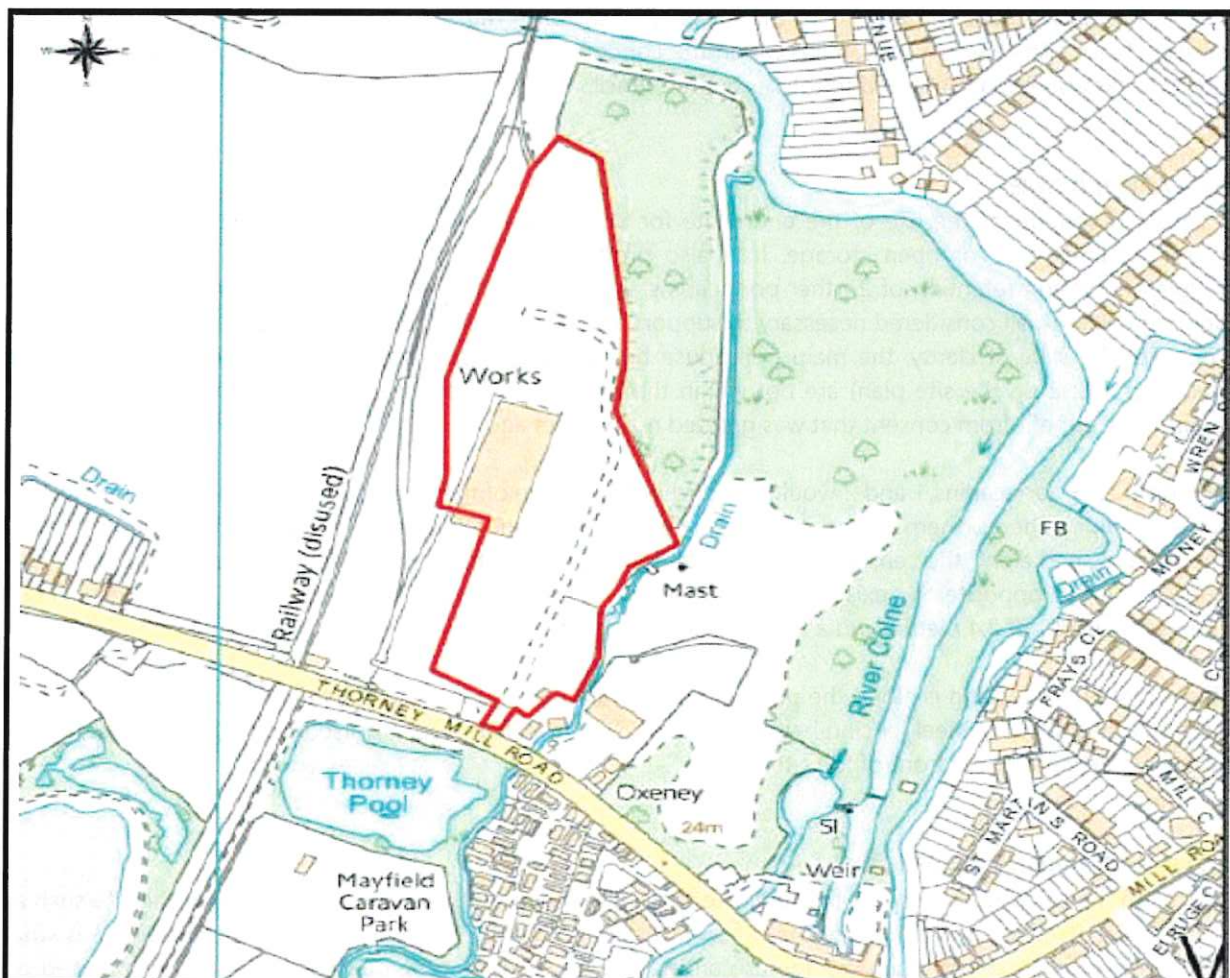
PART A

**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 in 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.

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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.

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- 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

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:

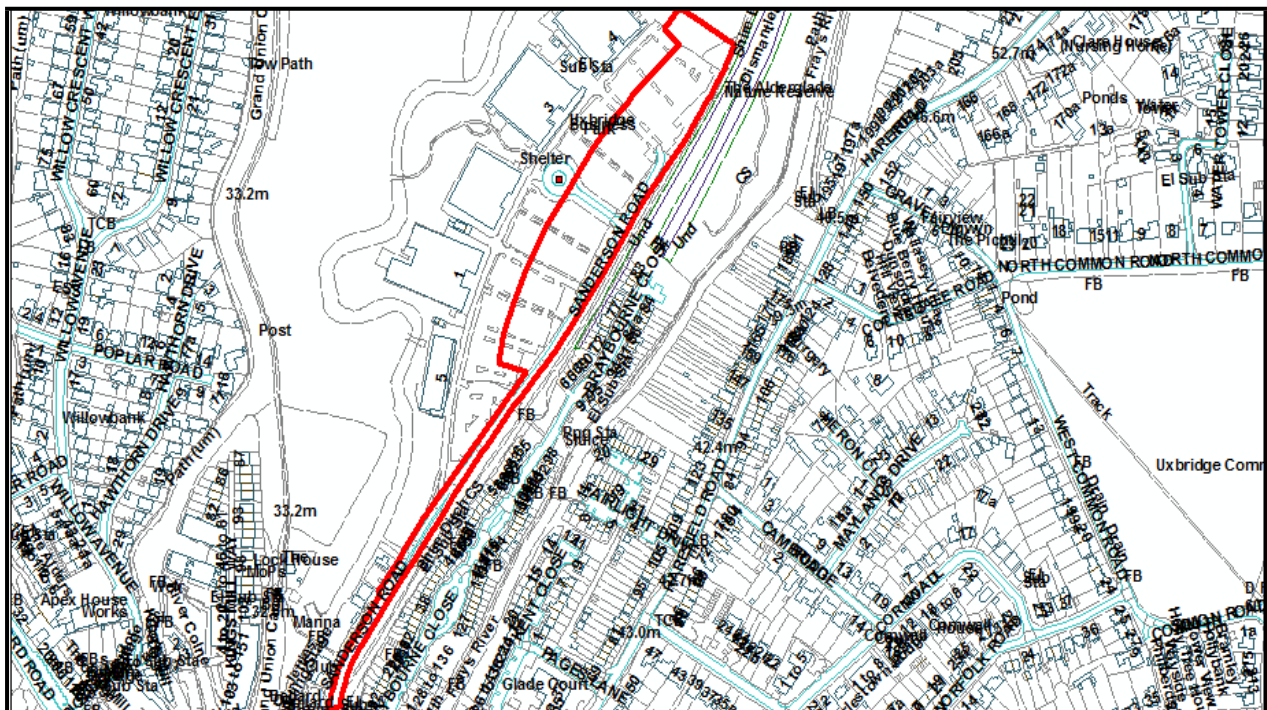
LIST OF APPROVED PLANS

<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

PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 16th October 2019 **Parish:** Denham Parish Council

Reference No:	PL/19/0938/FA
Proposal:	Erection of 4 no. single storey decks to form 270 additional spaces within the car parking areas of Plots 1, 2, 3 and 4 Uxbridge Business Park with associated landscaping and infrastructure.
Location:	Uxbridge Business Park, Oxford Road, New Denham, Denham, Buckinghamshire
Applicant:	Mr Robin Moxon
Date Valid Appl Recd:	26th March 2019
Recommendation:	Conditional Permission
Case Officer:	Ian Severn

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 as the application has received an objection from the Parish Council. Due to the size of the application site the application constitutes 'major' development and so requires only one objection to be passed up to Committee for determination.

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

SITE LOCATION

The application site comprises of five business units with ancillary buildings, parking, open space and outdoor facilities. The business park is on the site of a former factory and was granted outline permission for redevelopment in 2000, with reserved matters secured between 2002 and 2014. The office buildings and the site car park are located in a developed area of New Denham near to the boundary with Hillingdon Borough Council and enclosed on all sides within the South Bucks District by Green Belt land. The application site lies in close proximity to the Grand Union Canal located to the West whilst a Conservation Area is situated to the South-West.

THE APPLICATION

The application seeks planning permission for the erection of 4 single tier car park platform located over existing car parking spaces. The platforms would create an additional 270 spaces taking the total car parking provision for the site from 881 spaces to 1,151 spaces.

RELEVANT PLANNING HISTORY

PL/19/0317/AV: Permanent erection of 1m x 5m totem park entrance sign comprising five 1m x 1m cubes fabricated from aluminium. Each cube will be powder coated white and have symbols and lettering fret cut, backed up with opal acrylic and internally illuminated with LEDs. (Consent granted)

PL/18/3001/FA: Installation of two new sports courts and associated landscaping. (Permission granted)

PL/18/2483/FA: The erection of a single storey amenity building incorporating landscaping and infrastructure. (Permission granted)

15/02074/NMA: Non-material amendment to planning permission 14/00622/REM: For minor alterations to building including change in main entrance door positioning, an increase in length to the ancillary building, adjustment to car parking layout, landscaping, pathways and decking area to incorporate a ramp. (Non-material amendment approved)

14/01652/FUL: Formation of 22 additional car parking spaces on the area of land between the car parking areas of plots 2 and 3. (Permission granted - unimplemented)

14/00645/NMA: Non-Material Amendment to Planning Permission 08/00062/REM for: Plot 4: 1. Removal of car deck and minor amendments to the layout of surface level car park. 2. Removal of brise soleil to the rear elevation. 3. Minor alterations to the internal core to increase the provision of WC and shower facilities. 4. Provision of additional cycle parking spaces within ancillary building. (Non-material amendment approved)

14/00622/REM: Reserved matters application for appearance, landscaping, layout and scale of 'Plot 5'. (Details: Outline being 00/00543/OUT.) (Permission granted).

09/00082/REM: Reserved matters application for layout of 'plot A' (Details: Outline being 00/00543/OUT). (Permission granted).

08/00062/REM: Plot 4 development of a 3 storey office building and a two storey car deck. (Details: Outline being 00/00543/OUT). (Permission granted).

05/00901/FUL: Closed circuit TV security system. (Permission granted).

04/00173/FUL: Erection of refuse/bicycle/sub-station enclosure. (Permission granted).

02/01175/REM: Part of Phase 1 infrastructure for construction of shire ditch vehicle bridge. (Details: Outline being 00/00543/OUT). (Permission granted).

01/00078/OUT: Redevelopment of factory site to business park with improved access from Oxford Road and footbridge across Braybourne Close. (Outline Application) (Refused)..

00/00543/OUT: Redevelopment of factory site to Business Park with improved access from Oxford Road and footbridge across Braybourne Close. (Outline Application). (Permission granted).

TOWN / PARISH COUNCIL:

Response received (26/04/2019) "Commenter Type: Town or Parish Council

Stance: Customer objects to the Planning Application

"Comment Reasons:

- Dust/Fumes;
- Traffic or Highways;
- Comment: Cannot justify the extra traffic movements in an already very busy road junction at peak times;
- The site is in very close proximity to the local bus and train station is extra parking the only solution?
- Suggest more cycle rack provision instead of more parking;
- Extra pollution will be generated in the area through noise and car fumes;

- Request vegetation must be kept and improved upon to reduce the noise and fumes from the additional cars"

REPRESENTATIONS:

None received at the time of writing this report.

CONSULTATIONS:

SuDS Approval Body (Buckinghamshire County Council)

Most recent response summarised as no objection subject to two specified conditions added to any permission given.

Ecology Officer (South Bucks District Council)

Most recent response summarised as no objection subject to two specified conditions added to any permission given.

Building Control (South Bucks District Council)

No response received at the time of writing this report.

Access For The Disabled Officer (South Bucks District Council)

No response received at the time of writing this report.

Waste Management (South Bucks District Council)

No response received at the time of writing this report.

The Canal and River Trust

Most recent response states "no comment".

Environmental Health (South Bucks District Council)

Summarised as no objection subject to three specified conditions and one informative added to any permission given.

Tree Officer (South Bucks District Council)

"I have no objection in arboricultural terms if the proposed removal of planted trees as part of the original landscape scheme for these business units are mitigated as part of a new approved landscape scheme with extra heavy standards/semi-mature trees as mentioned in the submitted DAS.

I would suggest that the applicant consider removing the existing 117 trees by treespade and relocate them onto the parks green space.

Thames Valley Police

Summarised as no objection subject to two specified conditions and two specified informatives added to any permission granted.

Buckinghamshire Highways (Buckinghamshire County Council)

"...It is my understanding from the application documents that this application does not seek to increase the number of employees that can be accommodated within the business park, the sole objective is to bring the parking provision in line with the maximum occupancy possible for which the park has permission. Therefore with respect to trip generation there would not be any increase over and above that which is already permitted and has been assessed within previous applications and subsequent permissions... To accompany the parking requirement a site wide Travel Plan has been created outlining the measures that the applicant and their associates have taken to promote and provide for the use of sustainable transport solutions. These include the provision of shuttle busses to provide integration and links to the public transport network through Uxbridge centre as well as outlining the opportunities for walking and cycling. Whilst these are acknowledged and commended, the Highway Authority accepts the assessment of the types of activity taking place on the site requiring a high proportion of drivers to use single or low occupancy cars... The supplied tracking drawings show that the internal layout of the decked parking areas is accessible, and that the ramps can accommodate two way traffic without crossing the centre line. The arrangement for plot 3 shows the circulatory traffic being able to turn right to exit the decked area at the point of the top of the ramp up. This could lead to conflicts with vehicles on the 'up ramp' coming round the corner and coming into conflict with a vehicle seeking to exit from the deck. A one way system on this deck may be a preferable solution to prevent this conflict from occurring, allowing all exiting traffic to have the maximum possible visibility of traffic on the ramps as they approach. I am satisfied that the parking spaces as shown are of a suitable dimension to be used as they are laid out in the plans by the type of vehicles that would be expected to use this area. Mindful of the above comments the Highway Authority has no objections to this application subject to... conditions being applied."

Archaeological Officer (Buckinghamshire County Council)

Summarised as no objection subject to one specified condition added to any permission granted.

Conservation and Design Officer (South Bucks District Council)

No response received at the time of writing this report.

Landscaping Officer (South Bucks District Council)

"The proposal to erect 4 single storey decks to form additional car parking spaces would be regrettable in landscape terms.

I consider that this proposal would have a negative impact on the landscape within and around the site, which has already been developed to a large extent. The proposed structures, hard surfacing and associated lighting, would have a negative impact on the openness, habitats and biodiversity of the site, which is adjacent to the Green Belt and the river and near to the Grand Union Canal which are important features of this landscape.

However, Should the development proceed, I would request that the following be taken into account:

1. I welcome the creation of an Orchard, and other new and replacement tree and shrub proposed planting. The proposed planting details (species and sizes) are acceptable.

2. In addition, as suggested in the Tree Officer response dated 12 April 2019, I would support the relocation of the existing trees that were planted as part of the original development, into the parks open space. I trust this is of use."

POLICIES:

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

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

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

Chiltern & South Bucks Draft Local Plan 2036 (2019)

Other material considerations:-

Interim Guidance on Residential Parking Standards.

EVALUATION

Principle of development

1. The application site is located within a developed settlement area where the principle of development is acceptable in principle provided that it conforms with all relevant policies and guidance as set out in the 'policies' section of this report.

2. In addition to this, the publication version of the Chiltern and South Bucks Local Plan 2036 was approved at Council on 14 May 2019 and it was agreed that this should be endorsed as a material consideration in the determination of planning applications. It was submitted for independent examination on 26 September 2019. However, given its current stage, only limited weight can be given to this document.

Design/character & appearance

3. Uxbridge Business Park is located at the end of its own access road with no through traffic. The proposed platforms would be sited within the existing car park which currently takes form only at ground level. The platforms would be set away from publically accessible space and residential properties with the overall character of the immediate surroundings taking the form of a business park and associated facilities.

4. The outer edges of the platforms will feature a wood clad surround considered to be sufficiently in keeping with the modern appearance of the existing buildings within the business park. It is therefore considered that they would not have a negative impact on their surroundings and would contribute positively to the appearance of the business park as a whole.

5. Due to a combination of distance and screening, both natural and built form, the proposed platforms acting as an additional parking level would not be readily visible from a public viewpoint. It is therefore considered that they would not affect the character or appearance of the street scene or wider locality and would comply with policy EP3 of the South Bucks District Local Plan (adopted March 1999).

Residential amenity

6. The proposed first floor decks would be located approximately 30 metres from the nearest habitable dwellings at their nearest point. The rear of the dwellings would face the platforms, however it is considered that the distance ensures that these dwellings would not be subjected to a detrimental level of overlooking, over shadowing or light loss. It is also considered that the proposed development would not appear overbearing when viewed from these neighbouring properties.

7. It is therefore considered that the proposal will not adversely affect the residential amenities of adjacent properties in terms of over dominance, obtrusiveness, loss of light and overlooking. Consequently the proposal is considered to comply with policies EP3 and EP5 of the South Bucks District Local Plan (adopted March 1999).

Parking/Highway implications

8. The overall available office floor space at the business park equates to 36,234sq.m. In line with Policy TR5 and Appendix 6 of the South Bucks District Local Plan (adopted March 1999) 1,450 car parking spaces would usually have been required. The application site currently benefits from 921 spaces. This proposal would form the addition of 270 spaces, resulting in an overall allocation of 1,199 spaces. These figures differ to those provided within the Planning Statement which was written prior to the implementation of additional spaces approved via a previous application. All applications in relation to parking spaces have now been completed with the current total not set to be extended other than by way of this application if approved.

9. The business park currently has a number vacant offices and the owners have found that interested parties have expressed reservations towards the level of existing parking regarding it as insufficient for their needs. Many have then relocated elsewhere outside of the District. The owners have therefore sought to address this issue through the proposal in order to attract new companies into South Bucks and retain those currently using the site.

10. The Highways Authority have reviewed the application and have raised no objection to the application. It is noted that the Highways Authority have requested the provision facilities for a total of 105 cycles including any current provision. The applicant has agreed to additional cycle provision regarding it as a further positive investment in the park's facilities..

11. It should also be noted that the application site has previously been granted planning permission in October 2014 for a deck of 22 spaces in the approximate location of one of the proposed tiers. However the permission was never implemented and has now expired.

12. Given the above no objections are raised with regard to policies TR5 and TR7 of the South Bucks District Local Plan (adopted March 1999).

Other matters

13. The Parish Council has objected to the application due to the increase in potential traffic and the noise, fumes and congestion that this would generate. They suggest an increase to cycle parking provision at the site as an alternative.

14. The Highways Authority have requested additional cycle provision as an addition by way of conditional requirement to any permission granted. The applicant has verbally confirmed their agreement to the provision requested.

15. Whilst it is acknowledged that the proposal is likely to result in traffic generation, the level of increased traffic can be absorbed by the existing network and no objections in this regard have been raised by the County Highway Authority. As also previously addressed within this report, the existing and proposed number of parking spaces remains below that recommended and usually required under Local Plan policies. The continued shortfall is expected to be met through the introduction of additional cycle facilities and public transport.

16. The Parish Council has also requested that existing vegetation is kept, and if possible added to. The applicant has submitted an Arboricultural Assessment showing that trees within the area of the proposed works are to be relocated or a replacement tree is to be planted elsewhere within the site where it is considered that an existing tree would not survive long term following a transfer. The report includes the addition of an orchard area. The Council's Tree Officer and the Council's Landscape Officer have both reviewed the application and agree with the assessment and recommendations within the submitted report. The application is therefore considered to be acceptable in terms of its impact on trees and other vegetation.

17. Following additional information received in relation to the proposals potential impact on localised flooding and potential impact on nearby waterways the Council's SuDs Approval Body and the Canal and River Trust have no objection to the application with the former requesting two specified conditions. These have been reviewed in the context of the application and are considered to be reasonable and necessary in the event that planning permission is granted.

18. An Ecological Assessment was submitted accompanying the application. This has been reviewed by the Council's Ecology Officer and they have no objection to the proposal subject to two specified conditions added to any permission given. These have been reviewed in the context of the application and are considered to be reasonable and necessary in the event that planning permission is granted.

19. The Council's Environmental Health team have been consulted due to the potential presence of contaminated substances within on or within the land due to previous uses of the application site. They have no objection to the proposal subject to three specified conditions and one informative added to any permission given. These have been reviewed in the context of the application and are considered to be reasonable and necessary in the event that planning permission is granted.

20. Thames Valley Police have been consulted in relation to any potential for an increase to crime in the area resulting from the proposal. They have no objection to the proposal subject to two specified conditions and two specified informatives added to any permission granted. These have been reviewed in the context of the application and are considered to be reasonable and necessary in the event that planning permission is granted.

21. The application site lies within an archaeological impact area, as such the Archaeological Officer has been consulted. They have no objection to the proposal subject to one specified condition added to any permission granted. This has been reviewed in the context of the application and is considered to be reasonable and necessary in the event that planning permission is granted.

22. The application site partially bounds a Conservation Area on its south west corner, as such the Councils Conservation and Design team have been consulted but have offered no response at the time of writing this report. Notwithstanding this, it is considered that the location of the proposed development mitigates any view in or out of the Conservation Area by way of a combination of the height and scale of the development coupled with the distance to the Conservation Area, and the presence of existing buildings which would impede any view of the development from the Conservation Area. The application is therefore not considered to afford any impact on the nearby Conservation Area.

23. The submitted application form states that the proposed materials are shown on specified submitted plans, a review of the submitted Design and Access Statement also found some level of detail in regard to proposed surround cladding to bound the outer edge of the upper floor of the proposed development. Having reviewed the details provided on the plans and Design and Access Statement it is considered that the details shown are insufficient for the Council to be able to agree to them at the determination stage, and in particular more detail is required in relation to the timber clad first floor surround and pillars supporting the first floor decks. As these elements of the proposed development would be widely visible on all sides agreement of these details prior to the commencement of any works is considered to be important. As such it would be reasonable and necessary to secure this aspect of the proposal by way of condition in the event that planning permission is granted.

Conclusions

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

Working with the applicant

25. 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 additional information has been sought and provided. South Bucks District Council has also provided the applicant a number of proposed pre-commencement conditions in writing. The applicant formerly agreed to the inclusion of the conditions via a return email dated 01 October 2019.

**RECOMMENDATION:
Conditional Permission**

Subject to the following conditions:-

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

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

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

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

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

- The applicant should be made aware that a capacity and condition assessment will be required at a later stage in planning, details of any necessary updating works must be provided.
- Subject to updating works being in viable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable.
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.

Reason: 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.

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

Reason: To ensure that maintenance arrangements have been arranged and agreed before any works commence on site that might otherwise be left unaccounted for.

5. Prior to the commencement of development, a scheme of ecological enhancements shall be submitted to, and approved in writing by, the Local Planning Authority to ensure a net gain in biodiversity will be achieved. The scheme will include details of new on and/or off-site landscape planting of known benefit to wildlife and provision of artificial roost features, including bird and bat boxes. A measurable net gain in biodiversity shall be demonstrated.

Reason: In the interests of improving biodiversity in accordance with NPPF and Core Policy 9: Natural Environment 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.

6. A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior to use.

The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed within and outside the scheme boundary;
- 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: Natural Environment of the South Buckinghamshire Core Strategy.

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

- i) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses

- a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
- ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments.
 - iii) The site investigation results and the detailed risk assessment (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

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

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

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

The above must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and

ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

10. Prior to commencement of any construction, a security needs and operational requirement assessment must be conducted and submitted to the authority. On approval the resulting CCTV and security strategy should then be implemented prior to the parking areas being operational. The system should address any areas lacking natural surveillance both internally to the parking areas and externally.

Reason: To ensure that every reasonable effort has been made to design the development to minimise the opportunities for crime (Policy EP6 of the South Bucks District Local Plan (adopted March 1999) refers).

11. Prior to commencement of the development a lighting strategy for the proposed development shall be submitted and approved.

Reason: To ensure that every reasonable effort has been made to design the development to minimise the opportunities for crime (Policy EP6 of the South Bucks District Local Plan (adopted March 1999) refers).

12. The development hereby permitted shall be laid out with parking for 270 additional cars, in general accordance with the approved plans. This area shall be permanently maintained for this purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway. (Policy TR5 of the South Bucks District Local Plan (adopted March 1999) refers.)

13. The development hereby permitted shall provide a minimum of 105 cycle parking spaces in accordance with plans to be submitted to and agreed with the local planning authority in consultation with the Highway Authority.

Reason: To enable safe and secure parking of cycles and practical implementation of the site wide Travel Plan. (Policy TR5 of the South Bucks District Local Plan (adopted March 1999) refers.)

14. The Site Wide Travel Plan shall be implemented and maintained and regularly updated in general accordance with the 'Buckinghamshire County Council Travel Plan Good Practice Guidance'.

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

15. No development shall take place, unless authorised by the local planning authority, until the applicant, 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 applicant and approved by the planning authority.

Reason: To ensure the protection and recording of any matters of historic and archaeological interest. (Policy CP8 of the South Bucks District Core Strategy (adopted February 2011) refer).

16. 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>
1223-001 Rev.P2	26.03.2019
1223-002 Rev.P1	18.03.2019
1223-201 Rev.P1	18.03.2019
1223-202 Rev.P1	18.03.2019
1223-203 Rev.P1	18.03.2019
1223-204 Rev.P1	18.03.2019
1223-301 Rev.P1	18.03.2019
1223-302 Rev.P1	18.03.2019
102 Rev.E	18.03.2019
104	18.03.2019
113 Rev.D	18.03.2019
114	18.03.2019
203 Rev.E	18.03.2019
204	18.03.2019
303 Rev.D	18.03.2019
304	18.03.2019
403 Rev.D	18.03.2019
404	18.03.2019

INFORMATIVE(S)

- Information for Developers and guidance documents can be found online at http://www.southbucks.gov.uk/information_for_developers
<http://www.chiltern.gov.uk/article/2054/Information-for-Developers>
- To prevent unauthorised access to the car park areas vehicle barriers should be present providing a sense of ownership to each car parking area. Entry and exit barriers should be robust as they are often damaged or disabled with force and fitted with appropriate access controls (ideally fob activated) to prevent unauthorised access.

3. The additional vehicle traffic associated with this application will introduce a high level of anonymity which could enable offenders to hide in clear view. On visiting the site, signage is present asking visitor to report into the Business Park Office. Signage can be helpful in deterring crime however formal surveillance/ANPR located at the entrance to the site could deter those intent on criminal or unauthorised activities whilst alerting security of a potentially unauthorised vehicle at the earliest opportunity. The applicant is encouraged to consider formal surveillance/ANPR at the entrance to the site.
4. In order to comply with condition no. 13 above, land outside the application site but shown as under the applicant's control will be affected (i.e. "blue" land involved).
5. The Highway Authority have made recommendation for changes to the markings associated with the circulation of the decked parking for plot 3, this minor change is to improve the safety and visibility of the circulation of vehicles within this parking area. It is not considered a significant change to the design to require revised plans to be submitted.
6. 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)

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

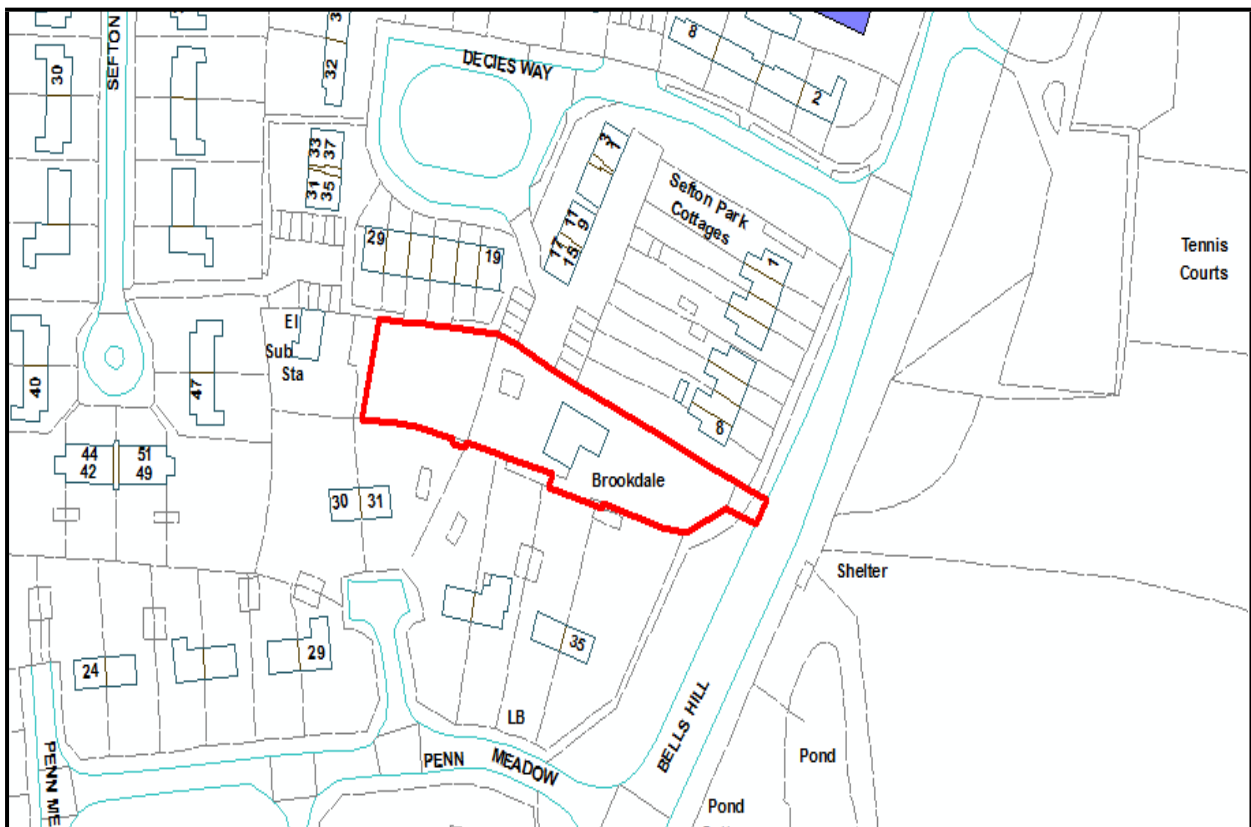
Conditions precedent must be formally confirmed as being complied with by the District Planning Authority prior to commencement of work. Formal discharge/compliance may also be required for other conditions. Any requests for the discharge/compliance of conditions must be submitted to the District Planning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

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PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 16th October 2019 **Parish:** Stoke Poges Parish Council

Reference No:	PL/19/1470/FA
Proposal:	Redevelopment of the site to provide 4 dwellings with associated parking & landscaping.
Location:	Brookdale, Bells Hill, Stoke Poges, Buckinghamshire, SL2 4ED
Applicant:	Mr Sean Chandiram
Agent:	Mr Shorne Tilbey
Date Valid Appl Recd:	20th May 2019
Recommendation:	Conditional Permission
Case Officer:	Mr Graham Mansfield

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

The application will be attending the Planning Committee by virtue of receiving over 10 objection letters and the recommendation being approval.

Due to the 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 is located within developed area of Stoke Poges for the purposes of the Chiltern & South Bucks Townscape Character Study is designated as a Green Suburban Road. The site is not located in an area of exceptional character or conservation area.

The property on the application site consist of detached bungalow of mid 20th Century origins which is noticeably set back from the highway of Bells Hill and the neighbouring properties.

The application site has a plot size of 0.17 hectares, which is larger than the majority of the neighbouring plots within the area.

A number of properties adjoin the application site with no's 31-35 Penn Meadow located to the south, 19 - 27 Deices Way. These properties adjoin the application site at right angles.

Sefton Park Cottages which front Bells Hill, adjoin the plot to the north, with no. 8 adjacent to the northern common boundary.

THE APPLICATION:

The application seeks planning permission to demolish the existing bungalow on site and erect four detached properties across the site.

The proposed dwellings would consist of a detached two storey dwelling towards the front of the site and three detached chalet style bungalows within the site, served by a vehicular access which would run adjacent to the northern boundary of the site.

In terms of design, the proposed detached two storey dwelling to the front of the site would be of a traditional design finished in brick and render with tiles roofs of hipped design.

The proposed dwellings (plots 1, 2 and 3) would be of a chalet style featuring dormers and rooflights within the roofspace.

Each dwelling would be of a three bedroom occupancy and would have two car parking spaces allocated per dwelling.

There would an element of soft landscaping to both the rear and front of the proposed developments.

Amendments to application:

The application was amended during the course of the application and included a reduction of proposed units from 6 to 4. The design of the proposed dwellings has also been altered.

RELEVANT PLANNING HISTORY:

ER/0863/60: Outline planning permission; detached dwelling

ER/1723/60: Detached Bungalow; conditional permission

18/00329/FUL: Redevelopment of site to provide 5 dwellings with associated parking and landscaping. Withdrawn

18/00676/FUL: Redevelopment of site to provide 7 dwellings with associated parking and access; Refuse Permission; Reasons For Refusal:

1. By reason of the layout and the design of the proposed buildings, the extent of hard surfacing and car parking and likely storage of bins to the front of some of the dwellings, the development would have an overly intensive and cramped appearance that is dominated by built form. The proposal would therefore constitute a poor form of development which fails to take the opportunity to contribute positively to making places better for people and would be detrimental to the character and appearance of the site and immediate and wider area. As such the proposal is contrary to policies EP3 and H9 of the South Bucks District Local Plan (adopted March 1999), policy CP8 of the South Bucks Core Strategy (adopted February 2011) and the NPPF.

2. The rear garden area and side window serving Plot 1 would be overlooked by the existing first floor windows in the rear elevations of the neighbouring properties at Decies Way. The proposed middle bedroom serving this dwelling would also have a single aspect window within 1m of the north boundary which would immediately face the boundary treatment to create a poor outlook to this room. This would result in a poor level of amenity for the future occupiers of Plot 1 and the proposal would therefore be contrary to policies EP3 and H9 of the South Bucks Local Plan (1999) and Guidance in the NPPF.

3. The proposed building on Plot 3 would be sited in close proximity to the shared boundary with No. 31 Penn Meadow such that it would appear prominent and visually intrusive when viewed from this neighbouring property. The proposal would therefore have a detrimental impact on the amenities of the occupants of No 31 Penn Meadow and is contrary to policies EP3 and H9 of the South Bucks Local Plan (1999) and Guidance in the NPPF.

PL/18/4433/FA; Redevelopment of site to provide 4 dwellings with associated parking and landscaping; Withdrawn

STOKE POGES PARISH COUNCIL:

Response dated: 17th September 2019

OBJECT Policies EP3 (a), (c), (d) & H9 all apply.

REPRESENTATIONS:

10 letters of objections were received from 10 households. The concerns are summarised as follows:

- Overdevelopment of the plot
- Over-dominant development.
- Cramped development
- Poor design
- Impacts on the character of the area
- Size of the proposed properties.
- Loss of Privacy
- Impacts in terms of daylight and overshadowing
- Impact on trees
- Removal of trees
- Proposal fails to comply with local plan policies and core strategy
- Noise and disturbance
- Boundary concerns
- Loss of light to surrounding properties
- Additional traffic
- Parking insufficient
- Detrimently impact views and visual amenity
- Proposed parking and access would impact on highway safety
- Impacts on bio-diversity
- Impacts in terms of flooding and drainage
- Impact on the stream
- Inaccuracies in design and access statement
- Insufficient waste provision and impact on waste servicing

CONSULTATIONS:

County Highways:

Bells Hill forms part of the B416 and is subject to a speed limit of 30mph. The application seeks planning permission to redevelop the site to provide four dwellings with associated parking and landscaping.

In terms of trip generation, I would expect each dwelling to generate in the region of 4-6 daily vehicular movements, two-way. As there is already one dwelling on the site, the overall development has the potential to generate an additional 12 - 18 daily vehicular movement, two-way. I am satisfied that these additional vehicle movements can be accommodated within the Local Highway Network.

The site is to be accessed by the existing access of Bells Hill. As this access is to be intensified it is imperative to ensure that the access is safe and suitable to accommodate traffic movements. In

accordance with guidance contained within Manual for Streets, visibility splays of 2.4m x 43m are required in both directions from the existing access commensurate with a speed limit of 30mph. I am satisfied that adequate visibility splays can be achieved from the existing access within the publicly maintained highway or land owned by the applicant.

Having reviewed the proposed site plan, it is apparent that the access road would measure a width of 4.8m for the majority of the access road, with a minor pinch-point of 3.2m within the site. Given the fact that this pinch-point is remote from the publicly maintained highway, and the access would only serve 2 dwellings past this point; I do not consider that I could reasonably recommend the refusal of this application based on this alone.

In terms of parking provision, I note that 8 parking spaces are proposed to serve the development. Whilst I trust that the Local Planning Authority will comment on the adequacy of the level of parking provision provided, I can confirm that the spaces meet the required dimensions and there is sufficient space within the site for vehicles to turn and egress in a forward gear.

With regard to refuse collection, Manual for Streets guidance states that residents should not be required to carry waste more than 30m to the storage point, and waste collection vehicles should be able to get to within 25m of the storage point. The proposed site plan does not accord with these requirements, no storage point has been proposed, and as such residents will therefore have to carry their waste bins in excess of this distance to enable roadside collection from Bells Hill. Whilst this is not ideal, as the access road will not be adopted by the Highway Authority, I am not in a position to justify this as a reason for refusal of the application. Mindful of the above, I have no objection to the proposals, subject to conditions.

South Bucks District Council Waste Services

Waste services note the proposal of a new development of 4 properties on Bells Hill, Stoke Poges. We have no objections, collection vehicle will reverse into the site up to the pinch point where the road narrows, residents to present their containers at the boundary of their property in accordance with council properties. Each property will have their own set of bins.

Tree Officer:

No objections, subject to conditions.

Environmental Health (Strategic Land):

It is likely that the site has previously had an agricultural use, potentially part of Stoke Farm (1869-1888), later Sefton park Farm (1898-1899). A track is shown across the site leading to a Slaughter House to the west (1924-1925). Brookdale is shown on the map for the 1955-1974 epoch. An electrical substation is shown on the site of the slaughter house. The proposed development involves a sensitive end use, therefore, as a minimum a preliminary risk assessment would be required. The property was built in a period where made ground materials imported to site may have contained contaminants such as asbestos fibres. The made ground may be left in situ, in private gardens, which could be disturbed by residents at a later date. The made ground may be excavated for reuse, potentially releasing contaminants in fugitive emissions.

Previous residents would have been aware of any risks, for example areas where ash from fires or coals from barbeques were deposited, if any leaks or spillages from vehicles occurred etc. Without assessing the potential risks posed by the site, critical receptors introduced by the development, may be exposed to contaminants in the underlying soils. Based on this, the standard Land Quality Condition is required on this and any subsequent applications for the site.

Environmental Health (Noise):

I have reviewed the revised documentation submitted in support of the above case and concur with the opinion of my colleague, Isobel Feber, forwarded to the LPA on 20th June 2019 - there is no Environmental Health objection to this proposed development.

POLICIES:

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

National Planning Practice Guidance (NPPG)

South Bucks District Local Plan (adopted March 1999) (Saved policies):

Local Plan Policies: EP3, EP4, EP5, EP6, H9, TR4, TR5 and TR7.

South Bucks Local Development Framework Core Strategy (adopted February 2011):

Core Strategy Policies: CP1, CP2, CP3, CP5, CP6, CP7, CP8, CP9, CP10, CP11, CP12 and CP13.

Chiltern and South Bucks Draft Local Plan 2036 (2019)

Other material considerations:

Interim Guidance on Residential Parking Standards.

South Bucks District Residential Design Guide Supplementary Planning Document (published October 2008).

South Bucks Townscape Character Study (published February 2017)

EVALUATION:

1. The NPPF was revised on the 19th February 2019 and whilst this replaced the previous Planning Policy Statements and Guidance Notes, it does not replace existing local policies that form part of the development plan. It does state however, that the weight that should be given to these existing local policies and plans will be dependent on their degree of consistency with the NPPF. Therefore, the closer the policies in the development plan to the policies in the Framework, the greater the weight that may be given to them. With regard to this specific application, it is considered that all of the relevant local policies, as highlighted above, are consistent with the NPPF. As such, it is considered that this application should be assessed against the relevant local policies set out above and it is considered appropriate to afford these policies significant weight. Where there is a difference or conflict in policy, then the NPPF takes precedence.

2. The publication version of the Chiltern and South Bucks Local Plan 2036 was approved at Council on 14 May 2019 and it was agreed that this should be endorsed as a material consideration in the determination of planning applications. It was submitted for independent examination on 26 September 2019. However, given its current stage, only limited weight can be given to this document.

3. In addition to above, it is noted that the application site has been subject of previous applications. In addition to the policy consideration outlined above the previous decision to refuse planning permission is a material planning consideration.

Principle of Development:

4. The NPPF suggests that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area (para. 70). The Council has adopted policy H10 of the Local Plan, which resists the development of residential garden land. Notwithstanding the above, the application site does not fall within a Residential Area of Exceptional Character which policy H10 relates to. The South Bucks Townscape Character Study designates the site as a Green Suburban Road. However, this does not preclude the introduction of a new dwellinghouses, providing they do not unduly impact the character and appearance of the site or locality in general.

5. In addition to the above chapter 11 of the NPPF encourages local planning authorities to make the effective use of land. Paragraph 17 of the NPPF states that planning policies and decisions should promote the an effective use of land in meeting needs for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

6. Paragraph 122 of the NPPF highlights that planning decisions should support development which makes the efficient use of land, taking into account; housing need, local market conditions, availability and capacity of infrastructure, maintaining the area's prevailing character and securing well-designed places.

7. In summary, the site is located within the developed area of Stoke Poges where new dwellings and replacement dwellings are considered acceptable subject to other material planning considerations such as the impact on the character area and neighbouring residential amenities. Furthermore, the proposal would align with the aims of the NPPF in providing additional homes, making effective use of land and achieving sustainable development.

Design/Character & Appearance:

8. Paragraph 127 point C of the NPPF states that planning decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscaping setting, while not preventing or discouraging appropriate innovation or change. Point E of paragraph 127 seeks to optimise the potential of the site to accommodate an appropriate amount and mix of development.

9. Local Plan policy EP3 states that development will only be permitted where its scale, layout, siting, height, design, external materials and use are compatible with the character and amenities of the site itself, adjoining development and the locality in general. Poor designs which are out of scale or character with their surroundings will not be permitted.

10. A number of objections have stated that the proposal would be out of keeping with the wider character of the area and that the proposal would result in the overdevelopment of the site.

11. It is also noted that the Parish Council have stated that the proposal would not align with the District Council's Local Policies in terms of scale, height, design and layout.

12. Whilst these comments are noted, the surrounding area is of a mixed nature. It is evident that there are a number of different styles and forms of dwelling in the locality, which includes a variety of plot sizes. Due to the variations in building forms noted, it is considered that the overall proposal would not appear incongruous in the wider streetscene.

13. While it is noted that proposal would result in the sub-division of the plot at Brookdale, due to the size of the existing curtilage, it is considered that the inclusion of a further dwellings on the plot would maintain a sufficient level of spaciousness on site. In addition the resultant plots, although would be smaller than the neighbouring properties, would be consistent with plot sizes with other properties in the locality, namely further north on Decies Way.

14. The previously refused scheme under planning reference 18/00676/FUL consisted on a development of 7 dwellings, 6 of these were arranged in two terraces of three dwellings. By virtue of the quantum of parking that 7 dwellings required, officers raised concerns with the proposed development in terms of its domination of hardstanding.

15. In addition, concerns were raised in relation to the amount of development on site which resulted in a cramped appearance. The current application has been amended during the course of the application and resulted in a reduction of dwellings on site from 6 to 4.

16. As a result of the amendments and noting the overall reduction in units on site. Officers consider that the proposed development of four units on the site would alleviate the previous concerns in terms of the cramped appearance. In addition, officers also note that the re-design of the scheme to incorporate detached dwellings rather than terraced dwellings would also address previous objections to the lack of service access and the potential for waste services to be left on front forecourts.

17. In terms of the proposed dwelling fronting Bells Hill (plot 4), distances of 1.8m and 6.7m would be retained to the southern and northern boundaries respectively. A distance of 13.0m would be retained between the front of plot 4 and the highway, whilst a distance of 15.0m would exist between plot 4 and the proposed chalet bungalow to the west at plot 3.

18. The proposed dwellings in the centre of the site, plots 2 and 3 would have separation distances of 6.0m to the rear and 7m to the northern boundary of the site. Officers acknowledged that the gardens of the properties of plots 2 and 3 in terms of depth are smaller than most in the area. However, there are examples of properties with smaller back gardens, most notably to the north of Decies Way.

19. Proposed plot 1 to the rear of the site would have a separation gap of 3.0m to the common boundary with 31 and 32 Penn Meadow and 4.2m to the common boundary with 21 to 27 Decies Way. Officers consider the proposed relationship to be acceptable in the context of the site.

20. In terms of scale and bulk, the proposed plot 4 fronting Bells Hill would be a two storey dwelling with an eaves height of 4.8m and maximum height of 8.0m. Officers consider that the proposed scale would be comparable to that of other properties which front Bells Hill.

21. The remainder of the dwellings on the site at plots 1 to 3 would be of a chalet bungalow style and would have eaves heights of 2.8m and maximum roof heights of 6.5m.

22. It is considered that the style and architecture of the proposed dwellings would reflect the vernacular of the surrounding area and could not be reasonably refused on these grounds. The proposed dwellings would consist of brick and would feature hipped roofs and rear dormers which is deemed satisfactory and would reflect the traditional suburban design which is predominant within the local area. Final details of the materials could be secured by way of planning condition.

23. Part of the character of the area is the presence of soft landscaping, in the form of trees, lawns and hedging. Officers note that there would be an increase of hardstanding to the proposed site to facilitate the car parking. However, the prevailing streetscene consists of a mixture of forecourt treatments, including some which consist of large amount of hardstanding. In addition it is noted that there would be space to introduce some softening to these parking areas. Overall, it is considered that the proposed landscape scheme could be secured by planning condition requiring soft landscaping plans with further planting details.

24. Overall, it is considered that the scale, siting and design of the proposed development is acceptable when considered in terms of policy EP3 and H9 of the South Bucks District Local Plan.

Residential Amenity:

25. Local Plan policy EP3 requires regard to the amenities of adjacent properties. Policy EP5 states that development will be permitted only if it would provide for adequate daylight, and where possible sunlight, to reach into spaces around and between buildings and other physical features and would not result in a significant loss of daylight or sunlight to adjacent buildings or land.

26. A number of objections have outlined that the proposed dwellings would impact on daylight and overshadowing to neighbouring properties.

27. In terms of the proposed dwelling plot 4 fronting Bells Hill, the southern flank wall would be located 27.0m from the rear elevation of no. 35 Penn Meadow and therefore would not result in unacceptable impacts in terms of residential amenity. The nearest property to the north is 7 Sefton Park Cottages, which is an end of terrace dwelling fronting Bells Hill. Proposed Plot 4 would not result in the breach of 45 degree or 60 degree splays from the rear of no. 7 and therefore impacts in terms of residential amenities would be deemed acceptable.

28. Proposed plots 2 and 3 would have a back to back distance of approximately 27.0m to the properties to the south at 32 to 34 Penn Meadow. Officers consider that this relationship to be satisfactory in terms of impact on daylight, outlook and overshadowing. It is noted that concerns have been raised in terms of potential overlooking from the rear elevations of the proposed dwellings.

However noting that the main habitable windows would be a ground floor level, it is considered that existing boundary treatments would be sufficient in maintaining an acceptable level of privacy.

29. Proposed plots 2 and 3 would have bedrooms within the roofspace. However, the rooms to the rear which face the properties on Penn Meadow would consist of bathroom served by high level rooflights. As such, it is considered that the impacts of potential overlooking to the properties to the south would not be unacceptable. Furthermore, it would not be unreasonable to recommend a condition requiring these rooflights to be obscurely glazed.

30. The bedrooms to the front of plots 2 and 3 would face the northern boundary of the site which would overlook the garages serving Decies Way and therefore no objection is raised in terms of overlooking. One of the front first floor windows would be 7.0m from the common boundary with 7 Sefton Park Cottages. However, due to the angle and distance from the rear elevation of these properties, it is considered that the impacts in terms of overlooking or privacy would not be unacceptable.

31. In terms of the proposed detached dwelling (plot 1), this would be located 3.0m off the boundary with the closest property, no. 31 Penn Meadow (to the south of the application site). It is noted that no. 31 Penn Meadow benefits from a two storey side and rear extension which is located approx. 6.0m from the southern boundary of the application site.

32. It is noted that the previously refused scheme on site consisted of three terraced dwellings which were located closer to the boundary of the 31, two of these dwellings were full height two storey dwellings. Considering the reduction of the number of units in this location to one, and the fact that the proposed dwelling would consist of a chalet bungalow with a greater separation distance to the side boundaries, overall it is considered that the revised proposal would overcome the previous reasons for refusal in terms of residential amenity.

33. The proposed chalet bungalow at plot 1 would be situated at a right angle to the rear elevation of no. 31 and located to the east of the adjacent rear corner of the extended dwelling at no. 31. In addition, officers would note that the resultant relationship would not result in the interruption of an upward 25 degree light angle from the adjacent habitable windows of no. 31 Penn Meadow.

34. In terms of the impacts of the dwelling at proposed plot 1, a separation distance of 13.0m would be maintained from the closet property to the north at 23 Decies Way and therefore it is considered impact on residential amenities of this property would be acceptable.

35. In addition, proposed plot 1 would include small rear dormers in each rear roof slope which would serve bedroom and bathroom accommodation. It is considered that the views from the rear dormers would not result in any undue impacts in terms of overlooking. Any views from these elements would not result in direct overlooking due to the right angled orientation of the proposed dwelling.

36. Noting the above, it is considered that subject to conditions restricting any further windows above ground floor level and a pre-commencement condition, requiring the submission of ground levels, the proposed development would be acceptable in terms of residential amenities.

37. Overall, the proposal is therefore considered to comply with Policies EP3, EP5 and H9 of the South Bucks District Local Plan.

Parking, Access and Highways:

38. It is noted that objections have been raised in terms of parking, traffic generation and highway safety in general.

39. Local Plan policy TR5 requires that in considering proposals involving a new or altered access onto the highway, works on the highway, the creation of a new highway or the generation of additional traffic, the District Council will have regard to the potential impact on safety, congestion and the environment. The amenities of nearby properties will also be considered.

40. Policy TR7 states that development will only be permitted if parking provision complies with the parking standards set out in Appendix 6. The Appendix sets out minimum standards for residential development, requiring two spaces for a two or three bedroom dwelling.

41. The proposed plans submitted show that there would be provision for 8 spaces across the four proposed detached properties. As such, the proposed parking quantum would be acceptable for the occupancy of each dwelling. Overall, the proposed parking provision would comply with policy TR7 and appendix 6 of the South Bucks District Local Plan (1999).

42. The County Highways officers have commented on the application in terms of potential trip generation and the proposed vehicular access to the site and are satisfied with the details submitted and have concluded that the proposal would not unduly impact upon the safety of the Highway. Subject to the attachments of conditions in relation to visibility splays and parking layout, the proposal would comply with policy TR5 and TR7 of the South Bucks District Local Plan (1999).

43. The County Council and local residents have noted concerns with the waste servicing of the proposed development. The proposed access road which would serve the dwellings would not be adopted by the Local Highway Authority and would remain in private ownership. However, the District Council's Waste Services have confirmed that the access is suitable to allow the Council's refuse vehicle part way up the proposed access. It would be for the owners of the new properties to present their refuse by the kerbside on collection day, which is common practice for the majority of households across the district. No objection are therefore raised in this respect.

Trees:

44. A number of objections have raised concerns in relation to the impact on trees on the site. Comments have revealed that a number of trees have been removed prior to the submission of planning application. Whilst these concerns are noted, the trees in question do not benefit from protection orders.

45. During the course of the application an up to date arboricultural report was submitted which outlined the trees for retention and removal. These include a number of category c hazel and cypress trees along the southern boundary of the site.

46. The Council's Tree Officer has reviewed the revised details and has not objected to the proposed scheme. However, a condition would be required to ensure tree protection measures are put in place during the construction phase and to ensure that the proposal is carried out in accordance with the recommendations within the tree report

Ecology:

47. The applicant has carried out an ecological survey for the site and these details have been submitted in the form of a preliminary report which concludes that the existing building on site does not support any bat activity. This report which was carried out earlier in the year was submitted as part of the previously withdrawn application and was found to have considered protected species sufficiently.

48. It is considered that the preliminary assessment submitted would still be valid. Therefore no objections to the scheme in terms of impact on protected species would be raised, subject to the attachment of a mitigation and enhancement condition.

49 Subject to this condition, the proposal would accord with policy C9 of the South Bucks District Core Strategy (2011).

Flood Risk:

50. A number of concerns have been raised in relation to potential floodrisk on site. However, the application site does not fall within a high flood risk zone as identified by the Environment Agency. Furthermore, officers note that there would be no requirement to consult the Local Lead Flood Authority (LLFA) owing to the nature and size of the proposal.

51. Reference has also been made to a stream which runs from north to south across the site. Much of this water body has already been culverted and covered owing to the 1960's residential developments to the north and south of the site. Any alteration to the culverts would require the relevant Land Drainage consents from the LLFA should planning permission be forthcoming. Therefore, an informative is attached to bring this to the applicant's attention.

Other matters:

52. A number of objections raise concerns in regard to potential noise and disruption. Whilst, this is not a material planning consideration, an informative would be attached to a permission highlighting the Considerate Contractors' Code of Practice. In addition any works or damage to the highway would be a matter for the County Highway department.

53. The Council's strategic environment team have reviewed the application in terms of land contamination. Owing to the fact a new dwelling is proposed within the garden area, a set of land contamination conditions are required. These have been duly agreed by the applicant.

Sustainable Development/Planning Balance:

54. The NPPF sets out the presumption in favour of sustainable development, and for decision making, setting out approving development proposals that accord with up to date development plans without delay.

55. Section 2, paragraph 8 of the NPPF sets out three overarching objectives, these are set out as Economic, Social and Environmental objectives. Overall it is considered that the proposed development would align with the aims of sustainable development in line with section 2 of the NPPF. The proposal would fulfil economic objectives in terms of supporting growth. The proposal would result in the creation of temporary jobs during the construction phase of the proposed development. A social objective would also be met as the proposal would provide additional housing and would make effective and efficient use of land, whilst giving regard to the local built environment.

Working with the applicant

56. 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; and
- updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions.

57. In this case officers of South Bucks District Council have worked with the applicant and have considered the amended details acceptable and comments from consultees and discussions have taken place as to the fundamental and principal of development being supported.

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

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

3. No development shall proceed above ground level until a specification of all finishing materials to be used in any hard surfacing of the application site is submitted to and approved by the District Planning Authority in writing. Thereafter the development shall be constructed using the approved materials. (SM02)

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

4. Notwithstanding any indications illustrated on drawings already submitted, no development shall take place above ground level until there has been submitted to and approved by the District Planning Authority in writing a scheme of landscaping which shall include indications of all existing trees, shrubs and hedgerows on the site and details, including crown spreads, of those to be retained. None of the trees, shrubs or hedgerows shown for retention shall be removed or felled, lopped or topped within a period of five years from the date of this permission, without the prior written permission of the District Planning Authority. (ST01)

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

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

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

6. No further windows shall be inserted at first floor level in the south and north elevation(s) of the dwellings plots 1, 2, 3 and 4 hereby permitted. (SD17)

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

7. **No works or development shall take place until details of the proposed finished floor levels of the dwellings and of finished ground levels in relation to the surrounding properties have been submitted to and approved in writing by the District Planning Authority. Thereafter the development shall be implemented and retained in accordance with these approved details. (SD16)**

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

8. Notwithstanding the provisions of Article 3 and Classes A, B, C, D & E of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order, 2015 (or any Order revoking and/or re-enacting that Order with or without modification), no enlargement, improvement or other alteration (including the erection of a garage, stable, loosebox or coach-house within the curtilage) of or to dwellinghouses the subject of this permission, shall be carried out nor shall any building or enclosure required for a purpose incidental to the enjoyment of any said dwellinghouse as such be constructed or placed on any part of the land covered by this permission. (SD12)

Reason: The nature and density of the layout requires strict control over the form of any additional development which may be proposed in the interests of maintaining a satisfactory residential environment. (Policies EP3 and H9 of the South Bucks District Local Plan (adopted March 1999) refer.)

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

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

10. The first floor rooflight windows in the south elevation(s) of the dwellinghouses marked plots 2, 3 and 4 hereby permitted shall be fitted and permanently maintained with obscure glass. (SD04)

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

11. Prior to any commencement of the development above ground level minimum vehicular visibility splays of 43m from 2.4m back from the edge of the carriageway from both sides of the access onto Bells Hill shall be provided in accordance with the approved plans or details to be submitted to and approved by the Local Planning Authority and the visibility splays shall be kept clear from any obstruction between 0.6m and 2.0m above ground level.

Reason: To provide adequate visibility between the access and the existing public highway

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

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

13. Prior to the occupation of the development, the existing access to Bells Hill shall be widened and upgraded in accordance with the approved plans. The access shall be constructed in accordance with; 'Buckinghamshire County Council's Guidance note, "Commercial Vehicular Access within Highway Limits" 2013.

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

14. Prior to occupation, details of external lighting for the buildings, features or areas to be lit shall be submitted to and approved in writing by the District Planning Authority. The lighting scheme shall be designed to prevent disturbance to light sensitive wildlife such as bats.

Reason: The prevention of disturbance to species within the site during operation in accordance with Core Policy 9 of the South Bucks Core Strategy (2011).

15. Prior to the commencement of development, a scheme of ecological enhancements shall be submitted to and approved by the District Planning Authority to ensure an overall net gain in biodiversity will be achieved. The scheme will include details of native landscape planting and provision of artificial roost features, including bird and bat boxes.

Reason: In the interests of improving biodiversity in accordance with NPPF and Core Policy 9 of the South Bucks Core Strategy (2011) and to ensure the survival of protected and notable species protected by legislation that may otherwise be affected by the development.

- 16. 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 preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

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

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

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

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

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

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

18. Reporting of Unexpected Contamination: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 16, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 16, 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 16.

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.

19. 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>
19-4958-2-1-D	19.08.2019
19-4958-2-2-D	19.08.2019
19-4958-2-3-D	19.08.2019
19-4958-2-4-D	19.08.2019

INFORMATIVE(S)

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

<https://www.buckscc.gov.uk/services/transport-and-roads/licences-and-permits/apply-for-a-vehicular-access-licence/>

Transport for Buckinghamshire (Streetworks):
 10th Floor, New County Offices
 Walton Street, Aylesbury,
 Buckinghamshire
 HP20 1UY 01296 382416

2. It is an offence under S151 of the Highways Act 1980 (as amended) 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. (SIH23)
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 (as amended). (SIH24)
4. 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)

5. You are advised that consent under the Building Regulations may be required for the proposed development and the Building Control Unit at the Council should be contacted in this regard. (SIN41)
6. **It is the responsibility of the developer/applicant to ensure that the development proceeds in accordance with the approved details and in compliance with any conditions on the planning permission. The condition(s) on this planning permission that appear in bold text are known as conditions precedent. These are conditions which require compliance before any development whatsoever starts on site. Where conditions precedent have not been complied with any development purporting to benefit from the planning permission will be unauthorised and a breach of planning control. The Development Control section will not normally approve details required by a condition precedent retrospectively. A new planning application will usually be required under these circumstances.**

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

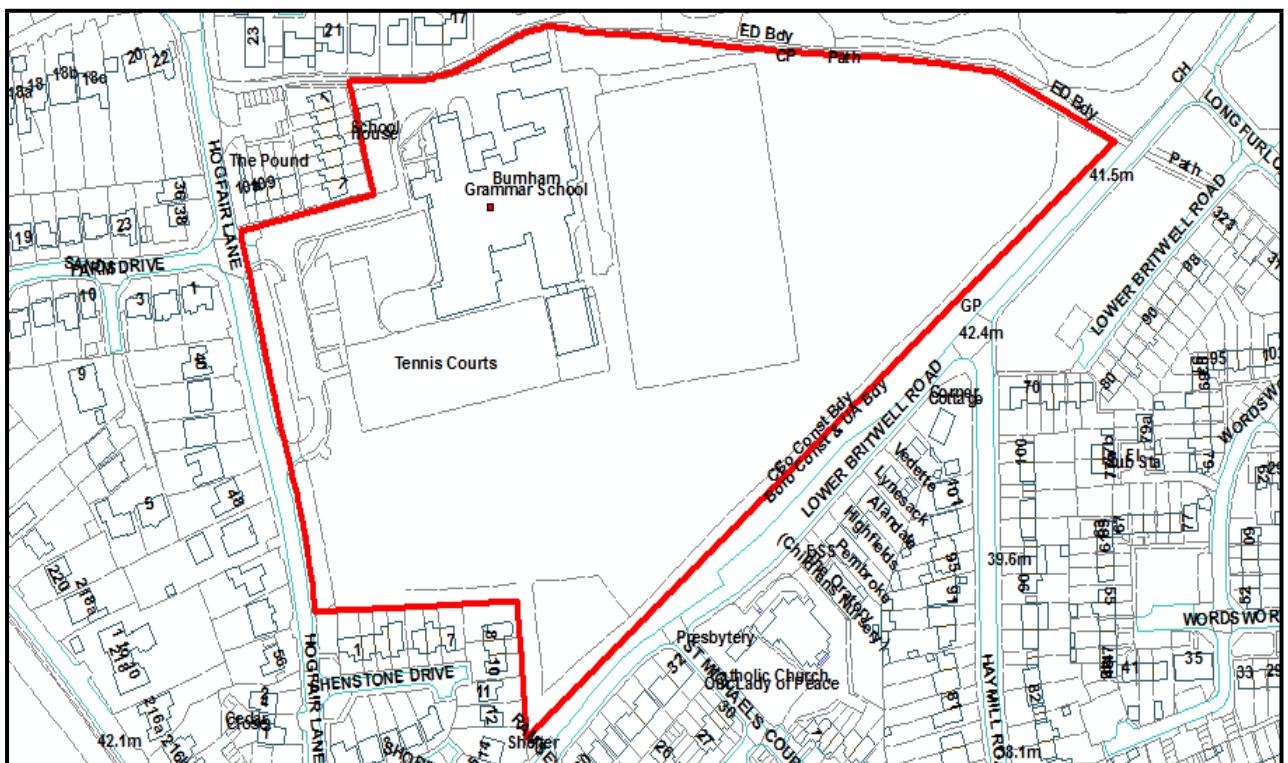
7. The applicant is advised that any alteration to the stream/culvert within the site may be subject to the relevant Land Drainage Consents. Details of which can be found via the following link:

<https://www.buckscc.gov.uk/services/environment/flooding/apply-for-land-drainage-consent/>

PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 16th October 2019 **Parish:** Burnham Parish Council

Reference No:	PL/19/1742/FA
Proposal:	Demolition of the existing building, construction of three storey building incorporating landscaping, hardstanding, drainage infrastructure and substation. Relocation of outdoor sports facilities and removal of trees.
Location:	Burnham Grammar School, Hogfair Lane, Burnham, Buckinghamshire, SL1 7HG
Applicant:	Mr Nigel Armstong
Agent:	Ms Lucy Farrow
Date Valid Appl Recd:	20th May 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 the planning committee due to the nature and scale of the application and the level of objection that has been received. Due to the nature of the application and the local concern that has been raised, 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 is occupied by Burnham Grammar School which is a mixed 11-18 secondary school including sixth form. A majority of the existing buildings are located within the developed area, which is located within the northern section of the site, whilst the remainder of the site is located within the Green Belt. The site has an Artificial Grass Pitch, running track, rugby pitch and other sport facilities. Immediately to the south of the main school buildings are hard outdoor playing courts. There is substantial tree and hedge cover around much of the perimeter of the school site. The existing school building comprises various interconnected wings that range in height from one to three storeys. There are also several different design elements at various locations throughout the site.

THE APPLICATION

The application proposes the demolition of the existing two storey school block and construction of an 8,321sqm (GIA) replacement three-storey building comprising teaching, learning and large multi-functional spaces including provision of a new sports hall and changing facilities to be used by pupils and the wider community, staff and administration area and storage, together with the relocation of outdoor sports facilities, removal of trees, landscaping, new hard play and hardstandings and drainage infrastructure and substation.'

RELEVANT PLANNING HISTORY

The school has an extensive planning history, but the following applications are the most relevant:

PL/19/1752/FA: Relocation of a temporary portacabin double classroom block for 3 years. Conditional Permission.

15/00807/TEMP: Two temporary classroom buildings for a period of up to five years. Conditional Permission.

14/00732/FUL: Demolition of existing single storey teaching block. Erection of new 3 storey teaching block to provide classrooms, a 6th form common room, changing and WC facilities and dance/fitness studio. Conditional Permission.

12/01676/VC: Variation of condition 3 of appeal decision APP/N0410/08/2085026 (07/02309/FUL) to extend use of floodlights to 5 nights a week between the hours of 09.00 - 22.00 on Mondays to Saturdays or 09.00 - 18.00 on Sundays or Bank Holidays - Conditional permission.

07/02309/FUL: Four 15 metre floodlighting columns, each with four luminaires - Refused but subsequently allowed at appeal, ref. APP/N0410/08/2085026.

07/00156/FUL: Four 18 metre floodlighting columns, each with five luminaires – Refused.

06/08005/CC: ;Erection of 35m palisade fencing 1.8m high at perimeter of school (BCC Ref: CC/47/06)
– Objections.

04/08005/CC: Provision of new floodlit multi use team games synthetic pitch - Conditional permission granted following amendment to application omitting the floodlights.

TOWN/PARISH COUNCIL

"The Committee RESOLVED to state they had NO OBJECTIONS, and expressed their support for the application. There was a clear need for the redevelopment of the school, and it was felt the case made by the applicant was significant. The Committee noted that the school would also benefit from an additional netball court, as the plans indicated a decrease of two compared to the existing setup. It was also felt the amount of green space freed would be more than commensurate with that intended to be developed on."

REPRESENTATIONS

Letters of representation have been received from 4 separate households, with 3 of those raising objections and 1 offering support. The concerns raised by the objectors can be summarised as follows:

- Loss of a view;
- Loss of lights;
- Loss of privacy;
- Noise, disturbance, and disruption during 3 year construction period;
- Parking by parents and construction vehicles on private grass verges.

CONSULTATIONS

Transport for Bucks:

No objections.

Cadent Gas:

No objections.

Tree Officer:

No objections.

Sport England:

No objections.

Environmental Health:

No objections.

Ecologist:

No objections.

SUDS:

No objections.

POLICIES

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

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

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

Chiltern & South Bucks Draft Local Plan 2036 (2019)

Other material considerations:-

Chilterns and South Bucks Character Townscape Study 2017

EVALUATION

1. The NPPF was revised on 19th February 2019 and whilst this replaced the previous Planning Policy Statements and Guidance Notes, it does not replace existing local policies that form part of the development plan. It does state however, that the weight that should be given to these existing local policies and plans will be dependent on their degree of consistency with the NPPF. Therefore, the closer the policies in the development plan to the policies in the Framework, the greater the weight that may be given to them.

2. In addition to this, the publication version of the Chiltern and South Bucks Local Plan 2036 was approved at Council on 14 May 2019 and it was agreed that this should be endorsed as a material consideration in the determination of planning applications. It was submitted for independent examination on 26 September 2019. However, given its current stage, only limited weight can be given to this document.

Principle of development

3. A majority of the site, and that which the proposed new building is to be located, falls within the Green Belt where the types of development that are deemed acceptable are very limited. Policy GB1 of the Local Plan, together with the National Planning Policy Framework (NPPF) set out the types of development that are deemed acceptable. Where there is a conflict, then the NPPF takes precedence. Section 13 of the NPPF sets out the Governments guidance on development within the Green Belt, as well as identifying its five purposes.

Green Belt

4. The NPPF states that the construction of new buildings should be regarded as inappropriate in the Green Belt except in specified exceptions as set out in Paragraph 145. The construction of a school building within the Green Belt is not one of the specified exceptions to Green Belt policy, and therefore a proposal of this nature constitutes inappropriate development within the Green Belt which is fundamentally unacceptable in principle.

5. In addition to the harm caused by its inappropriateness, the proposal would result in the introduction of substantial building within the Green Belt on an area that is predominantly free from built form. In this regard, it is considered that the proposal would cause other harm to the Green Belt by way of a reduction in its openness and would be contrary to one of the purposes by virtue of encroachment into the Green Belt. However, it is also acknowledged that the applicant has sought to minimise the impact on the Green Belt by siting the new building in close proximity to the adjoining settlement and in an area that is surrounded by built form on three sides.

6. The NPPF reiterates that, as with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Very special circumstances will not exist unless the harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

7. As such, the application needs to be justified by a set of very special circumstances in order to be looked upon favourably.

Very Special Circumstances

8. The applicant acknowledges that the application amounts to inappropriate development within the Green Belt and as such have provided a set of very special circumstances (VSC) which they consider justify its acceptance.

Educational Need:-

9. The NPPF places a high importance on meeting educational needs, stating that local planning authorities should "give great weight to the need to create, expand or alter schools" (NPPF paragraph 94 part a). It is also noted that the NPPF advocates the expansion and improvement of existing provision in order to ensure that "sufficient choice of school places is available to meet the needs of existing and new communities" (NPPF paragraph 94).

10. There is an evidenced demand for more places at this school. A consistent growth in the number of students attending the school, growth in the demand for places and growth in the local population has been recorded in recent years. This has led to oversubscription at the school. The school is currently the most oversubscribed in Buckinghamshire. The current school is designed for 850 pupils however there are 1,079 pupils attending currently - and the school has been accepting 150 pupils a year for a number of years. Since 2008 this school has been operating as a 5 form entry (1,079 pupils) despite officially only being a 4 form entry school (850 pupils). In effect, the school is operating at a capacity of some 24% over what it was designed to accommodate. The planning history for the site is evidence of a consistent demand for additional places to be catered for at the school, with numerous proposals for increased provision having been submitted to the council over the past decade.

11. The applicants have made reference to the emerging Local Plan Evidence Base which supports proposals to expand secondary education. The Interim Draft Infrastructure Delivery Plan (April 2019) states "Secondary schools across Chiltern and South Bucks are mostly operating at capacity and therefore additional school places will be required to support Local Plan growth. However, the levels of housing being considered through the joint Local Plan, and school place access associated with adjacent areas of growth outside the plan area, are not sufficient in themselves to justify a new secondary school. BCC have therefore identified a number of schools that would require expansion, and are also considering reviewing catchment areas."

12. Further to this, the applicant also makes reference to the Chiltern and South Bucks Settlement Infrastructure Capacity Study (2016) which identified that in the settlement of Burnham, by 2022/23, there will be a deficit of upper school places in relation to existing housing growth.

The need for improved facilities to meet modern requirements:-

13. Evidence has been produced that shows that the performance level at the school, in terms of results is well above the national average. However it is argued that the high performance of pupils is not currently supported by the school's environment. The existing buildings have been updated and extended in an ad hoc manner over the years, resulting in a main school building which is divided into different areas and is not easy to circulate around.

14. It is argued that the existing buildings are no longer fit for purpose. At present, classrooms are undersized, the dining room is undersized, the gymnasium is undersized and does not meet current educational standards. Currently, Burnham Grammar is the only secondary school in Bucks or Slough without an sufficiently sized sports hall. In addition to this, there are several areas where the existing school fails to meet various standards, including standards relating to meeting the needs of disabled people and classroom sizes are smaller than standards set out by Government.

15. Further to this, the mechanical and electrical plant and systems in the existing school are at the end of their operational life and need to be replaced. The existing buildings also have significant amounts of asbestos that needs to be safely removed which cannot take place while the school is operational for health and safety reasons. It is argued that retrofitting new systems into the existing buildings would therefore be disruptive and would open up known areas of asbestos creating a health and safety issue.

16. The proposed new school building will provide a modern facility that meets current standards and legislation and provide a high quality working environment.

Alternative options:-

17. The applicant has undertaken a review of the alternative options considered in order to evidence how and why the proposed development, which is currently being proposed, has been selected.

18. Option 1: Do nothing. The existing school is failing to meet modern educational standards and does not provide permanent capacity for the existing number of pupils at the school. Considering this urgent need for modernisation, in time the school would be unable to sustain the current buildings which would fall further below standards required to deliver high quality education. There would also be cumulative costs relating to on-going repairs which would rise to a level that was not financially viable.

19. Option 2: Incremental improvements. The process of incrementally and/or temporarily improving the facilities at Burnham Grammar is what has led to the current situation, whereby facilities are now failing to meet required standards.

20. Option 3: Refurbishment of the main building. The potential to refurbish the existing school has been assessed and a number of plans proposed to show how the current building could be brought up to modern standards. However, these refurbishment works would only have a life of circa 15 years before a further programme of comprehensive redevelopment would be required. This is therefore not a sustainable long-term solution. The school building also has significant amounts of asbestos, which will inevitably increase the costs of ensuring the building is safe during any refurbishment. It would not be an effective use of public money to refurbish the school.

21. Option 4: Rebuild the school on the current site. An option has been considered whereby an entirely new temporary school building could be constructed over the existing playing fields while the existing school building is demolished and rebuilt on its current footprint. This would incur a significant cost in terms of time and resources for the redevelopment project. A temporary decant of the entire School would cause severe further disruption to education. Additionally, the school would not be able to continue to function and operate fully under this arrangement. For example sports/play facilities would be severely compromised. This would necessitate a likely period of displacing pupils to other schools in the area putting strain on facilities already shown to be operating at or above capacity.

22. Option 5: Rebuild the school in a more functional location on the existing site (the development subject of this application). This option allows the new school to be built whilst the existing continues to operate. A single period over a convenient summer holiday, then allows the transfer to the new facility before demolition of the existing and completion of new play spaces. This proposal mitigates educational disruption and removes the need for costly temporary structures. The proposed scheme represents the best value for money for the public. The new building will be built to the latest educational and environmental design standards providing a healthy educational environment for the children and workplace for the staff. This provides state of the art facilities throughout with a 60 year lifespan, presenting much better value for money. The repositioned school building is also assessed to be in a more functional location, forming a secure boundary to the site and separating out the access for facilities that will be accessible to the community (when not in use by the school).

Lack of alternative sites:-

23. It is argued that there are no suitable or available alternative sites within the School's catchment which could be readily developed and be capable of providing both the land required for a new school and the hard and soft sports pitches, equivalent to the proposed provision.

24. To demonstrate that the existing school site is the only suitable and available site for the development proposed, an alternative site assessment has been undertaken as part of the application. The search for an alternative site has sought to identify non Green Belt sites that could accommodate the new school and ancillary facilities including sports pitches. Details of this assessment are set out within the application, but it does conclude and demonstrate that there are no suitable non-Green Belt sites that fall within the catchment area in both South Bucks and Slough that could accommodate the new school.

Improved sports facilities:-

25. The proposals represent an improvement in sports facilities at the school and the wider local community it serves. Currently Burnham Grammar school is the only secondary school in the District to not have an adequately sized sports hall. A new indoor gymnasium will be provided, linking with Sport England strategy and providing a high quality indoor space for use by the school and the wider community. The layout of the proposed sports hall and changing rooms will allow enhanced access to the playing fields, Multi Use Games Area (MUGA) and sports pitches during the school day and when used by the community out of school hours. This provides an overall increase in informal outdoor curriculum and play space allowing room for the pupils to exercise and play during break times. The replacement tennis/netball/basketball MUGA will offer year-round evening and weekend facilities for the local community.

26. The recently resurfaced and flood-lit artificial surface Artificial Grass Pitch (AGP) will remain untouched throughout the construction period and form a key part of the permanent proposals. The sporting provision impacted by the construction can all be provided elsewhere within the school site under the current proposals. This re-provision includes relocating two running tracks, the rugby pitch and rounders pitch.

Community and wider benefits:-

27. A long-term Community Use Agreement will be prepared, securing the future of the school facilities as a key component of the sporting infrastructure of Burnham and South Bucks. This will be in line with the Community Use Schedule provided at Appendix A. The Community Use Agreement will ensure that the facilities are secured for community use.

28. Other junior schools in the Burnham catchment will be able to use the new sporting facilities and other local sporting clubs and organisations will be able to use the new educational and sporting facilities.

29. When taking into consideration all of the above, it is considered that the arguments put forward do collectively constitute very special circumstances that outweigh the harm caused by the inappropriateness of the proposal, and the harm to openness. It is considered that proposal meets a clear need for additional capacity that the school has already taken on, and well as the need for much improved educational facilities. It is considered that the evidence has demonstrated that the provision

of a new purpose built building in the location proposed, is the most viable and beneficial approach. As such, it is considered that the proposal should be looked upon favourably from a Green Belt point of view.

Design/character & appearance

30. In terms of the size and scale of the proposed building, it is acknowledged that it would result in one building of substantial size and scale. Notwithstanding this, it is still considered that it is of an appropriate and acceptable size and scale for the site within which it would be sited. The building would be three storeys in height, however there are elements of the existing school buildings which are three storey in nature, therefore it is not considered to be excessive for the site or locality in general. Whilst providing one singular large building, it is considered that given its set back from the highway, the presence of existing tree screening that would be retained, it would not appear overdominant or obtrusive within the street scene or locality in general.

31. Given the size of the site, and the positioning of the proposed new building, it is considered that an acceptable level of spaciousness would be retained within the site. In fact the spread of buildings within the site would be reduced, and the level of open space increased, therefore resulting in an improved level of spaciousness over that which currently exists.

32. Whilst needing to be functional, the massing of the building has been varied, and the use of differing materials and colours incorporated in order to prevent one large monotonous elevation being created. The reduction in the massing of the northern section helps to break up the front elevation and add interest to it. In addition to this, a varied palette of materials is proposed to further break up this elevation and create a visually interesting facade. The use of the colours chosen has been derived from research that indicates that a green colour palette will have a calming and positive affect on pupils learning and well-being when used in a learning environment. It is considered that a combination of the design of the building and the use of the materials proposed result in a building that would not adversely impact upon the character and appearance of the street scene or locality in general, and maintains the established character of the site as a school.

33. Overall, it is considered that the proposed development would not adversely impact upon the character or appearance of the site, street scene or locality in general.

Residential amenity

34. Notwithstanding the concerns raised by the local objectors, it is considered that the distances retained to the neighbouring residential properties are sufficient enough for the proposal to not result in an unacceptable loss of light or privacy to these neighbouring properties, nor would it appear overdominant or obtrusive when viewed from them.

35. The concerns raised over a loss of a view are noted, however there is no 'right to a view', and in light of the above view that the proposal would not appear overdominant or obtrusive, it is not considered, it is not considered that the proposal would adversely impact upon the outlook of any neighbouring property.

36. The school is currently used out of school hours by local sports clubs/teams and this would continue. Given that this currently takes place, it is considered that there would be no material increase in noise generated from the site as a result of these activities, over and above that which currently exists. The existing artificial grass games area is currently flood lit, and this would remain the case. The proposals do not include the addition of further floodlighting of other games pitches/courts.

Parking/Highway implications

37. The proposed development does not involve an increase in the number of pupils of staff attending the school, and the existing level of parking provision would be maintained. As such, it is considered that a sufficient level of off street parking provision is provided for.

38. The County Highways Authority raise no objections to the proposal from a highway safety point of view. They advise that the proposal would not lead to an increase in the level of vehicular movements associated with the school, and that the means of access is acceptable.

39. As such, it is considered that the proposed development would not lead to any adverse highway or parking implications.

40. The concerns raised by the local objectors regarding unauthorised parking outside of the school and surrounding roads are noted. With regard to the parking of contractor vehicles during the construction period, this can be controlled by the submission and approval of a construction management plan which sets out where contractors must parking. With regard to the concerns relating to parent parking, this proposal does not reduce the parking or picking up/dropping off areas of the school, therefore such issues would not be worsened by this application. It is acknowledged that the school can encourage parents not to park in certain places, but ultimately, this is outside the control of the school, and would be a matter to be taken up with the police.

Other matters

41. The Council's Tree Officer advises that the proposals would not adversely impact upon the important and protected trees within the site. As such, no objections are raised from a tree point of view.

42. A detailed landscape scheme has been submitted with the application, and it is considered that this ensures that the site retains an appropriate and acceptable level of natural vegetation and soft landscaping.

43. The Council's Waste Department raise no objections from a waste storage and collection point of view.

44. The Council's Environmental Health Department raise no objections from a contaminated land point of view.

45. The Council's Ecologist raises no objections to the proposals, and advises that it would not adversely impact upon any protected species or wildlife within the site.

46. From a Surface Water Drainage point of view the Lead Local Flood Authority are satisfied that an appropriate surface water drainage scheme can be incorporated into the development and as such, it would not lead to any increased risk of flooding within the site or to adjacent sites.

47. Sport England have assessed the proposals and do not raise an objection to the proposal. The scheme maintains an acceptable and appropriate level of sports pitches.

48. The concerns raised regarding potential noise and disturbance caused during a 3 year construction period are noted, however, such matters are only temporary, and it is not considered reasonable or appropriate to prevent a development on such grounds. The applicant will be encouraged to sign up to the Considerate Contractors Scheme which seeks to minimise and limit the impacts of construction on neighbouring properties.

49. The proposed inclusion of Photovoltaic panels will ensure that at least 10% of the energy required for the site is secured from renewable/low carbon sources, in accordance with Core Policy 12.

Working with the applicant

50. 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.

51. 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.

52. 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. A schedule of materials to be used in the elevations and hardsurfacing of the development hereby permitted shall be submitted to and approved by the District Planning Authority in writing prior to the commencement of any construction works above ground level. Thereafter the development shall be carried out in accordance with the approved details.

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

3. Notwithstanding the details of landscaping submitted as part of this application, prior to the occupation of the development hereby approved, a scheme of landscaping and ecological enhancements shall be submitted to and approved by the Local Planning Authority to ensure a satisfactory and continuing standard of amenity is provided and maintained in connection with the development, as well as ensuring an overall net gain in biodiversity will be achieved. The scheme will include details of landscape planting of known benefit to wildlife and provision of artificial roost features, including bird and bat boxes. A measurable net gain in biodiversity shall be demonstrated. The development shall be implemented in accordance with the approved details

Reason: To ensure a satisfactory and continuing standard of amenities are provided and maintained in connection with the development, and in the interests of improving biodiversity in accordance with Policies EP3 and EP4 of the South Bucks District Local Plan (adopted March 1999) refer and Core Policy 9: Natural Environment 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.

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

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

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

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

6. **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 preliminary risk assessment which has identified:

- **all previous uses**
- **potential contaminants associated with those uses**
- **a conceptual model of the site indicating sources, pathways and receptors**
- **potentially unacceptable risks arising from contamination at the site.**

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

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

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers).

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers).

8. Reporting of Unexpected Contamination: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 7, and where remediation is necessary a remediation scheme must be prepared in accordance with

the requirements of condition 7, 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 7.

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. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers).

9. The new playing pitch area, where the current building is to be demolished, shall be constructed and laid out in accordance with the approved plans and in accordance with the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, 2011), and shall be made available for use within 24 months of the demolition of the existing school building.

Reason: To ensure the availability and quality of pitches is satisfactory. (Policy COM1 and EP3 of the South Bucks District Local Plan (Adopted March 1999) refers).

10. Within 12 months of the demolition of the existing school, a scheme for the management and maintenance of playing field drainage, including a management and maintenance implementation programme, shall be submitted to and approved in writing by the Local Planning Authority. The playing fields shall thereafter be managed and maintained in accordance with the approved scheme.

Reason: To ensure the availability and quality of pitches is satisfactory. (Policy COM1 and EP3 of the South Bucks District Local Plan (Adopted March 1999) refers).

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order amending, revoking or re-enacting that order), the playing field, Artificial Grass Pitch and Multi-use Games Areas shall not be used other than for outdoor sport.

Reason: To protect the facilities from loss and/or damage, and to maintain the quality of and secure the safe use of sports pitches/courts. (Policy COM1 and EP3 of the South Bucks District Local Plan (Adopted March 1999) refers).

12. Within 12 months of the date of this permission, a community use agreement prepared in consultation with Sport England shall be submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to the playing field, Artificial Grass Pitch, Multi Use Games Area, sports hall and changing accommodation and the car park and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport. (Policy COM1 and EP3 of the South Bucks District Local Plan (Adopted March 1999) refers).

13. The glass used in the windows in the new building which face onto the playing fields, should be at least 15mm toughened glass for the outer pane and laminated glass for the inner pane, alternatively external protective grills should be installed to the windows facing the playing fields.

Reason: To allow continuous use of the playing field whilst protecting the occupants of the new building from possible glass damage caused by sports projectiles in use on the playing field. (Policy COM1 and EP3 of the South Bucks District Local Plan (Adopted March 1999) refers).

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

**the parking of vehicles of site operatives and visitors;
loading and unloading of plant and materials;
storage of plant and materials used in constructing the development;
operating hours;
the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
wheel washing facilities.**

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

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

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

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway. (Policy TR5 and TR7 of the South Bucks District Local Plan (Adopted March 1999) refers).

16. The development hereby approved shall not be occupied until a Travel to School Plan has been submitted to and approved by the Local Planning Authority. The plan shall include a full analysis of the existing modal split for staff and pupils at the school, reasons for the modal choice and detailed proposals for future transport provision with the aim of securing reduction in car trips generated to and from the school.

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

17. The development shall be undertaken in accordance with the recommendations provided within the Further Bat Surveys Report (August 2019) produced by Thomson Ecology. No demolition shall take place until a European Protected Species Mitigation Licence has been granted by Natural England. A copy of the licence is to be provided to the Local Planning Authority.

Reason: To comply with the requirements of The Conservation of Habitats and Species Regulations 2017 and to protect species of conservation concern. (Policy CP9 of the South Bucks District Core Strategy (Adopted February 2011) refers.)

18. **No development shall take place (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 if required.**

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.

19. The development hereby permitted shall be carried out in accordance with the approved Surface Water Drainage Strategy (19194-AKSW-XX-XXRP-C-0001, 5th September 2019, AKSWard) and Flood Risk Assessment (19194-AKSWXX-XX-RP-C-0002, 5th September 2019, AKSWard).

Reason: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to ensure that surface water is managed in a sustainable manner, in accordance with Paragraph 163 of the National Planning Policy Framework and Policy CP13 of the South Bucks District Core Strategy (adopted February 2011) refers).

20. Prior to the first occupation of the development, a demonstration (such as as-built drawings and/or photographic evidence) of the as-built surface water drainage scheme carried out by a suitably qualified person must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason: The reason for this pre-occupation condition is to ensure the Sustainable Drainage System has been constructed as per the approved is designed to the technical standards. (Policy CP13 of the South Bucks District Core Strategy (adopted February 2011) refer).

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

accordance with the approved details prior to the occupation of the building and shall thereafter remain operational.

Reason: To increase the proportion of energy requirements arising from the development from decentralised and renewable or low-carbon sources. (Policy CP12 of the South Bucks Local Development Framework Core Strategy (adopted February 2011) refers.)

22. 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>
110493-ALA-00-XX-DR-L-9019 P01	03.06.2019
110493-ALA-00-XX-DR-L-9009 P02	17.05.2019
110493-ALA-00-XX-DR-L-9004 P02	17.05.2019
110493-ALA-00-XX-DR-L-9015 P01	17.05.2019
110493-ALA-00-XX-DR-L-9016 P02	17.05.2019
110493-ALA-00-XX-DR-L-9017 P02	17.05.2019
110493-ALA-00-XX-DR-L-9018 P01	17.05.2019
110493-ALA-00-XX-DR-L-9005 P02	17.05.2019
110493-ALA-00-XX-DR-L-9002 P02	17.05.2019
110493-ALA-00-XX-DR-L-9001 P03	17.05.2019
110493-ALA-00-XX-DR-L-9006 P03	17.05.2019
110493-ALA-00-XX-DR-L-9011 P05	17.05.2019
110493-ALA-00-XX-DR-L-9020 P02	17.05.2019
110493-LSI-A1-R1-DR-A-1330 P04	17.05.2019
110493-LSI-A1-ZZ-DR-A-1370 P05	17.05.2019
110493-LSI-A1-ZZ-DR-A-1350 P04	17.05.2019
110493-LSI-A1-ZZ-DR-A-1351 P04	17.05.2019
110493-LSI-A1-01-DR-A-1310 P04	17.05.2019
110493-LSI-A1-GF-DR-A-1300 P05	17.05.2019
110493-LSI-A1-02-DR-A-1320 P04	17.05.2019

INFORMATIVE(S)

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

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

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

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

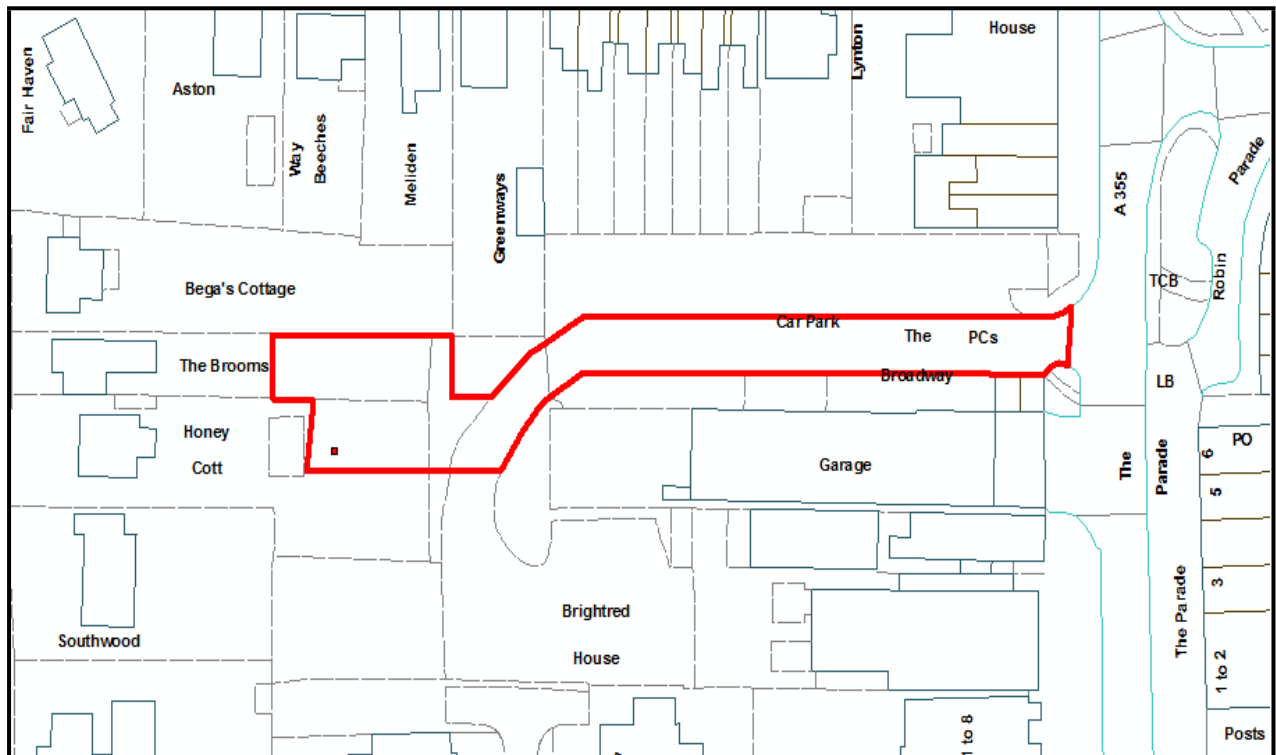
3. Removal of any building or vegetation shall be undertaken outside of the bird nesting season (March to August inclusive). If this is not possible, then a suitability qualified ecologist shall check the areas concerned immediately prior to the commencement of clearance works to ensure no nesting or nest-building birds are present. If any nesting activity is confirmed, no clearance will be permitted within the area until the birds have fledged and the nest is considered inactive.

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PART A**South Bucks District Council
Planning Committee****Date of Meeting:** 16th October 2019 **Parish:** Farnham Royal Parish Council

Reference No:	PL/19/2211/FA
Proposal:	Redevelopment of the site to provide one pair of semi-detached dwellings, with associated car parking and amenity space.
Location:	Land Rear Of Honey Cottage and The Brooms, Green Lane, Farnham Common, Buckinghamshire
Applicant:	Silkwood Developments Ltd
Agent:	Ms N Broderick
Date Valid Appl Recd:	27th June 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 the planning committee due to the nature and scale of the application and the level of objection that has been received. Due to the nature of the application and the local concern that has been raised, 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 falls within the developed area of Farnham and is surrounded by residential properties to the north, west and south, whilst to the east is a public car park serving the retail centre of Farnham Common. Beyond the car park is the rear of the existing commercial and retail units that front Beaconsfield Road. To the south is the residential development of Kingsway Mews. A majority of the application site consists of a vacant piece of land that is fenced off. The remainder of the application site consists of sections of existing residential gardens, and a piece of grassed land and forms part of the Kingsway Mews development.

THE APPLICATION

The application proposes the redevelopment of the site to provide one pair of semi-detached dwellings, with associated car parking and amenity space.

The proposed dwellings would front onto the existing public car park, with vehicular access being taken from this car park. The proposed dwellings would be two storey in height, with gable ends, and accommodation within the roof space which would be served by a dormer window to the front, and roof lights to the rear. The dwellings would be served by two parking spaces each, which would be located to the side of the dwellings and laid out in a tandem fashion.

The scheme has been revised during the course of the application to incorporate a reduction in the height of the proposed dwellings (from 9.3 to 8.5m), a reduction in the size of the dormer windows, and a minor revision to the siting of the parking spaces.

RELEVANT PLANNING HISTORY

16/01418/FUL: Redevelopment of site to provide one detached dwelling and one pair of semi-detached dwellings with associated access. Conditional Permission.

14/00331/FUL: Three detached dwellinghouses and associated parking. Conditional Permission.

TOWN/PARISH COUNCIL

The Parish Council objections to this application for the following reasons:

“Height of building is 9.5 metres which is extremely high particularly as these properties would be surrounded by existing housing and will cause distress to neighbours;

Plot of land is extremely small for what is planned;

Contrary to what Highways have noted the access is through the Broadway Car Park not as they have noted and the properties will potentially be reversing out into the car park which will cause a safety risk. It should also be noted at Broadway Tyres have also got permission for access onto the car park which is almost opposite the access from this application;

Drainage is also a potential issue as houses in Kingsway Mews are experiencing issues with drainage even with a pump specific to their properties;

Within the 400 metre zone to Burnham Beeches which potentially could cause issues with drainage and the drying up of ponds and affect wild life in a conservation area."

The Parish Council also submit a set of standard comments requesting that all relevant matters are duly taken into consideration.

REPRESENTATIONS

Letters of objection have been received from 20 separate properties. Concerns raised include:

- No site notice posted;
- Excessive in height;
- Overbearing;
- Loss of light;
- Loss of privacy;
- Cramped overdevelopment;
- Highway/vehicle implications within car park;
- Too big;
- Waste water drainage problems;
- Access from Kingsway Mews;
- Extra noise disturbance;
- Poor quality plans;
- Poor design;
- Out of character;
- Development should be restricted within 400m of BB;
- Impact on wildlife.

CONSULTATIONS

Transport for Bucks:

No objections

Tree Officer:

No objections

Natural England:

No objections

City Of London:

Object - contrary to policy DM NP3 of draft local Plan; development would lead to adverse impacts on Burnham Beeches.

Council Estates Department:

The developer does have a right of access across the car park, but the scheme is considered an overdevelopment.

POLICIES

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

South Bucks Core Strategy Development Plan Document - Adopted February 2011: Saved Policies CP1, CP2, CP3, CP6, CP7, CP8, CP9, CP12, and CP13

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

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

Chiltern & South Bucks Draft Local Plan 2036 (2019)

Other material considerations:-

Chilterns and South Bucks Character Townscape Study 2017

EVALUATION

1. The NPPF was revised on 19th February 2019 and whilst this replaced the previous Planning Policy Statements and Guidance Notes, it does not replace existing local policies that form part of the development plan. It does state however, that the weight that should be given to these existing local policies and plans will be dependent on their degree of consistency with the NPPF. Therefore, the closer the policies in the development plan to the policies in the Framework, the greater the weight that may be given to them. With regard to this specific application, it is considered that all of the relevant fully adopted policies, as highlighted above, are in accordance with the NPPF, and as such, it is considered appropriate to still assess this current application against the relevant local policies set out above.

2. In addition to this, the publication version of the Chiltern and South Bucks Local Plan 2036 was approved at Council on 14 May 2019 and it was agreed that this should be endorsed as a material consideration in the determination of planning applications. It was submitted for independent examination on 26 September 2019. However, given its current stage, only limited weight can be given to this document.

Principle of development

3. The site is located within the developed area of Farnham Common where new 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. Planning permission (reference: 16/01418/FUL) was granted in 2016 on a larger site for one detached dwelling and one pair of semi-detached dwellings with associated access. This application relates to the part of the site that would contain the detached dwelling under this permission.

4. Part of the application site did previously form a section of a residential garden. The NPPF suggests that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area (para. 70). This Council already has such policies in the form of policy H10 of the Local Plan, which resists the development of residential garden land. This application site does not fall within the designation (Residential Area of Exceptional Character) that policy H10 applies to, as it is not considered that its character and appearance warrants the special protection afforded by policy H10. The South Bucks Townscape Character Study does designate this site as having a 'Tightly formed centre' typology, however it is not considered that this designation prevents the introduction of additional dwellings, provided they would not adversely affect the character and appearance of the site or locality in general.

5. The remainder of the site is not directly connected to a residential garden use, and is located within the developed area of Farnham, whilst still being adjacent to existing residential properties.

6. Further to this, there is already an extant planning permission on this site for the erection of a single detached dwelling.

7. In addition to the above, chapter 11 of the NPPF encourages local planning authorities to make an effective use of land. Paragraph 117 of the NPPF states that planning policies and decisions should promote an effective use of land in meeting needs for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

8. Paragraph 122 of the NPPF highlights that planning decisions should support development which makes the efficient use of land, taking into account; housing need, local market conditions, availability and capacity of infrastructure, maintaining the area's prevailing character and securing well-designed places.

9. In summary, the site is located within the developed area of Farnham where new dwellinghouses are considered acceptable subject to other material planning considerations such as the impact on the character area and neighbouring residential amenities. Furthermore, there is an extant planning

permission on the site for a detached dwelling and the principle of its use for residential purposes has therefore been accepted. The proposal would align with the aims of the NPPF in providing additional homes, making effective use of land and achieving sustainable development.

Design/character & appearance

10. Paragraph 127 point C of the NPPF states that planning decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscaping setting, while not preventing or discouraging appropriate innovation or change. Point E of paragraph 127 seeks to optimise the potential of the site to accommodate an appropriate amount and mix of development.

11. It is considered that an assessment of the resultant density of the scheme still forms an important part of the overall consideration of the proposal. The proposal would result in a density of approx. 50dph. Whilst this is an increase over the density of the extant planning permission for one dwelling, the adjoining development to the south displays a comparable density, and therefore it is not considered significantly out of keeping with the overall prevailing density of the immediate area. When balanced against the need to make efficient use of land, it is considered that the proposed density of the scheme would not appear inappropriate.

12. In terms of layout, the proposed dwellings would follow the general siting and orientation of the extant scheme on the site, with them fronting onto the adjacent car park. On this basis, it is considered that the positioning and layout of the proposed dwellings is appropriate and acceptable.

13. The level of spaciousness retained on site is considered acceptable. The gaps retained to the flank boundaries are considered acceptable, with the residential outdoor amenity space for the proposed dwellings also being considered sufficient, and comparable to that seen elsewhere within the locality, especially those within Kingsway Mews. As such, overall, it is considered that the proposal would not appear cramped or out of place, nor would it represent an overdevelopment of the site.

14. It is considered that the proposed dwellings are of an appropriate architecture, and of a sufficient quality so as to not appear significantly out of keeping for the locality.

15. With regard to the size and scale of the proposed dwellings, the scheme has been revised during the course of the application, which has seen the height of the dwellings reduced down to 8.3m. It is noted that the extant scheme displays a ridge height of 8m. The proposed front dormer windows have also been reduced in size by 50%. Overall, it is not considered that the ridge heights are excessive, especially in light of similar ridge heights within the vicinity. Furthermore, it is considered that the proposed dwellings would be of a size and scale that would not be excessive or inappropriate for this area, and therefore would not appear overdominant or obtrusive within the locality or the existing street scene.

16. Overall, it is considered that the proposed development would not prejudice or threaten the specific characteristics of this site and locality, and as such, it is considered that the proposal is an effective use of land in the developed area in accordance with policies EP3, H9 and CP8.

Residential amenity

17. The dwellings would generally replicate the relationship with the existing neighbouring properties as the extant permission in terms of siting and distances. Distances in excess of 24m would be retained to the neighbouring properties to the rear of the site. Given these distances, it is considered that the proposed dwellings would not lead to any unacceptable loss of privacy to these properties, nor would they result in an unacceptable loss of light or appear overdominant or obtrusive.

18. With regard to the immediately neighbouring property to the north, Bega's Cottage, the proposed development would retain a minimum distance of 1m to the flank boundary with this property, and it would be located adjacent to the rear most section of its large rear garden. Given this relationship it is considered that it would appear unacceptably overbearing or obtrusive when viewed from this property, nor would it lead to an unacceptable loss of light. There is a first floor side window that would directly face towards Bega's Cottage, however as it would serve a bathroom facility, it could be conditioned to be fitted with obscure glazing and a high level opener, and this would negate any issued of overlooking.

19. The distances retained to the other properties to the north of the site are of a sufficient distance so as to not be adversely impacted upon by the proposed development.

20. With regard to the neighbouring properties directly to the south, such is the distance retained to them from the proposed dwellings, it is considered that the proposal would not appear overdominant or obtrusive when viewed from them, nor would they lead to any unacceptable loss of light. There is a first floor side window that would directly face towards these properties, however as it would serve a bathroom facility, it could be conditioned to be fitted with obscure glazing and a high level opener, and this would negate any issued of overlooking.

Parking/Highway implications

21. The proposed development would be served with an appropriate level of off street parking. Each dwelling would be served by 2 spaces each, which would accord with the Councils Parking Standards. The spaces are laid out in a tandem fashion, however this is not an uncommon form of layout for parking, and the Highway Authority do not raise any safety concerns in terms of the use of these type of spaces in this locality.

22. In general highway safety terms, the County Highways Authority does not raise any objections as they consider that the proposal would not lead to any unacceptable highway implications, including potential conflict between vehicles within the car park.

23. Reference has been made to planning permission that has been granted for a new rear access to the Broadway Tyres site, and its conflict with the proposed development. However it is important to note that the proposed access is in the same location as that of the extant scheme. The granting of the access to the rear of Broadway Tyres was assessed by the County Highway Authority, and they did not raise any objections to it.

24. It is noted that para. 109 of the NPPF sets out that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

25. Therefore, notwithstanding the concerns raised by the Parish Council and local residents in relation to highway implications and parking congestion, in light of the above, it is not considered that there are any highways or parking grounds to refuse the scheme and uphold that decision at appeal.

Impact on Burnham Beeches SSSI/SAC:

26. The application site is within the Nile river catchment area, which feeds into nearby Burnham Beeches Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). As such, it is imperative that proposed developments have sufficient mitigation in place in terms of drainage systems.

27. The applicant has provided a hydrological assessment which also incorporates a Surface Water Drainage Strategy. These details have been reviewed by Natural England who have confirmed that the drainage systems proposed would be satisfactory. As such, there would be no objections from a hydrological point of view, subject to a condition requiring the development to build in accordance with the details in the hydrological assessment.

28. In addition to the above, it is noted that an objection has been raised from the City of London Corporation which highlighted that the proposed development would have undue impact on Burnham Beeches in terms of visitor pressure. Natural England were consulted as part of the application and have not objected in this regard.

29. It is noted that the Council has produced a new draft local plan and this has recently been through a round of public consultation. The Chiltern and South Bucks Draft Local Plan 2036 (2019) contains a draft policy in relation to the conservation of Burnham Beeches Special Area of Conservation this is set out under draft policy DM NP3.

30. Draft policy DM NP3 has been informed by a recent Habitats Regulations Assessment undertaken by Natural England and seeks to limit the impacts of net additional dwellings within close proximity to Burnham Beeches SAC. The Draft Policy states that Planning permission will not be granted for development which results in net additional homes within 400 metres from the Burnham Beeches SAC. The application site is within 400m of Burnham Beeches. However, given the stage of the draft Local Plan it is not considered that Policy DM NP3 carries sufficient weight to justify refusal of the application at this time.

Other matters

31. Following the submission of revised plans which moved the parking spaces further away from the protected tree located within the neighbouring site, the Councils Tree Officer raises no objections to the proposals.

32. Concerns relating to impact on wildlife are noted, however when assessing the application on its current circumstances and state, it is considered that there would be no adverse impact on existing wildlife. The application is accompanied by a report that provides mitigation measures to achieve a net biodiversity gain in terms of habitats and protected Species on the site, and this could be secured by way of condition.

33. Waste would be collected from the property boundary, which is the same approach as that previously considered acceptable under the approved application on this site.

34. With regard to other concerns raised by local residents and the Parish Council, it can be confirmed that a site notice was posted at the site.

35. The site lies within Flood Zone 1 which has the lowest probability of flooding and the scheme incorporates a surface water drainage strategy. On this basis, it is considered that the proposal would not lead to any increase in flooding to the site or neighbouring sites.

36. There would be no access to the development via Kingsway Mews.

37. With regard the disposal of waste water, the application sets out that the development would be connected to the mains sewer. On this basis, it is considered that the issue of sewerage would be satisfactorily catered for.

Sustainable Development/Planning Balance:

38. The NPPF sets out the presumption in favour of sustainable development, and for decision making, setting out approving development proposals that accord with up to date development plans without delay.

39. Section 2, paragraph 8 of the NPPF sets out three overarching objectives, these are set out as Economic, Social and Environmental objectives. Overall it is considered that the proposed development would align with the aims of sustainable development in line with section 2 of the NPPF. The proposal would fulfil economic objectives in terms of supporting growth. The proposal would result in the creation of temporary jobs during the construction phase of the proposed development. A social objective would also be met as the proposal would provide additional housing and would make effective and efficient use of land, whilst giving regard to the local built environment.

Working with the applicant

40. 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.

41. 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, amended plans have been submitted to address concerns raised by the Council and which were considered acceptable.

42. 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. No development shall take place above ground level until a schedule of materials to be used in the elevations of the development hereby permitted have been submitted to and approved by the District Planning Authority in writing. Thereafter the development shall be carried out in accordance with the approved details.

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

3. No development shall proceed above ground level until a specification of all finishing materials to be used in any hard surfacing of the application site is submitted to and approved by the District Planning Authority in writing. Thereafter the development shall be constructed using the approved materials. (SM02)

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

4. Notwithstanding the provisions of Article 3 and Classes A, B, C, & E of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order, 2015 (or any Order revoking and/or re-enacting that Order with or without modification), no enlargement, improvement or other alteration (including the erection of a garage, stable, loosebox or coach-house within the curtilage) of or to any dwellinghouse the subject of this permission, shall be carried out nor shall any building or enclosure required for a purpose incidental to the enjoyment of any said dwellinghouse as such be constructed or placed on any part of the land covered by this permission. (ND12)

Reason: The nature and density of the layout requires strict control over the form of any additional development which may be proposed in the interests of maintaining a satisfactory residential environment. (Policies EP3 and H9 of the South Bucks District Local Plan (adopted March 1999) refer.)

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

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

6. No further windows shall be inserted at or above first floor level in the side elevations of the dwellings hereby permitted. (ND17)

Reason: To prevent overlooking and loss of privacy in the interests of the amenities of the adjoining properties. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)
7. The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway. (Policy TR7 of the South Bucks District Local Plan (adopted March 1999) refers.)
8. The development hereby approved shall be implemented in accordance with the recommendations as set out in the Hydrological Assessment (July 2019) produced by CES Ltd, submitted and approved as part of this application.

Reason: To protect and prevent harm to the hydrology of Burnham Beeches Special Area of Conservation. (Policy CP9 of the South Bucks District Core Strategy (adopted February 2011) refer.)
9. The development hereby approved shall incorporate the ecological enhancement measures at set out at para.4.17 within the Habitats Regulations Assessment/Appropriate Assessment Informative Report (01/10/2019) produced by ACD Environmental submitted and approved as part of this application.

Reason: In the interests of improving biodiversity in accordance with NPPF and Core Policy 9: Natural Environment of the South Bucks District Council Core Strategy (2011)
10. Prior to the occupation of the development hereby permitted, a scheme of landscaping shall be submitted to and approved by the District Planning Authority in writing. The scheme shall include indications of all existing/proposed trees, shrubs and hedgerows on the site and details, including crown spreads, of those to be retained. None of the trees, shrubs or hedgerows to be planted or shown for retention shall be removed or felled, lopped or topped within a period of five years from the date of this permission, without the prior written permission of the District Planning Authority.

Reason: To protect and enhance the biodiversity and ecology of the site and to ensure satisfactory landscaping of the site in the interests of visual amenity. (Core Policy 9 of the South Bucks Local Development Framework Core Strategy (adopted February 2011) and Policies EP3 and EP4 of the South Bucks District Local Plan (adopted March 1999) refer.)
11. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the development hereby permitted or the substantial completion of the development, whichever is the sooner. Any trees, hedgerows or shrubs forming part of the approved landscaping scheme which within a period of five years from the occupation or substantial completion of the development, whichever is the later, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the District Planning Authority gives written consent to any variation. (ST02)

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

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

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

13. 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>
PT/1582/2 C	28.08.2019
PT/1582/1 E	28.08.2019
Tree Protection Plan Rev A	04.09.2019

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
17/01763/OUT	Beaconsfield Town Council	Mr M Gilpin C/o Mr Roger Rippon	Former Defence School Of Languages (Wilton Park) Minerva Way Beaconsfield Buckinghamshire	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 cycleways including alterations to Minerva Way; car parking; on-site access roads; and landscaping works.	Conditional Permission	20.09.19
PL/18/3358/FA	Beaconsfield Town Council	Mr R Patel C/o Mr Yassar Mahmood	123 Holtspur Top Lane Holtspur Beaconsfield Buckinghamshire HP9 1BW	Demolition of existing building and erection of detached dwelling.	Withdrawn	19.09.19
PL/19/0162/FA	Beaconsfield Town Council	Mr & Mrs S Kinnaird C/o Mr Duncan Gibson	West Wind 27 Stratton Road Beaconsfield Buckinghamshire HP9 1HR	Redevelopment of site to provide two detached dwellinghouses with double garages.	Conditional Permission	04.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0571/FA	Beaconsfield Town Council	Ms Lizzie Williams C/o Mr James Crawley	The Old Town Furnisher 55 Wycombe End Beaconsfield Buckinghamshire HP9 1LX	Erection of wall around rear yard and change of use of first floor to independent residential flat (Use Class C3)	Conditional Permission	11.09.19
PL/19/0572/HB	Beaconsfield Town Council	Ms Lizzie Williams C/o Mr Jamie Fernandez	The Old Town Furnisher 55 Wycombe End Beaconsfield Buckinghamshire HP9 1LX	Listed Building Consent for erection of wall around rear yard, external repairs and internal alterations	Conditional consent	11.09.19
PL/19/1744/HB	Beaconsfield Town Council	The Burnham Trust C/o Garrett McKee Architects	Little Hall Barn Windsor End Beaconsfield Buckinghamshire HP9 2JW	Listed Building Consent application for : lowering of floor in upper office area and alterations to windows and doors, and rebuilding south gable wall of Orangery in brick.	Conditional consent	02.10.19
PL/19/2083/FA	Beaconsfield Town Council	High March School C/o Mr Michael Reed	High March School 1-3 Ledborough Lane Beaconsfield Buckinghamshire HP9 2PZ	Reinstatement and widening of the vehicular access.	Conditional Permission	24.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2084/FA	Beaconsfield Town Council	Mr & Mrs Hill C/o Mr Alex Bean	Meadow End 51 Candlemas Lane Beaconsfield Buckinghamshire HP9 1AE	Development of site with 1no. 5-bed detached dwelling and 2no. 3-bed semi-detached dwellings.	Conditional Permission	26.09.19
PL/19/2286/FA	Beaconsfield Town Council	Mr & Mrs Bartlett C/o Mr Simon Day	48 Woodside Avenue Beaconsfield Buckinghamshire HP9 1JH	Demolition of side garage and rear external workshop, erection of two storey side, part single / two storey rear extensions and alterations to vehicular access	Conditional Permission	09.09.19
PL/19/2322/ADJ	Beaconsfield Town Council	Mr Murtaza Poptani C/o Mr Murtaza Poptani	Pear Tree Cottage Bottom Lane Seer Green Buckinghamshire HP9 2UH	Consultation from Chiltern District Council re : Loft Conversion with dormer to rear and changes to windows.	No Objections	06.09.19
PL/19/2445/AV	Beaconsfield Town Council	Mr Alex Smith C/o Mr Iain Hope	7 - 8 Grove Court Station Road Beaconsfield Buckinghamshire HP9 1QW	One non illuminated fascia sign and one externally illuminated hanging sign.	Conditional consent	09.09.19
PL/19/2470/FA	Beaconsfield Town Council	Mrs Jayne Potter C/o Mr Oliver Margison	11 Wattleton Road Beaconsfield Buckinghamshire HP9 1TT	Demolition of existing conservatory, part two storey, part single storey rear extensions, alterations to ground floor front and rear hipped roofs to provide flat roofs and cladding, alterations to windows and doors.	Conditional Permission	25.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2498/FA	Beaconsfield Town Council	Mr & Mrs Mahesh C/o Mr David Parry	7 Hoe Meadow Beaconsfield Buckinghamshire HP9 1TD	Single storey rear extension, single storey side infill extension and new first floor window to front elevation	Conditional Permission	19.09.19
PL/19/2503/TP	Beaconsfield Town Council	Mr Duncan Yates	9 Brownswood Road Beaconsfield Buckinghamshire HP9 2NU	Copper Beech - Reduce height by 3.75m and reduce lateral growth by 2.25m. (TPO SBDC 35, 2006).	Refuse Permission	13.09.19
PL/19/2510/VR C	Beaconsfield Town Council	Mr & Mrs L Blunt C/o Mr Robert Clarke	Land To Rear Of Wycombe End House 10 Wycombe End Beaconsfield Buckinghamshire HP9 1NB	Variation of conditions Condition 3 (materials), 4 (hardsurfacing), 5 (landscaping) and 13 (Archaeology) - 16/01506/FUL (Erection of three two and a half storey dwellings with attached garages and the formation of an access from Wycombe End). The variation of the conditions allow the construction of the sub base to the access road for the section identifies as a no dig construction on the approved tree protection plan).	Conditional Permission	26.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2525/TP	Beaconsfield Town Council	Mrs Amin	York Lodge 8 Furzeffield Road Beaconsfield Buckinghamshire HP9 1PQ	T1 Scots Pine- Removal of one low branch. (SBDC TPO 15, 1995).	Conditional Permission	10.09.19
PL/19/2539/FA	Beaconsfield Town Council	Mrs Anita Waters C/o Mr Jonathan Heighway	28 Butlers Court Road Beaconsfield Buckinghamshire HP9 1SG	First floor side, single storey rear, front porch extensions incorporating front and rear dormers. Insertion of 3 new dormers to the existing front roof.	Conditional Permission	02.10.19
PL/19/2582/VR C	Beaconsfield Town Council	Mr Josh Smith	45 Heath Road Beaconsfield Buckinghamshire HP9 1DD	Variation of condition 3 of planning permission PL/18/4025/FA (Single side and rear extensions and erection of porch) to allow: Alterations to windows and doors	Conditional Permission	19.09.19
PL/19/2584/FA	Beaconsfield Town Council	Mr & Mrs Roger Quaret	117 Maxwell Road Beaconsfield Buckinghamshire HP9 1RF	Part single part two storey rear extension	Conditional Permission	30.09.19
PL/19/2608/ADJ	Beaconsfield Town Council	Chiltern District Council - Emma Showan	Newbury House 2 Knottocks Drive Knotty Green Buckinghamshire HP9 2AH	Consultation from Chiltern District Council re: Demolition of existing dwelling and erection of 2 detached dwellings with accommodation in the roof space, basements, car lifts and entrance gates (renewal of planning approval CH/2015/2062/FA).	No Objections	06.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2625/FA	Beaconsfield Town Council	Mr & Mrs Finn O'Connor C/o Mr Jonathan Heighway	3 Caledon Close Beaconsfield Buckinghamshire HP9 2DA	Demolition of existing garage, erection of single storey side/rear extensions, alterations to rear fenestration, removal of one chimney stack and addition of solar panels to south west facing roof.	Conditional Permission	23.09.19
PL/19/2649/KA	Beaconsfield Town Council	Miss Chases C/o Mr Alex Evans	9 Lakes Lane Beaconsfield Buckinghamshire HP9 2LA	T1 Field Maple - Crown Reduction by 2-2.5m. (Conservation Area Beaconsfield).	TPO shall not be made	10.09.19
PL/19/2653/FA	Beaconsfield Town Council	R & G Croke & O'Sullivan C/o Mr Martin Pugsley	137 Heath Road Beaconsfield Buckinghamshire HP9 1DJ	Two storey side and single storey rear extension.	Conditional Permission	24.09.19
PL/19/2667/TP	Beaconsfield Town Council	Browne C/o Mr Alex Evans	Halliards 56 Burgess Wood Road South Beaconsfield Buckinghamshire HP9 1EJ	T1 Hornbeam - Raise crown over road and driveway to 6.0m, T2 Oak - reduce low lateral branches on Eastern side of crown by 1.0 - 2.0m, T3 Oak - clearance from building by 3m and raise crown over drive by 1.0 - 1.5m. (SBDC TPO 18, 1995).	Conditional Permission	20.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2673/KA	Beaconsfield Town Council	Mrs Elaine Williams C/o Mr Tom Furlonger	9 Hampden Hill Beaconsfield Buckinghamshire HP9 1BP	T1 Conifer x 2 - Reduce in height by 1/3, T2 Lawson Cypress - Reduce in height by 50% and trim all round, T3 Scots Pine (smaller) - Fell, T4 Norway Spruce - Fell, T5 Conifer - Fell, T6. Rowan - 30% Crown reduction, T7 Copper Beech - 25/30% Crown reduction, T8 Walnut - Reduction to previous points shape/tidy, T9. Apple - Prune to previous points, T10 - Cut back overhang by 3ft and coppice hazel. (Conservation Area Hampden Hill). T10. Running down from the dead tree to the bottom left hand corner of the garden and back up to tall Spruce. Cut overhang back by 3ft, Coppice Hazel and general tidy area to allow light into the bottom section of the garden.	TPO shall not be made	10.09.19
PL/19/2691/KA	Beaconsfield Town Council	Mr Terence Goodman	8 Hampden Hill Beaconsfield Buckinghamshire HP9 1BP	T1 Ash - Fell, T2 Conifer - Fell, T3 Silver Birch - Fell. (Conservation Area Hampden Hill).	TPO shall not be made	10.09.19
PL/19/2760/PNE	Beaconsfield Town Council	Mr Hettiarachchi C/o Mrs Neha Abayawardana	141 Amersham Road Beaconsfield Buckinghamshire HP9 2EH	Notification under The Town and Country Planning (General Permitted Development) Order 2015, Part 1 of Schedule 2 Class A 4 for single storey rear extension (Dimensions D 6.191m, MH 3m, EH 2.7m)	Withdrawn	19.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2889/KA	Beaconsfield Town Council	Mr Laurence Smaje	22 Hampden Hill Beaconsfield Buckinghamshire HP9 1BP	T3 Cherry - Reduce in height by 50% and shape, T2 Cherry - Reduce in height by 25% and shape, T20 Purple Leaf Plum - Reduce branch over garden. (Conservation area Hampden Hill).	TPO shall not be made	01.10.19
18/00500/FUL	Burnham Parish Council	TJI Properties Ltd C/o Mr Patrick McHugh	7 Gore Road Burnham Buckinghamshire SL1 8AA	Redevelopment of site to provide 12 apartments with associated hardstanding and landscaping.	Refuse Permission	20.09.19
PL/19/1818/FA	Burnham Parish Council	Mr & Mrs L & S Levett C/o Mr Christopher Hughes	Cherry Tree Cottage Green Close Burnham Buckinghamshire SL6 0LL	Single storey front, rear extensions incorporating rooflight within new pitched roof. New side roof light in existing roof of the main house.	Conditional Permission	04.09.19
PL/19/2116/FA	Burnham Parish Council	Mr A Agarwal C/o Mr R Worrell	648 Bath Road Burnham Buckinghamshire SL6 0NZ	Single storey side and rear extension, garage conversion and a new window to side elevation	Conditional Permission	09.09.19
PL/19/2311/SA	Burnham Parish Council	Mr J Willcocks C/o Ms Katie Teodorska	2 New Cottages Common Lane Littleworth Common Burnham Buckinghamshire SL1 8PR	Certificate of Lawfulness for proposed loft conversion comprising 2 front roof lights, rear dormer window covering rear and side of existing rear projection with juliet balcony and the installation of 2 solar panels	Cert of law proposed dev or use issued	05.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2325/EU	Burnham Parish Council	IKON Residence Ltd C/o Mr Graham Eades	Grenville Lodge Hawthorn Lane Burnham Buckinghamshire SL2 3TE	Application for a Certificate of Lawfulness for existing: use of building on land as residential dwelling.	Cert of Law - existing use - granted	30.09.19
PL/19/2430/SA	Burnham Parish Council	Mr Ian Huntley	60 Clonmel Way Burnham Buckinghamshire SL1 7DB	Application for a Certificate of Lawfulness for proposed: Single storey extension to rear and enclosure of existing recessed open porch to front elevation	Cert of law proposed dev or use issued	05.09.19
PL/19/2449/SA	Burnham Parish Council	Mr Kunal Baid	26 Fairfield Road Burnham Buckinghamshire SL1 8AH	Certificate of Lawfulness for proposed: Single storey side infill extension	Cert of law for proposed dev/use refused	17.09.19
PL/19/2488/FA	Burnham Parish Council	Mr & Mrs Chorley C/o Ms Anj Johnson	Cedar House 3 Bentley Park Burnham Buckinghamshire SL1 8EA	Demolition of existing conservatory, single storey side/rear extension of main dwelling incorporating rooflights, single storey rear extension to garage.	Conditional Permission	27.09.19
PL/19/2511/FA	Burnham Parish Council	Mr S.J., Ms H.A and Mr R Marriott, Kidd and Potyka C/o Mr Jake Collinge	Land at 97 and 99 Dropmore Road Burnham Buckinghamshire SL1 8AY	Erection of five dwellings with access, parking and amenity space- (Amendment to planning permission PL/18/4314/FA).	Conditional Permission	30.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2528/FA	Burnham Parish Council	Mr Tom Beavington	22 Wymers Wood Road Burnham Buckinghamshire SL1 8JJ	Proposed detached double garage.	Conditional Permission	16.09.19
PL/19/2534/SA	Burnham Parish Council	Mr David Dolan	48 Minniecroft Road Burnham Buckinghamshire SL1 7DE	Application for certificate of lawfulness for proposed vehicular access and hardstanding.	Cert of law proposed dev or use issued	16.09.19
PL/19/2537/FA	Burnham Parish Council	Mrs Jenny Reece	36 Bayley Crescent Burnham Buckinghamshire SL1 7EF	New vehicular access, removal of existing concrete pathways, lawn, planting and part of hedging from the front garden. Create a drive and hard standing comprising concrete edging and permeable surface of Cotswold 20mm shingle, remove existing privet hedge, gate and part of metal fence at front of property, retain existing post and wire boundary fences on both sides of the front garden.	Conditional Permission	27.09.19
PL/19/2554/FA	Burnham Parish Council	Dr L Vince C/o David Scott	Land Adjoining 51 Lent Rise Road Burnham Buckinghamshire	Erection of a new dwelling, parking and amenity space	Conditional Permission	27.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2573/FA	Burnham Parish Council	Mr Sam Mann C/o Mr Robert Hillier	Land Adjoining 59 The Fairway Burnham Buckinghamshire	Detached dwelling (Part retrospective)	Conditional Permission	27.09.19
PL/19/2595/SA	Burnham Parish Council	Mr Raj Sahota C/o Mr Alberto Ochoa	Pooh Corner 23 Hurstfield Drive Burnham Buckinghamshire SL6 0PF	Hip to gable loft conversion with rear dormer and rooflights and including removal of chimneys	Cert of law proposed dev or use issued	18.09.19
PL/19/2622/FA	Burnham Parish Council	Mr & Mrs Gordon C/o Mrs Lynda Carroll	Branstokk Poyle Lane Burnham Buckinghamshire SL1 8LE	First floor side extension, single storey rear extension following demolition of conservatory, changes to front windows and door.	Conditional Permission	23.09.19
PL/19/2626/SA	Burnham Parish Council	Mr & Mrs R Allen C/o Mr P Mackrory	Elm Cottage Farnham Lane Burnham Buckinghamshire SL2 3SE	Application for a Certificate of Lawfulness for proposed: Outbuilding	Cert of law proposed dev or use issued	20.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2735/FA	Burnham Parish Council	Mr & Mrs Khan C/o Mr Paul Lambert	11 Bingham Road Burnham Buckinghamshire SL1 7EE	Two storey side extension	Conditional Permission	02.10.19
PL/19/2737/FA	Burnham Parish Council	Mr Martin Roberts C/o Mr David Donohoe	103 Hag Hill Rise Burnham Buckinghamshire SL6 0LU	Construction of new annexe following demolition of double garage.	Withdrawn	23.09.19
PL/18/4338/BC C	Denham Parish Council	Ms Catherine Kelham	Land Opposite Junction With Newtown Road and West Of Knighton Way Lane New Denham Buckinghamshire	Two year temporary use of land and water bodies (including the construction of a new temporary vehicular access onto the A4020, the temporary placement of single storey modular buildings and shipping containers, the erection of a temporary highropes course and zipwire, the temporary use of a dwellinghouse for seasonal staff accommodation and the temporary use of existing outbuildings as workshops and storage) to accommodate an Outdoor Activity Centre	Withdrawn	19.09.19
PL/19/1033/HB	Denham Parish Council	L Gray C/o Orsi-Contini Contini	Old Mill Cottage Willow Avenue New Denham Buckinghamshire UB9 4AF	Listed Building Consent for repairs and reinstatement of lath and lime ceiling in front upper room following remedial works (part retrospective) and to include works to the internal walls.	Conditional consent	06.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/1310/FA	Denham Parish Council	Mr Juan de la Higuera	Denham Green E-Act Academy Nightingale Way Denham Green Buckinghamshire UB9 5JL	Installation of new pedestrian gate in existing fence. (Retrospective)	Conditional Permission	12.09.19
PL/19/1942/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 pool house, removal of the existing swimming pool and erection of garage.	Refuse Permission	30.09.19
PL/19/2270/FA	Denham Parish Council	Mr Faheem Thalib C/o Mr Clive Miller	The Paddock Building (Former Ammunition Store) Denham Green Lane Denham Buckinghamshire UB9 5LA	Siting of a portacabin (retrospective)	Refuse Permission	06.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2384/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 provision of communal bin store	Accepted	12.09.19
PL/19/2397/FA	Denham Parish Council	Farmglade Ltd C/o Mr Ed Drysdale	Land Adjacent To Sandown Oxford Road Denham Buckinghamshire SL9 7AS	Demolition of garage and erection of an attached two storey dwelling with parking.	Conditional Permission	06.09.19
PL/19/2596/ADJ	Denham Parish Council	London Borough Of Hillingdon	Trade City Business Park Cowley Mill Road Uxbridge UB8 2DB	Consultation from London Borough of Hillingdon re: Section 73 (Minor Material Amendment) to vary Condition 20 of appeal ref: APP/R5510/A/01/1077460 for the redevelopment of the vacant gas works site to provide Class B1 (Business), Class B2 (General Industrial) and Class B8 (Storage and distribution) namely to remove the restriction for deliveries, loading and unloading so the site may operate 24 hours (Hillingdon Borough Ref: 3114/APP/2019/2171)	No Objections	06.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2621/SA	Denham Parish Council	Mr Nigel Hess C/o Kristian Marjoram	The Paddock Tilehouse Lane Denham Buckinghamshire UB9 5DA	Application for a Certificate of Lawfulness for proposed: Single storey outbuilding to the rear of the property and the remodelling/extension of the existing outbuilding	Cert of law proposed dev or use issued	05.09.19
PL/19/2675/FA	Denham Parish Council	Mr Vipul Sedani C/o Mr Imene Menad	Rushden 1 Ford End Denham Buckinghamshire UB9 5AL	Single storey rear extension and first floor side extension above the garage	Conditional Permission	26.09.19
PL/19/2731/PNE	Denham Parish Council	Mr Sameh Ayoub C/o Mr Mark Simm	Winford 16 Denham Green Close Denham Buckinghamshire UB9 5NB	Notification under The Town and Country Planning (General Permitted Development) Order 2015, Part 1 of Schedule 2 Class A 4 for single storey rear extension (Dimensions D 6.0m, MH 3.5m, EH 3.0m)	Prior Approval Not Required	13.09.19
PL/19/2897/NMA	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 removal of window in front elevation of Building A	Accepted	17.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2711/KA	Dorney Parish Council	Mrs Armrik Sandhu	Morwood Village Road Dorney Buckinghamshire SL4 6QW	Conifers x 20 - Removal of hedge between neighbouring property. (SBDC Conservation Area Dorney).	TPO shall not be made	13.09.19
PL/19/2766/KA	Dorney Parish Council	Mr Barker C/o Andrea Nias	Further Dimmings Village Road Dorney Buckinghamshire SL4 6QW	T2 & T3 Cypress - Reduction in height by 4.5m, T4 Pear - Fell. (Conservation Area).	TPO shall not be made	13.09.19
18/00928/FUL	Farnham Royal Parish Council	Mr D Crisp C/o Mr Robert Clarke	Old Oak Farm Parsonage Lane Farnham Common Buckinghamshire SL2 3PA	Conversion of stable building to a residential dwelling.	Conditional Permission	09.09.19
PL/18/3109/FA	Farnham Royal Parish Council	Mr R Potyka C/o Mr Jake Collinge	Lantern Cottage Collinswood Road Farnham Common Buckinghamshire SL2 3LJ	Demolition of existing dwelling and erection of 3 detached two-storey dwellings with access, parking, garaging and amenity space	Conditional Permission	26.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0927/FA	Farnham Royal Parish Council	Mrs Slais C/o Mr Jhonny Nunes Silva	Land at Green Alley Templewood Lane Farnham Common Buckinghamshire SL2 3HA	Erection of detached dwelling and new vehicular access.	Conditional Permission	01.10.19
PL/19/1631/FA	Farnham Royal Parish Council	Mr Mahesh Bange C/o Mr Michael Jaquiss	The White House Stoke Park Avenue Farnham Royal Buckinghamshire SL2 3BJ	Demolition of existing detached dwelling and erection of new detached house and garage	Conditional Permission	11.09.19
PL/19/1806/SA	Farnham Royal Parish Council	Mr Olakunle Babarinde	Shadybrook Beeches Drive Farnham Common Buckinghamshire SL2 3JT	Certificate of Lawfulness for proposed : extend front of garage by 70cm.	Withdrawn	20.09.19
PL/19/2074/FA	Farnham Royal Parish Council	Mr & Mrs Lavington C/o Ms Anj Johnson	Stewart House Stewarts Drive Farnham Common Buckinghamshire SL2 3LB	Single storey front infill and rear extension	Conditional Permission	20.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2227/FA	Farnham Royal Parish Council	Ms Denise Barron C/o Miss Beverley Pemberton	Land To The Rear Of Millwood Collinswood Road Farnham Common Buckinghamshire SL2 3LH	Erection of a detached house and a carport.	Withdrawn	26.09.19
PL/19/2339/OA	Farnham Royal Parish Council	Mrs Miles C/o Mr Douglas Bond	Miles And Miles Nurseries Beaconsfield Road Farnham Royal Buckinghamshire SL2 3BY	Outline application for redevelopment of site to provide 17 dwellings with associated vehicular access.	Withdrawn	02.10.19
PL/19/2396/FA	Farnham Royal Parish Council	Mr & Mrs Steve Reed C/o Robert Hillier	1 Sherbourne Walk Farnham Common Buckinghamshire SL2 3TZ	Single storey rear and side extension and part conversion of existing garage to habitable space	Conditional Permission	04.09.19
PL/19/2547/FA	Farnham Royal Parish Council	Mr Steven Roose	32 Bishops Orchard Farnham Royal Buckinghamshire SL2 3AB	First floor rear extension over approved ground floor extension currently under construction	Conditional Permission	02.10.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2623/FA	Farnham Royal Parish Council	Mr S Bains C/o Mr Prabhjot Singh	Pandora Scotlands Drive Farnham Royal Buckinghamshire SL2 3ES	2 storey side, part 2 story/part single storey rear extensions incorporating rear balcony, 2 storey front bay window extensions, front porch and new roof layout. New vehicular access.	Conditional Permission	23.09.19
PL/19/2698/FA	Farnham Royal Parish Council	Miss Sunita Rayler	West Brook Beeches Drive Farnham Common Buckinghamshire SL2 3JT	To increase to the ridge height of the dwelling by 1.862m and incorporate front and rear dormers and front elevation roof lights	Conditional Permission	27.09.19
PL/19/2738/FA	Farnham Royal Parish Council	Mr Hussain	Robinscroft 131 Blackpond Lane Farnham Common Buckinghamshire SL2 3EL	Demolition of existing dwelling. Erection of a chalet bungalow and timber carport	Withdrawn	19.09.19
PL/18/4860/FA	Fulmer Parish Council	Mr A Ali C/o Mr Rafik Otmani	West Hill Fulmer Rise Fulmer Common Road Fulmer Buckinghamshire SL3 6JL	Demolition of existing dwelling and garage/annex, erection of new dwelling and garage/annex.	Conditional Permission	20.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2178/FA	Fulmer Parish Council	Mr Terry Daniel C/o Mrs Liz Shield	Fulmer Chase Farm Hay Lane Fulmer Buckinghamshire SL3 6HJ	Redevelopment of site to provide 4 detached dwellings with associated hardstanding, landscaping and vehicular access. Erection of 2 stable blocks in neighbouring field.	Withdrawn	19.09.19
PL/19/2413/FA	Fulmer Parish Council	Miss Linda Mckenzie C/o Edward Clare	Fulmer Place Fulmer Road Fulmer Buckinghamshire SL3 6HR	Demolition of existing garage to provide a new garage	Conditional Permission	13.09.19
PL/19/2606/FA	Fulmer Parish Council	Mr Rawcliffe C/o Mr Rizo	Orchard Farm Windsor Road Gerrards Cross Buckinghamshire SL9 8SS	Conversion of existing garage into habitable accommodation linked directly with the main house.	Conditional Permission	20.09.19
PL/19/2633/FA	Fulmer Parish Council	Dr Chow and Dr Lane C/o Mr Daniel Lewandowski	The Faire House Fulmer Common Road Fulmer Buckinghamshire SL0 0NP	Demolition of two storey rear projection and attached garage with car port. Two storey rear extension, single storey front and side extensions. New detached garage to rear. Replacement windows and new velux style roof lights.	Conditional Permission	25.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2648/FA	Fulmer Parish Council	Mr Hussain C/o Mr Harmeet Minhas	Larkwood Aldbourn Lane Fulmer Buckinghamshire SL0 0NS	Reconstruction of roof subject to fire damage to include additional dormer windows to side elevations, re-construction of first floor and internal walls, new windows to front and rear elevations and alteration to previous roofline.	Conditional Permission	27.09.19
PL/19/2062/VR C	Gerrards Cross Town Council	Quarterhill / Baker C/o Mr Andy Ryley	Alborough Lodge 107 Packhorse Road Gerrards Cross Buckinghamshire SL9 8JD	Variation of Condition 13 of planning permission PL/18/4350/FA (Redevelopment of the site to provide 8 flats incorporating hardstanding and demolition of existing dwelling) to amend the internal design and add an additional parking space.	Conditional Permission	19.09.19
PL/19/2095/FA	Gerrards Cross Town Council	Mr Kevin Sexton C/o Mr Michael G Jaquiss	Hillside 26 Woodhill Avenue Gerrards Cross Buckinghamshire SL9 8DS	Single storey front extension and relocation of vehicular access.	Refuse Permission	06.09.19
PL/19/2106/SA	Gerrards Cross Town Council	C/o Mr George Martin	Jarretts Hill Bulstrode Park Oxford Road Gerrards Cross Buckinghamshire SL9 8TA	Certificate of lawfulness for proposed: Erection of two-storey rear extension and loft extension, installation of three rear dormer windows and erection of detached single storey outbuilding.	Part approve/refuse- PROPOSED Cert of Law	13.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2124/FA	Gerrards Cross Town Council	Mrs Clare Pervez C/o Mr Nigel Garrett	Westgate 21 West Common Gerrards Cross Buckinghamshire SL9 7QN	Single storey front/rear extensions and alterations to doors and windows and removal of existing vehicular access, new vehicular access with new 4m wide gates and extension of boundary wall.	Conditional Permission	20.09.19
PL/19/2150/ADJ	Gerrards Cross Town Council	Mr & Mrs Hill C/o Mr Murtaza Poptani	Walnut Cottage 14 Latchmoor Grove Chalfont St Peter Buckinghamshire SL9 8LN	Consultation from Chiltern District Council regarding part ground floor/part first floor front and rear extensions (CDC Ref: PL/19/2064/FA)	No Objections	05.09.19
PL/19/2234/FA	Gerrards Cross Town Council	Mrs Zoe Weeks C/o Mr Clive Baldwin	Meadows Edge 32 Moreland Drive Gerrards Cross Buckinghamshire SL9 8BD	First floor front extension, new pitched roof with rooflights on existing rear extension, alterations to doors and windows.	Conditional Permission	04.09.19
PL/19/2282/FA	Gerrards Cross Town Council	Abbeyfield (GX) Society Ltd C/o Mr John Wood	The Wyke 16 Marsham Way Gerrards Cross Buckinghamshire SL9 8AD	Single storey front extension	Conditional Permission	12.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2348/FA	Gerrards Cross Town Council	Mrs M Dixon C/o Mr Paul Lugard	Cornhill 32 Mill Lane Gerrards Cross Buckinghamshire SL9 8BA	Single storey rear, first floor side extension including raising of the roof height, partial conversion of integral garage, loft conversion including 2 dormer windows to rear, roof lights to the front elevations and electric entrance gates to existing driveway.	Conditional Permission	12.09.19
PL/19/2421/TP	Gerrards Cross Town Council	Mr Hassan C/o Miss Helen Taylor	Oak House 2 Portland Park Gerrards Cross Buckinghamshire SL9 7PX	T1 oak - 3m crown reduction reshape/balance, T2 Oak - 2m crown reduction reshape/balance. (SBDC TPO 7, 1986)	Trees Allowed In Part	05.09.19
PL/19/2461/FA	Gerrards Cross Town Council	Mrs S Rigby C/o Mr G Choda	29 Gaviots Green Gerrards Cross Buckinghamshire SL9 7ED	Single storey side and rear extensions.	Conditional Permission	23.09.19
PL/19/2469/NM A	Gerrards Cross Town Council	Mr & Mrs Alagna C/o Mr Dan Rontree	Woodlands 20 Marsham Lane Gerrards Cross Buckinghamshire SL9 8EY	Non Material Amendment to planning permission PL/19/0164/FA to allow: Extended garage to rear, garden wall removed from left side and window amended to rear elevation	Not Accepted	12.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2516/FA	Gerrards Cross Town Council	C/o Mr George Martin	Jarretts Hill Bulstrode Park Oxford Road Gerrards Cross Buckinghamshire SL9 8TA	Single and two storey rear extensions, first floor terrace, front porch with balcony above. Insertion of rooflights and alterations to windows and doors.	Conditional Permission	30.09.19
PL/19/2524/NM A	Gerrards Cross Town Council	C/o Mr Nick Corder	17 South Park View Gerrards Cross Buckinghamshire SL9 8HN	Non-Material amendment to planning permission PL/18/4758/VRC to allow: Addition of 2no. rooflights in front roof slope of garages	Accepted	12.09.19
PL/19/2542/FA	Gerrards Cross Town Council	Mr & Mrs Prentice C/o Gino Ferdenzi	37 Gaviots Way Gerrards Cross Buckinghamshire SL9 7DU	Single storey rear extension, detached workshop/garage and detached ancillary accommodation.	Conditional Permission	26.09.19
PL/19/2555/TP	Gerrards Cross Town Council	Mr Mike Collar C/o Mr Ben Mullen	Quilon 5 Hillcrest Way Gerrards Cross Buckinghamshire SL9 8DN	T1 Copper Beech - 1m clearance from carport. (SBDC TPO 5, 2001).	Conditional Permission	13.09.19
PL/19/2565/SA	Gerrards Cross Town Council	Mr Krishan Kumar C/o Mr Pravin Raheja	76 Fulmer Drive Gerrards Cross Buckinghamshire SL9 7HE	Enlargement of existing vehicular access	Cert of law proposed dev or use issued	18.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2590/AV	Gerrards Cross Town Council	Mr Mo Shorafa C/o Miss Sabrina Amade	56 Packhorse Road Gerrards Cross Buckinghamshire SL9 8EF	Installation of permanent signs, 1 x 870mm x 5950mm fascia illuminated sign, 1 x non illuminated fascia sign 300mm x 5950 mm shutter box sign below with email and telephone number, internally illuminated projecting sign 1 x 610mm x 910 mm box on the left of the shop	Withdrawn	19.09.19
PL/19/2601/TP	Gerrards Cross Town Council	Subsidence Management Services C/o Mr Simon Greener	Tudor Acre 25 South Park Crescent Gerrards Cross Buckinghamshire SL9 8HJ	T3 Oak - Fell. (TPO SBDC 05/1962).	Conditional Permission	19.09.19
PL/19/2624/FA	Gerrards Cross Town Council	Mr L Mann C/o Gino Ferdenzi	Hillsborough Lodge 2 Oval Way Gerrards Cross Buckinghamshire SL9 8QD	Demolition of a single storey side extension and erection of a two storey side extension, single storey rear extension, a new replacement detached garage and a replacement front porch.	Withdrawn	30.09.19
PL/19/2638/TP	Gerrards Cross Town Council	Mr Sandhu C/o Mr Simon Jones Associates	Fulmer View 2B Fulmer Drive Gerrards Cross Buckinghamshire SL9 7HJ	T1 Oak - Crown reduce height by 3m to no lower than 11.5m, north lateral extent up to 1m (no closer than 3.75m from trunk), east lateral extent up to 2m, (no closer than 3m from trunk), south lateral extent by up to 1m (no closer than 2.5m from trunk). (SBDC TPO 09, 2014).	Refuse Permission	20.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2720/TP	Gerrards Cross Town Council	Mr Costa D'Sa C/o Miss Helen Taylor	Old Reddings 28 Manor Lane Gerrards Cross Buckinghamshire SL9 7NJ	T1 Lawson cypress - fell, T2 Norway maple - crown reduction reshape/balance by 2-3m, T3-T6 Western red cedars - fell. (TPO SBDC 1995, 30)	Conditional Permission	01.10.19
PL/19/2723/TP	Gerrards Cross Town Council	Mrs Nina Pomeranke C/o Mr Brian Roffey	Ashyana 85 Camp Road Gerrards Cross Buckinghamshire SL9 7PF	G1 Beech x 3 - Crown thinning by 20%. (SBDC TPO 47,2002)	Conditional Permission	01.10.19
PL/18/4394/RC	Hedgerley Parish Council	South Bucks District Council C/o Susanna Salata	Parkside House Windsor Road Gerrards Cross Buckinghamshire SL9 8SS	Change of use to residential (Use Class C3), formation of access road and erection of boundary fence	Conditional Permission	01.10.19
PL/19/2395/FA	Hedgerley Parish Council	Mr & Mrs Hill C/o Mr Glen Dorricott	Edgewood Andrew Hill Lane Hedgerley Buckinghamshire SL2 3UL	Erection of attached double garage and storage	Conditional Permission	04.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2610/TP	Hedgerley Parish Council	Mrs Coyle C/o Jill Macbeth	1 May Villas Robert Road Hedgerley Buckinghamshire SL2 3XZ	T1 Oak - Crown reduction reshape and balance by 4m and crown lift up to 7m. (TPO SBDC 02, 2003).	Refuse Permission	24.09.19
PL/19/2742/PNE	Hedgerley Parish Council	Ms Grace McGovern C/o Mr Petros Nicolaou	The Meads Hedgerley Hill Hedgerley Buckinghamshire SL2 3RL	Notification under the Town and Country Planning (General Permitted Development) Order 2015, Part 1 of Schedule 2 Class A 4 for single storey rear extension (Dimensions D 4 m, MH 3 m, EH 3 m)	Prior Approval Given	17.09.19
PL/18/4460/FA	Iver Parish Council	Mr Rajan Singh Bhachu	45 High Street Iver Buckinghamshire SL0 9ND	Erection of single storey building ancillary to car service and repair business.	Conditional Permission	10.09.19
PL/18/4490/FA	Iver Parish Council	Mr Alex Parsons C/o Mr Jack Dowling	14 Coopers Row Iver Heath Buckinghamshire SL0 0HW	Single storey rear extension, loft conversion incorporating a rear dormer, replacement porch and fenestration alterations.	Conditional Permission	26.09.19
PL/18/4491/FA	Iver Parish Council	Mr Alex Parsons C/o Mr Jack Dowling	16 Coopers Row Iver Heath Buckinghamshire SL0 0HW	Subdivision of plot and erection of detached dwelling.	Conditional Permission	23.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/0116/FA	Iver Parish Council	Mr J Thinju	87 Slough Road Iver Heath Buckinghamshire SL0 0DH	Replacement dwelling	Refuse Permission	09.09.19
PL/19/0616/FA	Iver Parish Council	Ms L. Wheeler C/o Mr Christopher Wickham	66, 68, 70 & 72 High Street Iver Buckinghamshire SL0 9NG	Demolition of existing buildings and redevelopment of site to provide 8 dwellings (6 flats and 2 houses), re-positioning of site access, provision of 9 parking spaces and associated amenity space, cycle and refuse storage and landscaping.	Conditional Permission	01.10.19
PL/19/1497/FA	Iver Parish Council	Mr Tim Sutton C/o Mr Martin Fellows	34 and 35 The Ridgeway Iver Buckinghamshire SL0 9JQ	Redevelopment of the site of 34 and 35 to provide a part two/ part three/ four storey fine arts secure storage and logistics facility with ancillary offices. Servicing to a ground floor undercroft area incorporating landscaping. Security access controls and lorry,car and cycle parking.'	Conditional Permission	19.09.19
PL/19/1777/FA	Iver Parish Council	Mr Orcun Oruc C/o Mr Oruc	14 Bathurst Walk Iver Buckinghamshire SL0 9AZ	New vehicle access	Conditional Permission	01.10.19
PL/19/2130/NM A	Iver Parish Council	Mr & Mrs Sandeep Singh Varaich C/o Miss Vicci Lewis	Site Of 28 Somerset Way Iver Buckinghamshire SL0 9AF	Non Material Amendment to planning permission 18/00882/FUL (Replacement dwelling house) to allow changes to windows	Accepted	16.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2135/FA	Iver Parish Council	Mr Amit Chohdha C/o Mr Christopher Higenbottam	Evreham Lodge 100 High Street Iver Buckinghamshire SL0 9PJ	The demolition of existing building, construction of 8 residential units contained within three blocks, conversion of 'coach house' to a residential unit with associated access, parking and landscaping.	Refuse Permission	06.09.19
PL/19/2247/SA	Iver Parish Council	Mr & Mrs Roy and Lyndsey Howe C/o Mr Mark Willmer	5 Leacroft Road Iver Buckinghamshire SL0 9QP	Certificate of lawfulness for proposed: Loft conversion incorporating rear dormer and juliet balcony. Roof alteration from hipped roof to flat roof and internal alteration.	Cert of law for proposed dev/use refused	05.09.19
PL/19/2315/FA	Iver Parish Council	Mr Trevor Butler	40 Pinewood Green Iver Heath Buckinghamshire SL0 0QG	Garage conversion into habitable room (retrospective)	Conditional Permission	11.09.19
PL/19/2372/FA	Iver Parish Council	Mr Anitra Cuff C/o Mr Mark Seagrove	2 Glaisyer Way Iver Heath Buckinghamshire SL0 0RX	Detached single storey dwelling with associated amenity, parking and vehicular access and 1.8m high boundary fence.	Refuse Permission	12.09.19
PL/19/2390/FA	Iver Parish Council	Mr Vivek Jain C/o Bob Trimble	Co-operative Retail 1-3 Thornbridge Road Iver Heath Buckinghamshire SL0 0PU	Redevelopment of existing garages to form 2 two-bedroom flats	Refuse Permission	23.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2485/FA	Iver Parish Council	Mr Hassan Bamragha	Nedwol 7 Little Sutton Lane Iver Buckinghamshire SL3 8AN	Wall rendering of front porch area, garage area, side and rear of house (excluding the 6 metre extension).	Conditional Permission	17.09.19
PL/19/2572/SA	Iver Parish Council	Mr Jagdeep Bhachu	19 Evreham Road Iver Buckinghamshire SL0 0AH	Application for a Certificate of Lawfulness for proposed: Vehicular access, brick posts and boundary wall	Cert of law proposed dev or use issued	13.09.19
PL/19/2581/EU	Iver Parish Council	Mr H Firman and Mrs S Firman. C/o Mr David Holmes	Watergate Farm Cherry Tree Lane Iver Heath Iver Buckinghamshire SL0 0EE	Application for a Certificate of Lawfulness for Existing: Single storey building	Certificate of Lawful Development Oper	25.09.19
PL/19/2619/NM A	Iver Parish Council	Ms Veena Goswami C/o Mrs Neha Abayawardana	43 Richings Way Iver Buckinghamshire SL0 9DB	Non Material Amendment to planning permission 18/00242/FUL (Alterations to roof incorporating replacement front dormer and rear juliet balconies.) to allow for changes to roof.	Accepted	04.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2639/ADJ	Iver Parish Council	Slough Borough Council	(Out Of Area) Land West Of Iver South Sewage Works Old Slade Lane Iver Buckinghamshire	Consultation from Slough Borough Council re: Proposed development of a replacement Energy from Waste (EfW) facility including a High Temperature Incinerator (HTI), provision of a new access road and new junction with the A4, visitor centre, car parking, temporary construction compound, associated works, ancillary buildings and structures.	Objections	09.09.19
PL/19/2654/ADJ	Iver Parish Council	Mr Richard Phillips	Out Of Area Old Coal Depot Tavistock Road West Drayton Hillingdon	Consultation from London Borough of Hillingdon re: Proposed use of the site to provide a Civic Amenity facility at weekends only (Saturdays and Sundays - 9am to 5pm) accommodating public recycling area with a circular access arrangement, associated waste drop zones and container storage and installation of palisade fencing with gates for a five year period (Hillingdon Borough Ref: 18736/APP/2019/2343).	No Objections	06.09.19
PL/19/2814/NM A	Iver Parish Council	Mr Neale Johnson C/o Mrs Deniz Heeremans	2A Holmsdale Close Iver Buckinghamshire SL0 9HY	Non Material Amendment to planning permission PL/19/0669/FA (Erection of detached dwelling house following demolition of brick garden wall and shed) to allow additional side window and rear rooflight	Accepted	09.09.19
PL/19/2891/PN E	Iver Parish Council	Mrs Luisa Sullivan	Wood Cottages 4 Slough Road Iver Heath Buckinghamshire SL0 0DR	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 from rear wall 6.0m, maximum height 3.0m, eaves height 2.9m)	Prior Approval Refused	01.10.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/3023/NM A	Iver Parish Council	Mr Michael Tokatly	20 The Close Iver Heath Buckinghamshire SL0 0HE	Non-material amendment to planning permission PL/19/1862/FA (Single storey rear extension) to allow removal of roof light from single storey rear extension	Accepted	26.09.19
PL/19/1886/FA	Stoke Poges Parish Council	Lorraine Barton and Lee Shurey	4 Coniston Cottages Wexham Street Stoke Poges Buckinghamshire SL3 6NP	Single storey side extension and front porch.	Withdrawn	05.09.19
PL/19/1990/FA	Stoke Poges Parish Council	Mr Dhillon C/o Mr Jhonny Nunes Silva	Aramghar Park Road Stoke Poges Buckinghamshire SL2 4PJ	Two storey side extensions	Conditional Permission	13.09.19
PL/19/2177/FA	Stoke Poges Parish Council	Mrs Pindi Bhandal C/o Mrs Iwona Kelvin	The Poplars Grays Park Road Stoke Poges Buckinghamshire SL2 4JG	Change of use to residential care home (Use Class C2) and formation of associated parking space	Conditional Permission	05.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2192/FA	Stoke Poges Parish Council	Mr Vinay Mehra	The Old Post Office Hollybush Hill Stoke Poges Buckinghamshire SL2 4PW	Single storey rear and single storey side extension	Conditional Permission	26.09.19
PL/19/2216/FA	Stoke Poges Parish Council	Mr T Robinson C/o Ms Louise Gregory	Pinewood Nurseries Wexham Street Stoke Poges Buckinghamshire SL3 6NB	Change of use of glasshouse for storage (Use Class B8) (retrospective)	Conditional Permission	18.09.19
PL/19/2251/SA	Stoke Poges Parish Council	Mr Pritpal Bhullar C/o Mr Bashir Khwaja	27 Bunby Road Stoke Poges Buckinghamshire SL2 4BS	Application for a Certificate of Lawfulness for proposed: Hip to gable roof with rear dormer and 2 front rooflights	Cert of law proposed dev or use issued	11.09.19
PL/19/2264/FA	Stoke Poges Parish Council	GBE Investments Ltd C/o Mr Robert Clarke	Firs Field Storage Building Duffield Lane Stoke Poges Buckinghamshire	Erection of a detached dwelling following demolition of the existing storage building (amendment to planning approval 18/00865/FUL).	Conditional Permission	20.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2438/FA	Stoke Poges Parish Council	Mr Harjeet Khakh	11 Sefton Paddock Stoke Poges Buckinghamshire SL2 4PT	Erection of outbuilding to rear of property (Retrospective)	Conditional Permission	27.09.19
PL/19/2618/HB	Stoke Poges Parish Council	Mrs Carol McAulay	7 Red Lion Cottages Stoke Green Stoke Poges Buckinghamshire SL2 4HP	Listed building consent for vehicular access and construction of hardstanding for one vehicle (part retrospective)	Withdrawn	02.10.19
PL/19/2674/FA	Stoke Poges Parish Council	Mr J Masood C/o Mrs Sevda Kucuk	78 Rogers Lane Stoke Poges Buckinghamshire SL2 4LF	Part two / part single storey rear / side extension, single storey front extension, extended vehicular access	Conditional Permission	27.09.19
PL/19/2712/NM A	Stoke Poges Parish Council	Mr Jack Cole	Home Farm Barn School Lane Stoke Poges Buckinghamshire SL2 4QA	Non-material amendment to planning permission 14/00549/FUL (Erection of one detached dwelling with associated car parking/landscaping) to allow rear extension and changes to windows	Not Accepted	12.09.19
PL/19/2719/FA	Stoke Poges Parish Council	Mr Robert Rees	51 Hazell Way Stoke Poges Buckinghamshire SL2 4DD	Loft conversion with rear dormer and 2 front roof lights	Conditional Permission	01.10.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/3265/KA	Stoke Poges Parish Council	Mrs Wendy Arnot	Stoke Green Farmhouse Stoke Green Stoke Poges Buckinghamshire SL2 4HN	Willow - reduce to 3-4m high or fell. (Stoke Green Conservation Area).	Consent not needed	01.10.19
PL/19/0955/FA	Taplow Parish Council	Mr & Mrs P Eaton C/o Mr G Kimber	4 Ye Meads Cottages Ye Meads Dorney Reach Buckinghamshire SL6 0DH	Single storey rear extension	Conditional Permission	06.09.19
PL/19/2164/FA	Taplow Parish Council	Mr Alex Burrows	Former Site Of St Regis Paper Mill and Adj Land Including Skindles Hotel Site Mill Lane Taplow Buckinghamshire	Erection of a building containing 4 garages, reconfiguration of parking and replacement of 2 outbuildings with a wall.	Conditional Permission	04.09.19
PL/19/2418/NM A	Taplow Parish Council	Mr & Mrs Norton C/o Mrs Christine Melody	Hitcham Glebe Hunts Lane Taplow Buckinghamshire SL6 0HH	Non-material amendment to planning permission PL/19/1199/FA (Erection of single storey rear extension) to allow changes to design	Accepted	06.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2484/TP	Taplow Parish Council	Mr Cliveden Gauges C/o Mr Adam Steggles	Street Record Cliveden Gages Taplow Buckinghamshire	T1032 Cedar - Clearance from building not to exceed 2-3m, T2358 Cedar - Clearance from building not to exceed 2-3m, T1033 Cedar - Clearance from building not to exceed 2-3m. (SBDC TPO 2002, 07).	Trees Allowed In Part	13.09.19
PL/19/2521/ADJ	Taplow Parish Council	Royal Borough Of Windsor & Maidenhead	Out Of Area Battlemead Common Sutton Road Cookham Maidenhead	Consultation from Royal Borough of Windsor & Maidenhead re Change of use from Agricultural Land to D2, Assembly and Leisure - to be used as a public open space with a new car park and cycle stands (amended)	No Objections	06.09.19
PL/19/2574/TP	Taplow Parish Council	Mr Phil Rollinson C/o Andrea Nias	SGL-UK National Centre Taplow Court Cliveden Road Taplow Buckinghamshire SL6 0ER	T1 Willow - Reduce height up to 5m and shape/balance canopy up to 3.5m. (Tree Preservation Order).	Conditional Permission	19.09.19
PL/19/2666/KA	Taplow Parish Council	Mr Farnsworth C/o Mr Adam Steggles	14 Cedar Chase Taplow Buckinghamshire SL6 0EU	T1 Eucalyptus - Reduce in height to 5.5 metres. (Taplow Village Conservation Area).	TPO shall not be made	13.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2848/KA	Taplow Parish Council	Mrs Curry C/o Mr Adam Steggles	Land Fronting 22 To 24 Cedar Chase Taplow Buckinghamshire	T15 Tree of Heaven - Reduce low limb by 2.5m to previous points clearance from building. (Taplow Conservation Area).	TPO shall not be made	24.09.19
PL/19/2112/FA	Wexham Parish Council	Luigi's Hand Car Wash C/o Mr Gurprit Benning	Luigis Car Wash Uxbridge Road George Green Wexham Buckinghamshire SL3 6AT	Erection of 6 x bays for existing car wash.	Refuse Permission	04.09.19
PL/19/2257/FA	Wexham Parish Council	Mr Mazhar Hussain C/o Mr Kaleem Janjua	Sawyers Green Farm Kennel Langley Park Road Wexham Buckinghamshire SL3 6DD	Change of Use to vehicle parking for sales (Use Class Sui Generis) (Retrospective)	Refuse Permission	04.09.19
PL/19/2502/TP	Wexham Parish Council	Teikyo School C/o Jenks Group	Teikyo School Fulmer Grange Framewood Road Wexham Buckinghamshire SL2 4QS	2202, 2205 & 2207 Lime - Removal of epicormic growth, 2219 Western Red Cedar - Fell, 2221 Laburnum - Fell, Various Trees - Raise canopies over driveways and playing field to 4-4.5m above ground level, Scrub vegetation and poorly formed trees - Remove from roundabout and to raise canopies on retained trees to 3m above ground level and grind surface roots of weed species where possible.	Conditional Permission	10.09.19

**SOUTH BUCKS DISTRICT COUNCIL
SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

**PART D
PLANNING COMMITTEE 16 OCTOBER 2019**

App'n No	Parish	Applicant / Agent	Site	Proposal	Decision	Date of decision
PL/19/2549/FA	Wexham Parish Council	Mr T Praba C/o Mr Andrew Macswayed	21 Grangewood Wexham Buckinghamshire SL3 6LP	Rear single storey extension, side single storey extension, new front window and porch	Conditional Permission	17.09.19
PL/19/2697/VR C	Wexham Parish Council	Mr John Weir C/o Mr Barry Kitcherside	Wexham Park Golf Course Wexham Street Wexham Buckinghamshire SL3 6ND	Variation of condition 8 of planning permission: 17/01947/FUL (Part single/part two storey/part first floor front/side extensions incorporating side dormers and replacement driving range incorporating link to club house.) to allow to vary drawings according to schedule	Conditional Permission	27.09.19

SUBJECT:	PLANNING APPEALS
REPORT OF:	Head of Planning & Economic Development Prepared by - Development Management

Appeal Statistics for the period 1 April 2019 – 30 September 2019

Planning appeals allowed (incl enforcement)

17.86% (5 out of 28) against a target of 30%.

Total appeals allowed (Planning, enforcement trees and other appeals):

17.86% (5 out of 28). 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/18/4888/SA Date TBC	<u>14 Wooburn Green Lane, Beaconsfield</u> Certificate of Lawfulness for proposed implementation of 2 extant planning permissions (17/01570/FUL and 18/2906/FA).
PL/18/4106/FA Date 04/12/19	<u>Site Of Electron Works, Willow Avenue, New Denham</u> Redevelopment of site to provide 9 residential flats incorporating parking spaces.

Appeals Lodged

Planning Appeals Lodged

	Date	Ref	Appellant	Proposal	Site
(a)	09/09/2019	PL/19/1222/FA	Mr M Hear	Single storey rear/side extension.	Denmead, Old Mill Road, Denham
(b)	16/09/2019	PL/19/2257/FA	Mr Mazhar Hussain	Change of Use to vehicle parking for sales (Use Class Sui Generis) (Retrospective)	Sawyers Green Farm Kennel, Langley Park Road, Wexham
(c)	18/09/2019	PL/19/2135/FA	Mr Amit Chohdha	The demolition of existing building, construction of 8 residential units contained within three blocks, conversion of 'coach house' to a residential unit with associated access, parking and landscaping.	Evreham Lodge, 100 High Street, Iver
(d)	27/09/2019	PL/19/0550/FA	Mr Paul Innes	Two storey rear extension, extension to front dormer and alterations to fenestration	Rosebrook, Ashmead Lane, Denham
(e)	30/09/2019	PL/19/1733/DE	Mrs Jenny Brumby	Approval of reserved matters following outline planning permission 17/00347/OUT for erection of dwelling to supervise a horticultural business at Cherry Orchard Nursery	Land Adjoining Love Hill Farm House, Love Hill Lane, Iver
(f)	30/09/2019	PL/19/2336/FA	Mr Jagdip Bhachu	Erection of new dwelling	To The Rear Of Richings Park Library, 38 Bathurst Walk, Iver
(g)	01/10/2019	PL/19/1582/FA	Mr & Mrs Richard Hornby	First floor side extension	The Willows, Gregory Road, Hedgerley
(h)	02/10/2019	PL/19/1337/FA	Mr G Randhawa	Demolition of the existing dwelling and construction of 2 nos semi-detached dwellings.	1B Upper Road, Higher Denham

Enforcement Appeals Lodged

	Date	Ref	Appellant	Alleged Breach	Site
(a)	30/09/2019	17/10182/ENCU	Amos Goldwyn Parking Ltd	Without planning permission, the material change of use of the Land to use for the storage and parking of motor vehicles together with the incidental works and operational development comprising of the erection of boundary timber fencing and gates, with lighting columns and poles, the erection of a car parking barrier, the stationing on the Land of two portable cabins and the laying of hardsurfacing over the whole of the Land; all undertaken to facilitate that use.	Land Adjacent To Sutton Court Farm, Sutton Lane, Slough Buckinghamshire

Appeal Decisions

Planning Appeal Decisions

Page 145

	Date	Ref	Appellant	Proposal	Site	Decision	See key
(a)	12/09/2019	PL/18/4601/FA	Mr Paul Rowley	Construction of car port.	8 Sherbourne Walk, Farnham Common	Appeal Dismissed	D
(b)	12/09/2019	PL/19/0518/O A	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	Appeal Allowed	D
(c)	12/09/2019	PL/19/0519/O A	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	Appeal Allowed	D
(d)	19/09/2019	PL/18/2547/FA	Mr and Mrs Sumner	Replacement dwelling house	1 Grenfell Road, Beaconsfield	Appeal Dismissed	D
(e)	20/09/2019	PL/18/2726/FA	Mr Sandhu	Erection of 6 flats incorporating vehicular access and hardstanding.	The Other House, The Avenue, Farnham Common	Appeal Dismissed	ND

Enforcement Appeal Decisions

	Date	Ref	Appellant	Alleged Breach	Site	Decision
(a)	05/09/2019	18/10105/ENCU1	Mrs K Cotterill-Butler	Without planning permission, the making of a material change of use of th Land to use for the parking and storage of motor vehicles in connection with airport parking ("the Unauthorised Use")	Palmers Moor Farm, Palmers Moor Lane, Iver	Appeal Allowed, Enforcement Notice Quashed

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@southbucks.gov.uk
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