



South Buckinghamshire Area Planning Committee agenda

Date: Tuesday 10 January 2023

Time: 2.30 pm

Venue: Amersham Council Chamber, King George V House, King George V Road,
Amersham HP6 5AW

Membership:

T Egleton (Chairman), D Anthony, P Bass, T Broom, S Chhokar, P Griffin, G Hollis (Vice-Chairman), Dr W Matthews, G Sandy and A Wheelhouse

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South Buckinghamshire Area Planning Committee minutes

Minutes of the meeting of the South Buckinghamshire Area Planning Committee held on Tuesday 13 December 2022 in Amersham Council Chamber, King George V House, King George V Road, Amersham HP6 5AW, commencing at 6.30 pm and concluding at 8.10 pm.

Members present

D Anthony, P Bass, T Broom, S Chhokar, G Hollis and A Wheelhouse

Also in attendance

N Naylor

Others in attendance

A Armour, R Ghattoura, L Hornby, Horton, R Regan and B Robinson

Apologies

T Egleton, P Griffin, Dr W Matthews and G Sandy

Agenda Item

1 **Declarations of Interest**

Councillor M Bracken: Planning application PL/21/4690/FA – declared a non-pecuniary interest as he was a member of Gerrards Cross Town Council and a member of Gerrards Cross Town Council Planning Committee, but did not attend the meeting where this application was discussed and therefore had not discussed this application and made no pre-determination. He declared he had an open mind, would listen to the debate before voting on the application.

Councillor S Chhokar: Planning application PL/21/4690/FA – declared a non-pecuniary interest and stated that he had previously met the applicant but had made no pre-determination. He declared he had an open mind, would listen to the debate before voting on the application.

2 **Minutes**

The Minutes of the meeting held on 27 September 2022 were agreed as an accurate

record.

- 3 PL/21/4690/FA Chantry Wood House, Oxford Road, Gerrards Cross SL9 7PU**
Demolition of existing dwelling and erection of detached dwelling with associated bin and cycle stores and hardstanding.

This application was the subject of a site visit.

Members noted the written update provided at the meeting.

Following a full debate, Members voted in favour of the motion to delegate approval of the application, contrary to officer's recommendation, subject to conditions being delegated to Officers and to include the removal of Permitted Development Rights.

Speaking as Ward Councillor: Councillor A Wood

Speaking in support: Mr C Brown

Speaking on behalf of the applicant: Mr R Clarke

It was proposed by Councillor M Bracken and seconded by Councillor S Chhokar

Resolved: That the application be approved with conditions delegated to the Director of Planning & Environment to include the removal of Permitted Development Rights.

- 4 PL/22/2940/FA Thorney Stables, Thorney Lane North, Iver SL0 9BD**
Day room amenity buildings and associated works for 2 existing Gypsy/Traveller pitches.

Members voted in favour of the motion to approve the application.

Councillor P Griffin, Ward Councillor, had submitted a representation which was read to the Committee by the Democratic Services Officer.

Speaking on behalf of the applicant: Mr S Prismall

It was proposed by Councillor S Chhokar and seconded by Councillor P Bass.

Resolved: that the application be approved.

- 5 Date of Next Meeting**
Tuesday 10 January 2023 at 2.30pm.
- 6 Availability of Members Attending Site Visits (if required)**



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Report to South Area Planning Committee

Application Number:	PL/22/2329/FA
Proposal:	Change of use of land to sports pitches with associated pavilion, storage, parking, boundary fencing and landscaping. New vehicular access onto Wooburn Green Lane.
Site location:	Land Off Glory Hill Lane Holtspur Beaconsfield
Applicant:	Inland Limited
Case Officer:	Daniel Gigg
Ward affected:	Beaconsfield
Parish-Town Council:	Beaconsfield Town Council
Valid date:	6 July 2022
Determination date:	1 February 2023
Recommendation:	The application be deferred and delegated to the Director of Planning and Environment for APPROVAL subject to the satisfactory completion of a S106 agreement for application PL/22/2329/FA and modifications to the s106 Agreement for 17/01763/OUT

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 The application submitted is for a change of use of land to sports pitches with associated pavilion, storage, parking, boundary fencing and landscaping with a new vehicular access onto Wooburn Green Lane.
- 1.2 Key considerations include; impact on Green Belt, sports pitch provision, impact on residential amenity, landscape and visual effects, transport and highway safety, flooding and drainage and ecology.
- 1.3 It is concluded that the proposed change of use, construction of pavilion and storage structure, ball stop netting and car park will be appropriate development in the Green Belt as it will preserve Green Belt openness and not conflict with its purposes.

- 1.4 These sports facilities are provided as an alternative to those that were approved as part of the Wilton Park development for use by Beaconsfield Town Youth Football Club (BTYFC). The proposed replacement pitch provision at Glory Hill will deliver a betterment over the proposed Wilton Park “Permanent sports pitches” in terms of quality, accessibility, quantity (of pitches) and tenure. Two informal pitches are also proposed at Wilton Park. This enhanced sport provision is a benefit of the scheme that is given positive weight.
- 1.5 The proposed use will be perceptible to nearby residential properties due to the change in character and nature of the use of the site. Proposed landscaping (including new trees) will strengthen existing boundaries and help screen the development, which will help mitigate visual effects. It is not considered any amenity impacts identified and associated with the use of the pitches (i.e. noise, disturbance, overlooking) would be of such severity to warrant refusal of planning permission. Planning conditions can be secured to satisfactorily mitigate the impact where necessary and the use proposed is confined to Saturdays and Sundays only.
- 1.6 Highways officers raise no objection on highway safety grounds, subject to recommended conditions being secured.
- 1.7 It is concluded that that there will be no undue harm relating to landscape and visual effects and no harm is identified in respect of flooding and drainage, ecology, air quality, contaminated land, design, impact on trees and heritage, subject to conditions being secured where relevant.
- 1.8 The application has been referred to Planning Committee following a call-in request received from both Councillor Ng and Councillor Wheelhouse.
- 1.9 Councillor Ng considers the application warrants further scrutiny and debate on the grounds of: whether the proposed is in accordance with the Local Plan / National Planning Polices; the impact on neighbouring residents; highway considerations; capacity of local infrastructure, in particular drainage; scrutiny of the proposed financial contribution offered; substantial harm to the Green Belt / environment of which it sits and the loss of trees.
- 1.10 Councillor Wheelhouse considers the reasons for calling in the application relate to concerns raised locally in respect of: harm to Green Belt (inappropriate development and openness); ecology harm; accessibility issues; traffic issues; impact on neighbours; noise and light implications; and, due to the amount of local interest.
- 1.11 **Recommendation** – The recommendation is that the application be deferred and delegated to the Director of Planning and Environment for APPROVAL subject to the satisfactory completion of a S106 agreement for application PL/22/2329/FA and modifications to the s106 Agreement for 17/01763/OUT to secure the matters set out below;-

For the Glory Hill site (PL/22/2329/FA)

- The delivery of the football facility at Glory Hill by Inland (as set out in the approved plans) prior to the occupation of the 197th dwelling at Wilton Park.
- Not to occupy more than 196 dwellings at Wilton Park until the football facility has been provided at Glory Hill.

- Upon completion of the new football facility at Glory Hill, Inland to transfer for a nominal sum the freehold interest to Beaconsfield Town Youth Football Club (BTYFC).
- A requirement (for BTYFC) to maintain the football facility for its lifetime in accordance with a maintenance schedule to be agreed with the Council.
- Implementation of the Travel Plan and monitoring fee.

For Wilton Park on land in the applicant's ownership (within a deed of variation to the s.106 agreement relating to permission 17/01763/OUT)

- Retain the current obligations to deliver permanent formal sports pitches and a sports pavilion at Wilton Park in the event that the Glory Hill facilities are not delivered.
- A requirement to retain the existing (or temporary) football pitches at Wilton Park until the football facility at Glory Hill is delivered and the freehold interest transferred to BTYFC.
- On the basis that the Glory Hill facilities are delivered, in addition, the delivery of two small informal pitches at Wilton Park. One marked out within the approved public park, and the other at the eastern end of the site.
- The management and maintenance of these small informal pitches to be the responsibility of the Wilton Park Management Company.
- The provision of informal changing facilities for the informal sports pitches.
- A requirement to agree a temporary landscaping strategy for the area in and around the SFA housing immediately east of the relief road. This landscaping to be managed and maintained unless or until otherwise agreed, or unless and until subsequent permission is granted for a different use of the land in question.

subject to the receipt of no new material representations, and the conditions as proposed and any other considered appropriate by Officers.

2.0 Description of Proposed Development and Location

- 2.1 Change of use of land to sports pitches with associated pavilion, storage, parking, boundary fencing and landscaping. New vehicular access onto Wooburn Green Lane.
- 2.2 The change of use of the land to sports pitches would comprise of four football pitches (with training and warm up areas);
 - 5x5 pitch (for under 7/8)
 - 9x9 pitch (for under 11/12)
 - 11x11 pitch (for under 13/14)
 - 11x11 pitch (for under 15/16)
- 2.3 The pavilion building is a single storey structure, with low rise pitched roof. It is proposed to be located centrally within the site, positioned away from site boundaries. Internally the pavilion is laid out to provide two changing rooms with toilets and showers, an official's changing area, separate accessible toilet, storage and kitchenette with external serving hatch. It should be noted there is no function facility for social gatherings within the pavilion. It is intended to only be used for football matches and training sessions during daylight hours. A condition is recommended preventing floodlighting being placed on the site.

- 2.4 South of the pavilion a small storage facility is proposed. This will store posts, nets, balls training equipment etc., and directly alongside this is a storage area for bins. These will be screened by timber fencing.
- 2.5 Car parking for 70 vehicles is proposed, including 3 disabled spaces. Provision is also made for mini-bus parking (2 spaces), an emergency services vehicle, and cycle parking (12 spaces).
- 2.6 Ball stop netting is proposed to protect adjoining roads (particularly the M40), the proposed car parking area and adjoining properties. The required extent and height of this netting has been informed by a technical report prepared by Labosport ("Ball Trajectory Analysis for Football Facility at Glory Hill"). Most of the ball-stop netting sits on the northern and southern edges of the site, with a backdrop of existing trees and mature vegetation, some netting is also proposed around the car park area.
- 2.7 The proposed landscape strategy retains and enhances the boundary planting around the site edges, new native tree species are proposed to be planted to strengthen existing boundaries.
- 2.8 A new vehicular, pedestrian and cycle access is to be created off Wooburn Green Lane.

Location and context:

- 2.9 The site is located to the west of Wooburn Green Lane (the B4440), and south of Glory Hill Lane. The M40 runs to the south of the site. There are six semi-detached properties abutting the site to the east and south east (fronting onto Wooburn Green Lane), and there are three detached properties to the west of the site, accessed from Glory Hill Lane.
- 2.10 The site falls gently from north-east to south-west. Its current use is unused, rough grazing land.
- 2.11 Hedges, with semi-mature and young trees form the site's boundaries with Glory Hill Lane and Wooburn Green Lane. The existing access into the site off Glory Hill Lane is currently blocked-up. The southern site boundary is formed by a post and rail fence, with woodland just beyond, along the embankment adjacent to the M40.
- 2.12 To the north and northeast of the site is the A40, which links Beaconsfield with High Wycombe.
- 2.13 The site itself sits within the Green Belt, but it is not designated for its landscape or ecological value. The site is not within a Conservation Area and there are no listed buildings on or adjoining the site. All of the land within the red line application area is within Flood Zone 1 (the area at lowest risk of flooding).
- 2.14 The application is accompanied by:
 - a) Site Layout Plan, Proposed Floor Plans and Elevations
 - b) Tree Survey Plan, Arboriculture Impact and Method Statement and Tree Protection Plan
 - c) Planning, Design and Access Statement
 - d) Proposed Levels
 - e) Drainage Layout

- f) Landscape Masterplan
- g) Sports Justification Report
- h) Built Heritage Statement
- i) Archaeological Desk Based Assessment
- j) Consideration of Noise from Sports Pitches
- k) Transport Statement and Travel Plan
- l) Feasibility Study for the Construction of Sports Pitches
- m) Ball Trajectory Analysis
- n) Landscape and Visual Impact Assessment
- o) Desk Study and Ground Investigation
- p) Drainage and Suds Assessment
- q) Ecological Appraisal
- r) Letter of Support from Beaconsfield Town Youth Football Club (BTYFC)

2.15 During the course of the application revised plans and additional supporting technical information has been received. These were submitted in response to the initial consultation period, and comments received from consultees.

2.16 The amended / additional technical amendments received relate to the following;

- Levels for the site (with the removal of a bund along the southern boundary)
- Amendments to the drainage strategy (moving the infiltration soakaway away from the boundary with the M40 embankment)
- Proposed ball stop netting has been extended in length to address consultation response comments from National Highways (these changes are shown on the revised site layout plan)
- Additional boundary planting proposed (this is shown on the updated Landscape Masterplan)
- Amendments made to the proposed pavilion building specification to address comments from Sport England
- Minor revisions to the Air Quality Assessment and Tree Protection Plan to reflect the changes to the scheme (as outlined above)
- Additional ecological / biodiversity net gain technical information in response to ecology officer comments.

3.0 Relevant Planning History

There is no recent planning history relevant to this site.

4.0 Summary of Representations

4.1 Objections have been received from 9 separate sources, whilst representations of support have been received from 77 separate sources.

4.2 There are no outstanding objections from statutory or other internal/external consultees.

4.3 A summary of consultation responses and representations received on the application can be viewed in Appendix A.

5.0 Policy Considerations and Evaluation

- National Planning Policy Framework (NPPF), 2021.
- Planning Practice Guidance
- National Design Guidance, October 2019
- South Bucks Core Strategy Development Plan Document - Adopted February 2011
- South Bucks District Local Plan - Adopted March 1999 Consolidated September 2007 and February 2011;
- Chiltern and South Bucks Community Infrastructure Levy (CIL) Charging Schedule
- Buckinghamshire Minerals and Waste Local Plan

Principle and Location of Development

Core Strategy Policies:

CP5 (Open Space, Sport and Recreation)

CP14 (Wilton Park Opportunity Site)

Local Plan Saved Policies:

GB1 (Green Belt boundaries and the control over development in the Green Belt)

- 5.1 The application site is within the Green Belt where development is strictly controlled. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 5.2 NPPF paragraph 145 encourages local planning authorities to plan positively to enhance the beneficial use of Green Belt land, looking for opportunities to provide access, opportunities for outdoor sport and recreation, and opportunities to improve damaged and derelict land.
- 5.3 NPPF paragraph 149 continues by confirming that whilst the construction of new buildings is inappropriate in the Green Belt, there are some exceptions, including (b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.
- 5.4 Paragraph 150 of the NPPF makes the same provision for changes of use of land for outdoor sport and recreation. Under sub-section (e) material changes in the use of land (such as changes of use for outdoor sport or recreation) are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it.
- 5.5 Saved Local Plan Policy GB1 sets out that within the Green Belt planning permission will not be granted for development other than for the change of use of existing buildings or land or the construction of new buildings, subject to achieving the exceptions set out within the policy. In the policy criteria (b) identifies essential facilities for outdoor sport, outdoor recreation or outdoor leisure as potentially being acceptable in the Green Belt. This is subject to the proposal not adversely affecting the character or amenities of the Green Belt, nearby properties or the locality in general, and the same would apply for any new buildings proposed. However, this saved policy pre-dates the NPPF. The NPPF policies are therefore

relevant and more up-to-date for assessing the proposal and its impact on Green Belt.

- 5.6 The five purposes of Green Belt are set out in paragraph 138, of the NPPF, which are:
- a) To check the unrestricted sprawl of large built-up areas;
 - b) To prevent neighbouring towns merging into one another;
 - c) To assist in safeguarding the countryside from encroachment;
 - d) To preserve the setting and special character of historic towns; and
 - e) To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 5.7 The application site will essentially remain open in character and it is considered the proposed change of use of land and associated development does not conflict with the above purposes a to c (purposes d and e are not directly relevant in this instance).
- 5.8 The proposed development is for a material change in use of the land for outdoor sport and recreation, which as per paragraph 150 of the NPPF is not inappropriate, provided openness is preserved and there is no conflict with the purposes of including land within it (which as stated above is not considered to be the case here).
- 5.9 In terms of NPPF paragraph 149, the proposed pavilion building is a small low key changing room facility, which is accepted as being an appropriate component for the outdoor sports provision, and is considered not inappropriate as part of the proposed change of use of the land. The small area container proposed is also considered to be an essential component for the outdoor sports provision, providing appropriate safe storage for goal posts, nets and other equipment, and is similarly considered not inappropriate. Both these structures by reason of size and scale relative to the facilities will preserve the openness of the Green Belt and will not conflict with Green Belt purposes. The size and scale of these buildings is considered to be no more than is necessary to support the proposed change of use of the land for outdoor sports.
- 5.10 The proposed change of use of land would also comprise new hardsurfacing, but the extent of this is limited to the minimum required to provide access, parking and safe pedestrian access. The amount of hardsurfacing proposed would be approximately 11% of the overall site, meaning approximately 89% of the site is to remain open. This amount of hardsurfacing has been kept to the minimum necessary and is not considered to be unreasonable to serve the proposed use. As this hardsurfacing is limited in area this would not materially encroach on or reduce or remove openness of the Green Belt. The proposed change of use will preserve the openness of the Green Belt and will not conflict with Green Belt purposes.
- 5.11 The required ball stop fencing is also an appropriate component of the proposed sports pitch provision (essential for safeguarding highway safety). Most of the ball stop fencing is to be situated along the northern and southern boundary of the site and sits against a backdrop of mature vegetation (trees), in these locations

this will minimise its impact. Further, the ball stop fencing proposed is visually permeable, allowing clear views through to maintain the sense of openness across the site. This is an important point to note due to it being in the Green Belt, and due to its lightweight and transparent appearance it is not considered the ball stop fencing will reduce or remove openness and is also considered appropriate development.

- 5.12 Overall, it can be concluded the proposed change of use of the land for outdoor sport and the associated development (including pavilion, car park and ball stop netting) will not be inappropriate development in the Green Belt. It will not result in definitional harm to the Green Belt, will preserve the openness of the Green Belt and will not conflict with the purposes of including land in the Green Belt; as such, the proposed development is considered to accord with NPPF paragraphs 145, 149 and 150 and relevant local development plan policies. Therefore, as the development is considered to be appropriate in Green Belt terms, the test of very special circumstances is not applicable.

Wilton Park context:

- 5.13 The proposed new football facilities on land at Glory Hill are proposed as replacement provision for the “Permanent Sports Pitches” that are currently required to be delivered at Wilton Park by the applicant, on land within its ownership (under the terms of the outline planning permission 17/01763/OUT and associated s106).
- 5.14 For a number of years, BTYFC have rented the “Existing” football pitches at Wilton Park as one of their home sites. The use of the pitches by BTYFC is on an annual licence basis. There is no other formally agreed community use of these “Existing” pitches.
- 5.15 The outline planning permission and associated s106 for Wilton Park ensure that both during the construction phase and at completion, there will be continuous availability of football pitches at Wilton Park (with the long-held assumption that the continuous use would be by BTYFC, though there is no security of use for any individual football club).
- 5.16 The s106 that accompanies the outline planning permission defines the new “Permanent Sports Pitches” to be provided at Wilton Park as three football pitches, the location of which are shown indicatively on the Permanent Sports Pitches Plan.
- 5.17 The above mentioned Plan shows three pitches being provided (an under 11/12 pitch, an under 13/14 pitch, and an under 15/16 pitch), with warm up area and pavilion, all within a 2ha area. A car parking area adjacent to the pitches has capacity for approximately 54 vehicles, although this parking is to be shared with other users of the Wilton Park site (including those accessing the new public park).
- 5.18 The S106 also sets out the requirement for the “Permanent Sports Pitches” at Wilton Park to be transferred to the site Management Company and maintained

in perpetuity. In practical terms, this would be likely to mean that the Management Company would charge BTYFC a commercial rent (based on equivalent local market rates), to ensure that the costs of maintaining the sports pitches were fully covered.

- 5.19 The level of pitch use needed by BTYFC (in terms of any “Permanent Sports Pitch” provision at Wilton Park) would mean that there would be little, if any, capacity for other clubs or groups to also use the pitches. Indeed, it is important to be clear that any “Permanent Sports Pitches” at Wilton Park would not be casually available to the new residents of Wilton Park, as the hours of use per week would need to be controlled, to maintain the condition of the playing surface. It was never intended these pitches were to be available for use (un-restricted) by the public, and that is not the case either with the “existing” football pitches at Wilton Park.
- 5.20 The 2ha public park at Wilton Park, to be delivered in Phase 3 under the recently approved reserved matters application (ref. PL/21/3739/DE) will provide the new residents of Wilton Park with a large area to play casual games, including football.
- 5.21 The replacement pitch strategy also proposes to deliver two informal pitches at Wilton Park, these would be available for public use, which was not the case for the “Permanent Sports Pitch” provision. This is considered a benefit and this provision will need be secured via a Deed of Variation to the outline s106, which the applicant is agreeable to.

Sports Justification for replacement pitches at Glory Hill

- 5.22 The proposal is to develop these new sports pitches (for football use) as a new home site for BTYFC. This will provide approximately 2.36 ha area of playing field space, being larger than the 2ha of playing field area secured in the outline planning permission for Wilton Park, with its “Permanent sports pitches”.
- 5.23 The Glory Hill proposal provides a betterment for sport over the proposed Wilton Park “Permanent sports pitches” in term of quality, accessibility, quantity (of pitches) and tenure. This is a point also acknowledged by Sport England in their formal consultation responses. This benefit weighs in favour of the development.
- 5.24 The proposed development is to provide a new grass playing field which is designed to provide space for separately marked out youth and mini football pitches: youth 11v11 U15/U16 pitch; youth 11v11 U13/U14 pitch; 9v9 U11/U12 pitch; 5v5 U6/U7 pitch. As previously referred to, there will also be: a training/warm up area; a pavilion; and, sufficient car and cycle parking to meet BTYFC needs.
- 5.25 It is submitted that BTYFC currently has around 420 registered players who mainly live in or close to Beaconsfield. The players are aged from under 6 to under 18, and the club has 27 teams which play matches at four different sites in and around Beaconsfield. The club does not currently have a ‘home’ site. The club is strongly in support of these proposals, this is confirmed in writing. This proposal will

enable the club to introduce girls' teams and have a permanent 'home' site which is close to the Wooburn Green Lane sports field, which is currently used by a number of their teams for both training and matches.

- 5.26 The Glory Hill site pitches would be used alongside other venues the club already uses to avoid over use on the proposed site.
- 5.27 The Glory Hill Lane site is being offered for transfer to BTYFC by Inland (the applicant) and this will provide long term security of tenure for the football club. This would guarantee the club access and greater security than if they were to use the "Permanent sports pitches" at Wilton Park.
- 5.28 A Feasibility Study has been submitted by the applicant, which reports on the findings of detailed site investigations, and confirms the feasibility of constructing natural turf sports pitches on the Glory Hill Lane site.
- 5.29 The detailed site investigations involved understanding the underlying soil composition and profile, and the effects these might have on the future performance of the pitches (including in terms of drainage and the health of the natural turf). The investigations also considered the topography of the site, to understand the extent of the earthworks required to provide a level playing surface.
- 5.30 The Feasibility Study concludes with recommendations as to how the pitches and related drainage can be constructed, and an indicative work programme for the proposed construction works. This indicative work programme suggests that if construction started in May 2023, the pitches and drainage could be laid out by August 2023, and the pitches ready for use by August 2024.

Sport England Position:

- 5.31 As statutory consultee Sport England (SE) has confirmed that, as the proposed development relates to the provision of replacement playing fields (replacement for those approved at Wilton Park), then it needs to be assessed against SE's E4 exception, which states:

The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

- of equivalent or better quality, and
- of equivalent or greater quantity, and
- in a suitable location, and
- subject to equivalent or better accessibility and management arrangements.'

- 5.32 In their initial consultation response (August 2022) SE welcomed the application and noted it has many positive aspects, with the potential to offer suitable replacement facilities which give greater benefits than the other previously

consented scheme at Wilton Park (i.e. the “permanent sports pitches”). It also has the capability to offer betterment to the existing facilities/playing fields at Wilton Park.

- 5.33 Following its own consultation with the Football Foundation/FA SE requested further clarification relating to run-off areas between pitches and pitch maintenance. Recommendations were also made to improve the pavilion building facilities and SE encouraged provision of a social space within this building.
- 5.34 In concluding, SE recognised the proposal had the potential to provide improved replacement facilities which meet the criteria under their E4 exception policy. However, they asked for further detail and consideration of the matters raised before being in a position of support. SE reluctantly raised an objection.
- 5.35 Following the submission of further information and revised plans (for the pavilion building) seeking to address the matters raised in their initial response SE has provided a further response (September 2022) to confirm their initial objection is withdrawn. This position is on the basis the proposal is considered capable of meeting their ‘Objective 1’ (as the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location).
- 5.36 The detailed matters relating to the pavilion building raised in their initial consultation response have now been addressed through the internal layout changes to toilets and changing areas. The absence of a social gathering space is acknowledged. SE confirm that there are no outstanding matters concerning the submitted agronomy report and the pitch layout demonstrates the necessary 3m run-off areas can be achieved.
- 5.37 In summary, SE raises no objection, subject to recommended conditions being secured (including approval of a Management and Maintenance Scheme).

Transport matters and parking

Core Strategy Policies:

CP7 (Accessibility and transport)

Local Plan Saved Policies:

TR4 (Provision for those with special needs)

TR5 (Access, highways work and traffic generation)

TR7 (Traffic generation)

- 5.38 The application is supported by a Transport Statement (TS) to demonstrate that the impact of the development is acceptable. This considers highways and transport matters associated with the proposed development. To supplement the TS, a Travel Plan has also been developed and this is to be considered alongside the TS.
- 5.39 Paragraph 110 of the NPPF advises the following: “In assessing specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport can be, or have been taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.

5.40 Paragraph 111 of the NPPF states that: “Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

5.41 Paragraph 113 of the NPPF states that “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

Access:

5.42 A new vehicular, pedestrian and cycle access is to be created off Wooburn Green Lane.

5.43 The new priority junction access to Wooburn Green Lane serves the proposed new car parking area, which has 70 spaces, including 3 disabled spaces. Provision is also made for mini-bus parking (2 spaces), an emergency services vehicle, and cycle parking (12 spaces).

5.44 As Wooburn Green Lane is subject to a speed restriction of 60mph, visibility splays of 2.4m x 215m are required at the access, in accordance with DMRB (Design Manual for Roads and Bridges) guidance. Highways Officers note that an ATC speed survey has been undertaken and they can confirm that adequate visibility splays can be achieved from the proposed access in accordance with the speed survey. A condition is recommended in the event of planning permission being granted to ensure the required visibility splays are provided.

5.45 The access would measure 7m in width, which Highways Officers have confirmed is acceptable and would allow for the two-way flow of vehicles in this location. It is also noted that a separate 2m footway is provided within the site which would allow for pedestrians to walk safely, independent of vehicles in this location. Swept-path analyses have been submitted which demonstrate that refuse vehicles are able to turn into the site from Wooburn Green Lane efficiently and safely.

5.46 As identified in the TS, Wooburn Green Lane experiences around 12,000 vehicle movements on a weekday and would experience much lower on a weekend. In considering both major and minor trips, Highways Officers are in agreement with

the applicant's TS which sets out a priority access junction is appropriate to serve the site and meet the requirements set out in DMRB.

- 5.47 Pedestrian improvements in the form of tactile crossing points will be installed at the site access point and at the junction of Wooburn Green Lane/White Hill (A40) completed with tactile paving. It has been proposed that the existing crossing on the White Hill east arm is upgraded, with the introduction of tactile paving improving these movements for all users. Highways Officers have discussed these crossing points with the Road

Parking:

- 2.48 With regards to parking, Buckinghamshire Countywide Parking Guidance have no specific standards in relation to sports pitches and as such, again, a first principles approach has been undertaken to establish the likely numbers of parking spaces required to meet the needs of the proposed development.

- 2.49 The justification for the proposed level of parking is based on the trip generation figures submitted for the existing pitches at Wilton Park. These figures have been re-used in order to establish a likely level of parking for the application site. This exercise has established that the peak parking accumulation would have occurred on October 19th, with 3 matches kicking off at 9:30am. The details submitted identified that there would be a peak of 61 vehicles on-site during the early match-kick off and finish times (on Sundays). Highways Officers consider that this is reasonable, and represents a worst case scenario based on fixture schedules, and on a more typical match-day, numbers would be reduced. It should be noted that this is for Sunday matches, where parents/spectators would likely stay and watch the matches, as opposed to training sessions (which are to take place on Saturdays), which are more likely to involve the dropping off of players and collection at a later point of the day. Therefore, Highways Officers consider that the proposed provision of 70 vehicle parking spaces on site is acceptable in this instance and note it represents a greater level of provision than is required to serve the "Permanent sports pitches" under the outline consent for Wilton Park.

- 5.50 Parking space dimensions and the parking/site layout in terms of the safe manoeuvrability of vehicles are acceptable. If permission is granted, then a condition should be attached requiring the provision of at least four of the spaces to be equipped with passive charging infrastructure for electric vehicles.

Traffic Modelling:

- 5.51 When considering trip generation, Highways Officers note that there are no comparable sites to this specific use within the TRICS® (Trip Rate Information Computer System) database, and as such the applicant has undertaken a first principles approach to the potential trip generation, based on the existing site (and sports pitch usage by BTYFC) at Wilton Park. This has been based on the busiest matchday, with five matches played per day. These fixtures would comprise of one 9-a-side match for the under 11's, and four 11-a-side matches for

the under 13s – 16s. On a worst case scenario this first principles approach is considered by Highways DM officers to be robust.

- 5.52 Based on this approach, on the busiest matchdays, the peak matchday trip generation would not be dissimilar to the figure of 270 two-way movements contained within the submitted TS. Though it is acknowledged this figure is likely to be lower in reality due to modal share/split. It is also noted that fixtures played would be staggered which would result in two-way movements being spread across a time period (on Saturday and Sunday).
- 5.53 Given that these movements would be off-peak, on weekends, and within the daily variation of vehicular movements already existing on Wooburn Green Lane and the A40, Highways Officers do not consider that there would be a material impact on the surrounding junctions and that junction capacity assessments are not required in this scenario.

Modal Split:

- 5.54 A modal split survey has been undertaken for both training sessions and matchdays, which indicates that the vast majority of trips undertaken to the site would be via car, be it alone or as part of a car share arrangement. In accordance with the survey, 6.7% of trips would be made via walking, cycling or other modes. It should be noted that whilst some players/spectators would currently walk to the site at Wilton Park, travel patterns may change due to the proposed re-location and some spectators that would walk to the site may choose to drive, and vice-versa. Highways Officers do not anticipate a major modal shift in favour of walking/cycling in this location.
- 5.55 In summary, Highways Officers have no objection to the proposals on highways safety grounds, subject to recommended planning conditions being secured (in the event of an approval).

National Highways position:

- 5.56 National Highways (NH) are a statutory consultee as the proposals (due to location) have the potential to impact on the safe and efficient operation of the Strategic Road Network (SRN), in this case the M40 motorway, which is in close proximity to the application site.
- 5.57 NH issued holding responses on 2 August 2022 and 7 October 2022 to allow them to understand the impact of development on the safe and efficient operation of the SRN and to provide the Local Planning Authority with fully informed advice.
- 5.58 Following a period of engagement with the applicant's consultants, NH responded again confirming (on 11 November 2022) they have now resolved the majority of the outstanding technical matters with the applicant and are content that the proposal would not result in unacceptable road safety issues or severe congestion issues on the SRN.

5.59 In the event that planning permission is granted, NH recommends planning conditions to ensure further geotechnical and full drainage details along with a Construction Environment Management Plan (CEMP) are provided (prior to commencement of development) to ensure that the development remains acceptable to NH.

Raising the quality of place making and design

Core Strategy Policies:

CP8 (Built and historic environment)

Local Plan Saved Policies:

EP3 (The Use, Design and Layout of Development)

EP4 (Landscaping)

EP6 (Designing to Reduce Crime)

5.60 The NPPF sets out that the Government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development.

5.61 The Framework goes on to say, at paragraph 134, that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

5.62 The rationale for the proposed design and layout is set out in the Applicant's Planning, Design & Access Statement (May 2022).

5.63 There are no concerns with the proposed development in this regard, subject to conditions being secured relating to the approval of materials to be used in the construction of the pavilion building, hard landscaping and boundary treatments.

Amenity of existing and future residents

Local Plan Saved Policies:

EP3 (The use, design and layout of development)

EP5 (Sunlight and daylight)

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

5.65 There are residential properties on Wooburn Green Lane which adjoin the site and detached properties located on Glory Hill Lane. The proposal will result in an increase in activities at the site and related movements, likely to be discernible from these nearby properties.

5.66 A site visit to Glory Hill Cottage has been undertaken to aid assessment of this application. Objections have been received from occupiers of this property, primarily on the grounds that the proposal will result in loss of privacy, particularly at first floor level, due to the proposed siting of the 5x5 pitch, and noise

disturbance from the use. The 5x5 pitch is proposed to be located over 11m from the shared boundary.

- 5.67 The application site was viewed from within this nearby property and from its garden areas, which are at a noticeably lower level than the application site. On site the existing background noise levels (mainly from the M40) were experienced and the relationship between this existing property and the application site was observed. The application site is visible from first floor habitable windows of this neighbouring property, though it was evident on site that an existing mature boundary hedge and existing trees in between do limit visibility between the sites to some extent. Due to the levels difference there is no intervisibility from ground floor level. To help mitigate against any potential adverse impacts it is proposed through this application to strengthen the boundary with Glory Hill Cottage with a corridor of native trees, wildflower meadow and shrubs that will supplement existing vegetation and trees and create a more robust buffer within the application site. The proposed planting, in conjunction with the existing boundary vegetation, will both prevent any access to the boundary and reduce any potential overlooking into the garden area and provide a visual barrier to potential views. It will also provide a more robust buffer between the nearby property and the closest pitch. There will likely remain some views into the site from the upper floors of the house, particularly in the winter months, but this will diminish over time as the proposed landscaping (including new trees) matures. This will further reduce what already limited intervisibility there is between the sites (with the proposed pitches in use). The potential noise impacts associated with the proposed use are considered in detail below.
- 5.68 An assessment titled 'Consideration of Noise from Sports Pitches' (May 2022) supports the application, and during the course of the application an update note was provided which provides some further clarification on the methodology that underpins the aforementioned noise assessment.
- 5.69 The above assessment has been undertaken to consider the noise levels at the nearby residential dwellings during the use of the proposed sports pitches (on Saturdays and Sundays), both in terms of noise from the pitch use and spectators, and in terms of the arrival of vehicles and use of the car parking area. The proposed pavilion building is not proposed to be used for social events (the internal layout would not facilitate this) and has therefore not been considered as a likely source of potential impacts.
- 5.70 Nearby residential dwellings are located on Wooburn Green Lane, where there are six semi-detached properties backing onto the site, and there are three detached properties located along Glory Hill Lane. The assessment takes these nearby properties into account.

Assessment Methodology:

- 5.71 Guidance is not explicitly available for the assessment of noise from playing fields. In order to allow consideration of the proposed pitches, guidance has been

adopted from the Design Guidance Note released by Sport England titled “Artificial Grass Pitch (AGP) Acoustics - Planning Implications”. This approach is accepted by the Council’s Environmental Health Officer (EHO).

- 5.72 This Design Guidance suggests that it is suitable to assess noise from pitches over a 1-hour period. The Design Guide identifies that the typical 1-hour noise level due to sports pitches can be taken as 58 dB LAeq at 10m from the sideline halfway marking. This noise level is taken to be representative of the typical free-field noise from pitches with no mitigating barriers. The potential impacts of the proposed development have been determined by calculation of sound levels pertaining to sports pitches over 1-hour periods, in accordance with both the Design Guidance and BS 4142.
- 5.73 Two monitoring locations were used (P1 and P2) to understand the existing noise environment at the site. Monitoring location P1 was to the rear of the six semi-detached properties on Wooburn Green Lane, P2 was located towards the northwestern edge of the site (further from the M40). These monitoring positions were used as the baseline for the identified nearby receptors (i.e. residential dwellings).
- 5.74 Likely noise was modelled for the proposed football facility, taking into account a range of matters, including the use of the pitches, spectators, vehicles accessing the site and car doors closing.
- 5.75 Then, to assess the potential impact of the proposed pitches, the Noise Report looks at the difference between the existing noise levels versus the modelled noise levels at the receptor locations (with the football pitches in use). The differences between the figures are then used to assess the 'impact scale'. Where the difference between the existing noise levels and the modelled noise levels is less than 2.9 dB, the magnitude of the change is considered 'negligible' and the degree of effect, 'none'.
- 5.76 For the five receptor locations, the biggest change calculated is 2 dB (at receptor R3). In terms of Glory Hill Cottage (receptor R5), the change is calculated as 1dB, this property currently experiences background noise from the M40.
- 5.77 In relation to the assessment of receptor 5 (Glory Hill Cottage), it is important to note that the data from noise monitoring location P2 has been used. As Glory Hill cottage is closer to the M40 than monitoring location P2, the existing noise levels at Glory Hill cottage will actually be higher than used in the assessment, and therefore in reality, there will be less of a difference between the existing noise level, and that modelled with the proposed pitches in use.
- 5.78 Whilst sound from the proposed use may be perceptible at the nearby residential properties, the aforementioned assessment concludes, having taken into account existing background noise (including from the nearby M40), that the proposals will have a negligible impact on the nearby residential properties, with a degree of effect of 'none' calculated at all of the modelled receptors (i.e. the three

properties on Glory Hill Lane, and the six semi-detached properties to the southeast on Wooburn Green Lane).

- 5.79 Environmental Health officers have assessed the proposed change of use from a noise environment perspective and note that the aforementioned assessment identifies that the site is subject to significant noise intrusion from road traffic noise, from the nearby M40. The relationship of the existing residential development situated in close proximity to the M40 (and the recorded background noise conditions) have been considered through the assessment. It is accepted by Environmental Health officers that sound from the proposed activities may be perceptible by nearby residents but not that it would be a significant increase in decibel levels that it would have a detrimental impact. (Mainly as a result of the noise already generated by the M40).
- 5.80 No objection is raised by Environmental Health officers, but it is recommended any planning permission should be subject to a condition requiring the applicant to implement a Noise Management Plan.
- 5.81 It has been noted that the grounds for objection received raise concern about the potential for floodlighting to be installed on site, and this being detrimental to local residential amenity. For the avoidance of doubt, no floodlighting is proposed as part of the current application. A condition is recommended precluding the construction of any form of floodlighting.
- 5.82 The 'Proposed Levels Cross Sections' plan rev P01 demonstrates the relationship between Glory Hill Cottage and the application site. The cross sections demonstrate that between Glory Hill Cottage and the 5x5 pitch proposed levels on site are similar to existing. At its closest point (the western touchline of the 5 a-side pitch) the proposed level is 60mm higher than the existing level. At the eastern touchline the proposed level is 325mm higher than the existing level. Between the western touchline and the site boundary the proposed levels are also very similar to existing, with no more than a 71mm variation. The levels difference before and after development will not result in significant adverse effects to nearby residential amenity.
- 5.83 Intensity of use of the proposed pitches has been raised as a concern by local residents due to disturbance concerns. The Feasibility Study submitted as part of the application refers to guidance from Sport England that estimates the number of hours per week natural turf pitches can be used. In relation to the specification for the pitches at Glory Hill, the Feasibility Study advises that provided the site is well maintained, 4.5 hours to 9 hours of use per week (per pitch) by under 15s, should be possible on average without causing detriment to the grass or soil structure. In very wet conditions, usage may be even less than this. The level of use of the proposed Glory Hill facility is therefore naturally constrained by the number of hours per week that the pitches can be used without causing damage. It is therefore considered that the use of the pitches on weekends only between the hours of 09.00am – 4.00pm (Saturday use for training, Sunday use for match days that may vary between 09.30am and 2.00pm), with time restrictions on

timings for grounds maintenance, would not be unduly detrimental to nearby residential amenity.

- 5.84 It is concluded that whilst there will be noticeable effects of the increased use and activities on the site, these will not be to an unacceptable degree and where necessary, can be mitigated through conditions. Significant adverse effects are unlikely and as such no objection is raised on amenity grounds.

Environmental issues

Core Strategy Policies:

CP12 (Sustainable energy)

CP13 (Environmental and resource management)

Local Plan Saved Policies:

EP3 (The use, design and layout of development)

EP5 (Sunlight and daylight)

EP16 (Hazardous substances)

R8 (Floodlighting)

C15 (Sites of geological importance)

Contaminated Land:

- 5.85 A Desk Study and Ground Investigation report has been submitted to establish if there are any land contamination issues that need to be addressed. The investigation has established two contaminant linkages that require mitigation. Based on this, a contaminated land condition has been recommended. This will secure a supplementary investigation, a remediation strategy (based on investigation results) and a verification plan. Following these measures being resolved, then there is a requirement for a verification report.

Air Quality:

- 5.86 An Air Quality Assessment has been provided and reviewed by Environmental Health specialists. No objection is raised to the development on air quality grounds, subject to conditions securing a Construction Dust Management Plan.

Flooding and drainage

Core Strategy Policies:

CP13 (Environmental and resource management)

- 5.87 The site is located within Flood Risk Zone 1; having a less than 1 in 1000 annual probability of river or sea flooding in any given year. Groundwater flood maps mean that flooding from groundwater is not likely.

- 5.88 A drainage strategy has been developed to address local and national policy.

- 5.89 The site (with the exception of small pocket) is within an area of very low risk from surface water flooding. To manage risk from surface water flooding it is proposed to manage surface water runoff generated by the proposed development using Type 1 permeable paving, a rain garden, and a soakaway to facilitate infiltration

into the underlying geology. Runoff from the proposed pavilion building will be conveyed to the soakaway, and runoff from the access road and parking area will infiltrate via the permeable paving and rain garden. A perforated pipe network will convey runoff from each sports pitch to the soakaway.

- 5.90 The Lead Local Flood Authority (LLFA) had advised in their initial consultation response (July 2022) that further information was required in relation to the proposed surface water drainage scheme. A further response from the LLFA (October 2022) noted the submission of additional information, however, further clarification on infiltration rates and demonstration that the proposed soakaway provides sufficient storage for the 1 in 1 year +40% climate change allowance storm were still required.
- 5.91 A final response from the LLFA (November 2022) confirms that following the submission of further information and the clarifications requested in the first two consultation responses, they raise no objection subject to recommended planning conditions being secured relating to a detailed surface water drainage scheme and its maintenance.

Landscape and visual Impact

Core Strategy Policies:

CP8 (Built and historic environment)

CP9 (Natural environment)

Local Plan Saved Policies:

EP3 (The use, design and layout of development)

EP4 (Landscaping)

- 5.92 Core Strategy Policy CP9 seeks to ensure that landscape characteristics and biodiversity resources are conserved and enhanced by, amongst other things, not permitting development that would harm those features unless outweighed by the importance of the development.
- 5.93 Local Plan Policies EP3 and EP4 seek to ensure that development makes positive use of the intrinsic qualities of a site, including topography, landscaping, does not adversely affect the character of the area, ensures that parking does not dominate and is compatible with existing adjoining uses.
- 5.94 The site is designated as Green Belt, although Green Belt is not a formal landscape designation. The site itself is not designated in landscape terms, it is an unmanaged site of grassland and scrub, however, proximity to areas of landscape designation (including the Chilterns AONB) has been considered through the submitted Landscape and Visual Impact Assessment (LVIA) which is a robust approach.
- 5.95 The site itself is situated within Landscape Character Assessment (LCA) area LCA22.1 Beaconsfield Mixed Use Terrace. The study area for the LVIA also spans a number of other LCAs, as referred to within the LVIA.

- 5.96 As stated, the site is unused, with no formal access provided. It is relatively flat, with some gentle undulation throughout, and it is noted the land falls away closer to the southern boundary (with the M40).
- 5.97 Key characteristics of LCA22.1 relevant to the site is that the landscape is;
- “Cut by several major transport corridors, including the M40, which fragments the landscape, having a strong visual and audible influence on the central part of the area”, and there are:
- “Varying levels of tranquillity, with transport corridors being a dominant source of noise, movement and disruption, contrasting with quiet, calm pockets, associated with woodland”
- 5.98 The site is situated on the edge of the LCA and overall the site character is assessed as weak, due in large part to the high presence of development in this location (including the M40).
- 5.99 The LVIA study area incorporates a radius of approximately 2.5km from the centre of the site. The baseline considerations are based on this 2.5km radius.
- 5.100 The site is relatively well contained by existing trees and vegetation which provide a strong sense of enclosure, though there are a few localised instances where visibility into the site is possible. The site is not elevated or highly visible from outside of the application site, so impacts on the wider landscape are not appreciated.
- 5.101 Due to the change in baseline characteristics, a change in the landscape character will be appreciated. The introduction of sports pitches would not be uncharacteristic with existing sports fields in the locality, immediately south of the M40.
- 5.102 The proposed ball stop fencing is potentially an impact on landscape character, however it is visually permeable, allowing views through, maintaining openness. This lightweight and transparent structure limits the landscape effects associated with this being installed.
- 5.103 The LVIA tested visibility of the proposed development from a number of locations. A Zone of Theoretical Visibility (ZTV) was established. Viewpoints at varying close distances from the site were selected to represent the typical views of the site. In determining the viewpoints, whether in the immediate locality or further away, the main public highways, sections of public footpaths, and some of the publicly available spaces within the study area were visited.
- 5.104 The following viewpoints were selected as being representative:

No	Location	Distance (km) and direction of view	Northing	Westing	Rationale for selection
1	Glory Hill Lane	0km, S	51°35'58	00°40'24	Residents close to site.
2	B4440, between M40 and A40	0.km, W	51°35'55	00°40'15	Road users at proposed entrance
3	A40	0.04km, SW	51°35'58	00°40'18	Road users and residents close to site
4	B4440 on bridge over M40	0.09km, NW	51°35'58	00°40'14	Approach to site, near Listed buildings
5	Chiltern Way at Wooburn Green Sports Field	0.33km, NW	51°35'43	00°40'10	Middle-distance view from Long Distance Walking Path
6	Chiltern Way on Riding Lane	1.88km, S	51°36'58	00°40'08	Long range view in AONB from Long Distance Walking Path
7	Chiltern Way near Lude Farm	2.07km, S	51°37'03	00°40'50	Long range view in AONB from Long Distance Walking Path
8	Chiltern Way at Wooburn Park	2.05km, N	51°34'50	00°41'02	Long range view from Long Distance Walking Path
9	PRoW near Ronald Wood	1.87km, NE	51°35'18	00°41'49	PRoW in elevated position within ZTV
10	Broad Lane on bridge over M40	0.44km, W	51°35'51	00°39'56	Middle-distance view from Long Distance Walking Path
11	PRoW near Green Common Lane	2.30km, NW	51°34'45	00°39'26	Long range view from PRoW near Parks and Registered Gardens
12	PRoW near Links Road	1.58km, E	51°35'50	00°41'53	PRoW in elevated position within ZTV
13	PRoW at Wooburn Moor	1.39km, SE	51°36'23	00°41'27	PRoW in elevated position within ZTV

5.105 The enclosed nature of the site and the strong landscape buffer provided by existing tree corridors (some with heights of 10-12m) will reduce the magnitude of potential landscape and visual effects, both locally and from further away.

5.106 Landscape mitigation is proposed to avoid or reduce potential effects (including from residential receptors). These include:

- Retaining existing site boundary features
- Strengthening site boundaries by introducing native hedgerow and native tree species
- New landscaping in south east corner of the site to create a buffer with existing properties
- Keeping the development away from the far south western corner to maintain a buffer from the adjacent property

- Locating parking close to the entrance and minimising hard surfacing
 - Limiting changing room pavilion to a single storey building with low pitch roof, to minimise visual impact
- 5.107 Once the proposed planting (including new trees) has become established this will further reduce any associated visual impact.
- 5.108 When assessing the landscape effects on receptors, the quality of the landscape of the site and the immediate surrounding landscape, has been assessed as having a low landscape quality. The site is unmanaged and situated close to the M40, which detracts in landscape quality terms.
- 5.109 The value of the existing landscape has been assessed as medium. It is not designated from a landscape perspective.
- 5.110 The landscape's susceptibility to change has been defined as low. The area is subject to the presence of the both the M40 and A40, these influence the site and surrounding landscape. The site is not remote, it is subject to human activity and development and subject to noise and movement.
- 5.111 Landscape visual sensitivity has been defined as medium. The overall weighted assessment of landscape sensitivity on the site and immediate surrounding landscape has been assessed as medium.
- 5.112 Overall visual effect will mostly be negligible, with some isolated minor or moderate/minor effects likely.
- 5.113 In landscape and visual terms, whilst there will be some change in baseline characteristics, the use would not be uncharacteristic for the area and any change in characteristics will be localised in any event. The site has a strong sense of enclosure and landscape effects beyond the site will not be notable. Some landscape improvements can be achieved also as a result of proposed mitigation (i.e. strengthening of exiting tree corridors with new native planting). Any adverse impacts will not be significant and on balance the wider benefits of bringing this site into use outweigh them.

Archaeology

Core Strategy Policies:

CP8 (Built and historic environment)

- 5.114 Core Strategy policy 8 sets out the Council's approach to heritage protection. It refers to the protection and, where appropriate, enhancement of the District's historic environment being of great importance.
- 5.115 The Council's Archaeological Service has consulted the historic environment records. The application site lies within a wider area which has seen limited archaeological investigation, and as such the known archaeological potential of the site is uncertain.

- 5.116 The inclusion of an archaeological desk-based assessment has been noted and officers agree with the recommendations for archaeological evaluation through geophysics and trial trenching to clarify the archaeological interest of the site.
- 5.117 To avoid any harm to a heritage asset's significance, a conditions is recommended to secure appropriate investigation, recording, publication and archiving of the results, in conformity with NPPF paragraph 199.

Green networks and infrastructure

Core Strategy Policies:

CP6 (Local infrastructure needs)

CP9 (Natural environment)

- 2.118 Through policy CP6 existing Green Infrastructure will be protected (unless it is clear that it is no longer needed, or alternative appropriate provision is made).
- 2.119 Policy CP9 seeks to conserve and enhance the natural environment and achieve biodiversity net gains.
- 2.120 An Arboricultural Impact Assessment (AIA) and Tree Survey support the planning application, which assessed the existing tree stock on site and identified trees for removal.
- 2.121 The Council's Tree Officer notes the trees planned for removal, and that two are 'B' category trees, all other trees proposed for removal are either lower or poor quality trees. All trees identified for removal are shown on Tree Protection Plan (ref: TGA.2428.TPP.002A) and some are unavoidable due to the siting of the proposed pitches. The protection plan identifies those trees that are to be retained and protected (during construction) by tree protection fencing.
- 2.122 There is no objection to the proposal in arboricultural terms, subject to conditions being secured (including to comply with the aforementioned Tree Protection Plan).
- 2.123 The submitted Landscape Masterplan (revised version) demonstrates the extent of proposed new tree planting, mostly around the edges of the site. It should be noted that a corridor of native trees is proposed to be planted in order to strengthen the boundary between the application site and Glory Hill Cottage (situated east of the site). A landscaping condition is recommended to secure further details of landscaping scheme, which will include details of tree species, size and number.

Ecology

Core Strategy Policies:

CP9 (Natural environment)

CP13 (Environmental and resource management).

Statutory and non-statutory sites

- 5.124 The scale, nature and location of the development will not result in any significant direct or indirect impacts upon international or nationally designated sites, or non-statutory designated sites.

Habitats

- 5.125 There will be the loss of poor semi-improved grassland and scrub and a section of hedgerow. This loss will be off-set with the creation of species-rich grassland in a mosaic with mixed native scrub.

Protected Species

- 5.126 In terms of bats, there would be negligible impact on this species in terms of loss of foraging habitat. There is low potential for roosting bats in the mature trees along Glory Hill Lane; there will not be any artificial lighting on the site and any light spillage from cars and the club house will be limited and unlikely to affect the treed boundary. Ten bat roosting boxes are proposed.
- 5.127 The site has potential to supporting nesting birds in the hedgerows and scrub. Works should not take place during bird nesting season but if there is any site clearance during the season then the site should be surveyed for active bird nests. Native planting including hedgerows and scrub will compensate for losses of foraging and nesting habitat. Ten nest boxes are proposed.
- 5.128 There are no records of reptiles within 2km of the site. The site is considered low risk but the presence of reptiles cannot be ruled out. As a precaution, it is recommended that vegetation and scrub should be cut above ground level in winter months with any root and ground disturbance taking place outside of the reptile hibernation season. There is likely to be minimal impact on reptiles. There will be the creation of four hibernacula to complement the proposed wildflower grassland and scrub, will provide new habitat.
- 5.129 As badger is known to be present within the local area before any works commence on site, there should be a pre-construction survey. In terms of hedgehogs, vegetation clearance should be carried out outside of the hibernation period; four hibernation habitat piles will be provided for hedgehogs. In terms of invertebrates, it is recommended that any logs and other large deadwood habitat be retained and a proportion partially buried into the ground; new grassland containing food plants for the small heath butterfly, dingy skipper butterfly, toadflax brocade moth and white admiral.
- 5.130 In summary, there would be no harmful impacts on protected species. Conditions are recommended, firstly a Construction Environmental Management Plan which is required to protect biodiversity features during the carrying out of site works and secondly a Landscape and Ecological Management Plan to cover future management arrangements.

Biodiversity Net Gain

5.131 To offset the loss of biodiversity on the site, there should be the creation and/or improvement of habitat of medium or higher distinctiveness, and provide a value of no less than 2.25 biodiversity units. This will be secured by condition.

Public open space

Core Strategy Policies:

CP5 (Open space, sport and recreation)

5.132 Policy CP5 resists the loss of sport and recreational facilities, only permitting their loss in exceptional circumstances.

5.133 The proposed new football facilities on land at Glory Hill are proposed as replacement provision for the “Permanent Sports Pitches” that are currently required to be delivered at Wilton Park (under the terms of the outline planning permission 17/01763/OUT and associated S.106). Accordingly, there would be no loss of sport and recreational facilities, but their re-location within Beaconsfield, to a site which enables a betterment in terms of provision, and as such there no policy conflict.

Healthy Communities

Core Strategy Policies:

CP5 (Open space, sport and recreation)

5.134 Policy CP5 supports the provision of new sport and recreational facilities. The proposed use is consistent with this, as well as the NPPF which in promoting healthy and safe communities seeks places that promote social interaction, and enable and support healthy lifestyles.

Infrastructure and Developer Contributions

Core Strategy Policies:

CP6 (Local infrastructure needs)

5.135 To ensure the effective and timely delivery of sports pitches at the application site aligns with the terms of the s106 agreement for the Wilton park outline planning permission, the applicant has confirmed willingness to enter into a legal agreement, to secure the following:

At Glory Hill

- The delivery of the football facility at Glory Hill by Inland (as set out in the approved plans) prior to the occupation of the 197th dwelling at Wilton Park.
- Not to occupy more than 196 dwellings at Wilton Park until the football facility has been provided at Glory Hill.
- Upon completion of the new football facility at Glory Hill, Inland to transfer for a nominal sum the freehold interest to Beaconsfield Town Youth Football Club (BTYFC).
- A requirement (for BTYFC) to maintain the football facility for its lifetime in accordance with a maintenance schedule to be agreed with the Council.
- Implementation of the Travel Plan and monitoring fee.

5.136 It should also be noted that at Wilton Park a deed of variation to the Wilton park outline permission (17/01763/OUT) would need to be completed to secure the following;

- Retain the current obligations to deliver permanent formal sports pitches and a sports pavilion at Wilton Park in the event that the Glory Hill facilities are not delivered.
- A requirement to retain the existing (or temporary) football pitches at Wilton Park until the football facility at Glory Hill is delivered and the freehold interest transferred to BTYFC.
- On the basis that the Glory Hill facilities are delivered, in addition, the delivery of two small informal pitches at Wilton Park. One marked out within the approved public park, and the other at the eastern end of the site.
- The management and maintenance of these small informal pitches to be the responsibility of the Wilton Park Management Company.
- The provision of informal changing facilities for the informal sports pitches.
- A requirement to agree a temporary landscaping strategy for the area in and around the SFA housing immediately east of the relief road. This landscaping to be managed and maintained unless or until otherwise agreed, or unless and until subsequent permission is granted for a different use of the land in question.

5.137 The new s106 agreement for Glory Hill will ensure there is a legal framework in place to secure delivery of the pitches and pavilion equally as robust as the legal framework currently in place for securing delivery at Wilton Park.

6.0 Weighing and balancing of issues / Overall Assessment

6.1 This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.

6.2 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:

- a. Provision of the development plan insofar as they are material,
- b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
- c. Any other material considerations

6.3 As set out above it is considered that the proposed development would accord with most of the development plan policies.

6.4 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which

may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

- 6.5 The concerns and objections received, alongside the representations in support of the proposals have been duly noted and considered, and addressed within the above report.
- 6.6 As set out above, it is considered the proposed development would achieve overall compliance with the development plan.
- 6.7 The proposal has been assessed against Green Belt policy. Definitional harm to Green Belt and harm to openness or Green belt purposes has not been identified. The proposed change of use of the land for sport and recreation, pavilion, storage structure, car park and ball stop netting are considered appropriate in the Green Belt.
- 6.8 Full and detailed consideration has been given to the specific issues arising from the scheme and, as set out within this report, this demonstrates the suitability of this site for the proposed use, or the means by which it can be made acceptable.
- 6.9 This proposal provides the opportunity for a betterment in terms of sports pitch provision than would have been delivered at Wilton Park, and this sporting benefit weighs in favour of the development proposed.
- 6.10 Overall, taking into account all of the material planning considerations, and having assessed the proposals against the Development Plan, the NPPF and having given consideration to other relevant planning policies, policy documents and published guidance, it is concluded that the proposals are acceptable.
- 6.11 It is recommended that planning permission should be granted, subject to planning conditions and the completion of a satisfactory s106 agreement to secure the Heads of Terms as set out above. Whilst there are a number of matters that will require approval through the imposition of conditions, none of these matters are considered to be fundamental to the acceptability of the scheme.

7.0 Working with the applicant / agent

- 7.1 In accordance with paragraph 38 of the NPPF (2021) the Council approaches decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and works proactively with applicants to secure developments.
- 7.2 The Council works with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applicants /agents of any issues that may arise in the processing of their application.
- 7.3 In this instance the applicant:
 - was provided with pre-application advice,
 - the applicant/agent was updated of any issues after submission of the application

- The applicant was provided the opportunity to submit amendments / additional technical information to the scheme in order to address issues identified during the consideration of this application.

8.0 Recommendation

8.1 The recommendation is that the application be deferred and delegated to the Director of Planning and Environment for APPROVAL subject to the satisfactory completion of a S106 agreement to secure the matters set out in the report, both in relation to the application site and at Wilton Park, on land within the applicant's ownership, subject to the receipt of no new material representations, and the conditions as proposed and any other considered appropriate by Officers.

8.2 The proposed planning conditions are as follows:

1. The development to which this permission relates must be begun before the expiration of three years from the date of this permission.
Reason: To prevent the accumulation of unimplemented planning permissions, to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 (1) of the Town & Country Planning Act 1990, as amended.

National Highways

2. Prior to the commencement of any excavation works and landscaping works including fencing, geotechnical submissions (in accordance with DMRB Standard CD622) shall be submitted to and agreed in writing by the Local Planning Authority (in consultation with National Highways). The development shall be carried out in accordance with the approved details.
Reason: To ensure that the M40 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.
3. Prior to the commencement of development, full details of new drainage and its location shall be submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways.) The development shall thereafter be undertaken in strict accordance with the approved details which shall be implemented prior to the first use of the development hereby permitted and retained in accordance with the agreed specification. No surface water shall be permitted to run off from the development hereby permitted on to the Strategic Road Network or into any drainage system connected to the Strategic Road Network. No drainage connections from any part of development hereby permitted may be made to any Strategic Road Network drainage systems.
Reason: To ensure that the M40 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

4. No development shall take place until a Construction Environmental Management Plan (CEMP) covering the site has been submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways). The CEMP shall include, but not be limited to, the following:
 - a) Construction Traffic Management Plan (to include the co-ordination of deliveries and plant and materials and the disposing of waste resulting from demolition and/or construction so as to avoid undue interference with the operation of the public highway, particularly during the Monday/Friday AM Peak (0800-0900 hours) and PM Peak (1630-1800 hours) periods);
 - b) An estimate of the daily movement of the construction traffic;
 - c) The hours of construction work and deliveries;
 - d) Area(s) for the parking of vehicles of site operatives and visitors;
 - e) Area(s) for the loading and unloading of plant and materials;
 - f) Area(s) for the storage of plant and materials used in constructing the development;
 - g) Details of waste management arrangements;
 - h) Consideration of emissions to air, water and land, including noise and vibration, dust, general discharges and appropriate mitigation strategies;
 - i) the storage of materials and construction waste, including waste recycling where possible;
 - j) Risk Assessments and Method Statements for the works; and
 - k) Contact details of personnel responsible for the construction works.

Reason: To ensure that the M40 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

LLFA

5. At the same time as submitting the details for condition 2 and prior to commencement of development a surface water drainage scheme for the site, based on sustainable drainage principles shall have 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 and retained thereafter. The scheme shall also include:
 1. Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS components;
 2. Further infiltration rate testing in accordance with BRE 365 within SA101
 3. Drainage layout detailing the connectivity between the development and the drainage component(s), showing pipe numbers, gradients and

sizes, complete together with storage volumes of all SuDS component(s);

4. Specific calculations for the proposed soakaway which is inclusive of the critical storm duration and demonstrates that the proposed soakaway provides sufficient storage for the 1 in 100 year +40% climate change allowance storm;
5. 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;
6. Construction details of all SuDS and drainage components;
7. 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; and,
8. Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction.

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

Environmental Health

6. Prior to the commencement of development (including any site preparation works) 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 supplementary investigation, based on the Desk Study and Ground Investigation prepared by Hydrock (Report ref. 20460-HYD-XX-XX-RP-GE-1001) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments.
 - ii) The site investigation results and the detailed risk assessment (i) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - iii) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (ii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any

changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

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

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 written 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.

8. 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, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. The approved remediation scheme must be implemented in accordance with the timescale set out therein. 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.

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

9. Not to commence development until a Construction Dust Management Plan (CDMP) has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved CDMP, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To manage impacts throughout the construction period of the proposed development.

Archaeology

10. No development shall take place until a programme of archaeological work has been undertaken in accordance with a written scheme of investigation which has been submitted to and approved in writing by the planning authority.

Reason: In the interests of preserving archaeological remains.

Sport England

11. The playing field and pitches shall be constructed and laid out in accordance with the approved plans and with the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, 2011) and retained as such thereafter.

Reason: To ensure the quality of pitches is satisfactory and they are available for use before development (or agreed timescale).

12. Before the playing field and pitches are brought into first use, a Management and Maintenance scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Sport England). The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the playing field and pitches and for the duration of the use thereafter.

Reason: To ensure that a new facility is capable of being managed and maintained to deliver a facility which is fit for purpose, sustainable and to ensure sufficient benefit of the development to sport.

Buckinghamshire Highways

13. No other part of the development shall begin until the new means of access has been sited and laid out in accordance with the approved drawing(s) and constructed in accordance with the Buckinghamshire Council guide note "Commercial Vehicular Access within the Public Highway" and retained thereafter.

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

14. The scheme for parking and manoeuvring of vehicles, cycles and minibuses as indicated on the submitted plans hereby approved shall be laid out in full prior to the commencement of use of the development hereby permitted and that area shall not thereafter be used for any other purpose, unless otherwise agreed in writing by the Local Planning Authority.

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.

15. No other part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point to the give way line at the roundabout junction with the A40 to the left upon exit, and the maximum achievable splay to the right upon exit

along the edge of the carriageway measured from the intersection of the centre line of the access, but with a minimum splay of 112 metres in length. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

Reason: To provide adequate inter-visibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

16. The use hereby approved shall not be brought into use until an area has been laid out within the site for vehicles to turn in general accordance with the approved plans (1915/P/01 revC) and that area shall not thereafter be used for any other purpose, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enable vehicles to draw off and turn clear of the highway thereby avoiding the need to reverse onto the public highway.

17. Prior to the use commencing (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) the off-site highway works shown in principle on drawing 2021/6288/003 Rev. P5 which comprises of upgraded crossing points which include tactile paving at the following existing crossing positions:

- i. The proposed site access
- ii. Wooburn Green Lane in the site's vicinity
- iii. The east arm of the A40/Wooburn Green Lane roundabout junction shall be laid out and constructed in accordance with details to be first approved in writing by the Planning Authority (in consultation with the Highway Authority).

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

18. At the same time as submitting the details for condition 3 and prior to commencement of development, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements, access arrangements and parking of site operatives vehicles) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority). Thereafter, the development shall be carried out in accordance with the approved Plan, unless otherwise agreed in writing by the Local Planning Authority.

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

19. Prior to first use of the car parking area, Electric Vehicle Charging infrastructure shall be installed to serve four cars. The Electric Vehicle

Charging infrastructure shall be maintained and kept in good working order thereafter, as specified by the manufacturer.

Reason: In the interests of sustainable travel

Tree Officer

20. Notwithstanding any indications illustrated on drawings already submitted, no development shall take place until a report and plan has been submitted to and approved in writing by the Local Planning Authority, which shows the extent of the existing trees, shrubs and hedgerows on the site and detail, including crown spreads, of those to be retained.

Reason: To maintain the visual amenity of the area.

21. Within six months of commencement of development or prior to first use whichever is the sooner, a detailed scheme of soft landscape works shall be submitted to and approved in writing by the Local Planning Authority, which shall include (but not limited to)

- a) Planting (including trees, shrubs, seeding, other plants and grass) plans, which shall include but is not limited to new tree and shrub planting to strengthen the boundary with Glory Hill Cottage;
- b) Written specifications (including soil depths, mulching, cultivation, watering/irrigation, staking and other operations associated with tree, plant and grass establishment);
- c) Schedules or plants noting species, planting sizes and proposed numbers/densities;
- d) For sustainable tree planting, the soft landscape works shall incorporate underground systems and provide a sufficient area of growth medium for long term tree growth where tree development is compromised by hard landscaping such as pavements, car park areas and structures (if there is hardstanding on more than one side of proposed tree planting then underground systems must be implemented); and,
- e) a programme of planting.

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 Local Planning Authority.

The developer shall complete the approved landscaping works and confirm this in writing to the Local Planning Authority prior to the date agreed in the programme of planting.

Reason: To ensure satisfactory landscaping of the site in the interests of visual amenity.

22. 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 commencement of the development hereby permitted or the substantial completion of the development, whichever is the sooner or as may be specified in the programme of planting secured under condition 20 e). 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 Local Planning Authority gives written consent to any variation.

Reason: To ensure a satisfactory and continuing standard of amenities are provided and maintained in connection with the development.

23. The development shall be implemented in accordance with the arboricultural method statement by tga dated 16.05.2022 including Tree Protection Plan ref TGA.2428.TPP.002A 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.

Reason: To maintain the visual amenity of the area.

Hard Landscaping

24. Within 6 months of commencement of development or prior to first use whichever is the sooner, details of hard landscape works shall be submitted to and approved in writing by the Local Planning Authority.

All hard landscape works shall be carried out in accordance with the approved details and retained thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure satisfactory landscaping of the site in the interests of visual amenity and biodiversity enhancements.

Hours of use

25. The use of the site hereby approved shall only operate between the hours of 9.00am to 4.00pm on Saturdays, Sundays and Bank Holidays unless otherwise agreed in writing by the Local Planning Authority. Grounds maintenance shall only operate from 9.00am to 4.00pm Mondays to Sundays, and at no time on Bank Holidays unless otherwise agreed in writing.

Reason: To protect the amenities of adjoining residential occupiers.

Noise Management Plan

26. Prior to the use commencing on site, a Noise Management Plan (NMP) shall be submitted to and approved in writing by the Local Planning Authority. The NMP shall set out a strategy for the management of noise from the use of the facilities. The approved NMP shall be implemented for the duration of the development.

Reason: To safeguard the amenity of nearby residential occupiers.

Materials

27. No development (in respect of the pavilion and equipment store) shall take place until a schedule of all external materials to be used in the construction of these buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall

be carried out in accordance with the approved details, and retained as such thereafter, unless otherwise agreed in writing.

Reason: To safeguard and enhance the visual amenities of the locality.

Ecology

28. No development shall commence until a scheme for the offsetting of biodiversity impacts at the site shall be submitted to and approved in writing by the Local Planning Authority. The proposed offsetting scheme shall provide for the creation and/or improvement of habitat/s of medium or higher distinctiveness, and a value no less than 2.25 Biodiversity Units and shall include:

- a) Details of the offset requirements of the development, in accordance with a recognised biodiversity offsetting metric;
- b) The identification of a receptor site or sites which generates a minimum of 2.25 Biodiversity Units;
- c) The provision of arrangements to secure the delivery of offsetting measures, including a timetable for delivery;
- d) A management and monitoring plan, to include for the provision and maintenance of the offsetting measures for a period of no less than 30 years from the commencement of the development. The management and monitoring plan is to include:
 - e) Description of all habitats to be created/enhanced with the scheme including expected management condition and total area;
 - f) Review of the ecological constraints;
 - g) Detailed designs and/or working methods (management prescriptions) to achieve proposed habitats and management conditions, including extent and location of proposed works;
 - h) Type and source of materials to be used, including species list for all proposed planting and abundance of species within any seed mix/planting scheme;
 - i) Identification of the persons responsible for implementing the works;
 - j) A timetable of ecological monitoring to assess the success of all habitat creation/enhancement.
 - k) A timetable of future ecological monitoring to ensure that all habitats achieve their proposed management condition as well as description of a feed-back mechanism by which the management prescriptions can be amended should the monitoring deem it necessary. All ecological monitoring and all recommendations for the maintenance/amendment of future management shall be submitted to and approved in writing by the Local Planning Authority.

The offsetting scheme shall thereafter be completed in accordance with a timeframe to be submitted to and approved in writing by the Local Planning Authority. Thereafter the biodiversity off-setting shall be maintained in accordance with approved details and retained therein.

29. 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”.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

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

30. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP shall include

31. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed.
- 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.
- 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 LEMP shall be implemented in accordance with the approved details for the duration of the development.

32. Notwithstanding The Town and Country Planning Act 1990 (as amended) (or an Act that revokes or re-enacts it), no floodlight or other external lighting shall be constructed at the site.
Reason: In the interests of the amenity of neighbours and in the interests of highway safety on the M40 motorway.
33. No development shall commence until details of the siting, construction and materials of the ball stop netting and it's associated infrastructure including attachments, posts and fencing have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and constructed prior to first use and retained thereafter.
Reason: In the interests of the amenity of neighbours and in the interests of highway safety on the M40 motorway.
34. Prior to the ball stop netting being brought into first use a management plan, which shall include details on how the netting, posts and fencing will be maintained shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. Thereafter, the ball stop netting, posts and fencing shall be maintained in accordance with the approved management plan for the duration of the development.
Reason: In the interests of the amenity of neighbours and in the interests of highway safety on the M40 motorway.

Means of enclosure

35. Within 6 months of commencement of development or prior to first use whichever is the sooner, further details of the siting, height and design (including materials) of all walls, fencing, gates or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, all walls, fencing, gates or other means of enclosure shall be erected/installed in accordance with the approved details before the first use of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority. Thereafter the approved means of enclosure shall be retained and notwithstanding Class A, Part 2, Schedule 2 of The Town & Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking or re-enacting that Order) no further gate, wall, fence or other means of enclosure shall be constructed on the application site without the approval in writing of the Local Planning Authority.
Reason: In the interests of the openness of the Green Belt, highway safety and the character and appearance of the area.

Approved Plans

36. The development hereby permitted shall not be carried out except in accordance with the following approved plans unless otherwise first approved in writing by the Local Planning Authority:

1915/P/02 revA

1915/P/01 revC
1915/P/03 revA
20460-HYD-XX-XX-DR-C-1010 revP05
20460-HYD-XX-XX-DR-C-1020 revP01

Reason: to secure the proper planning of the area and by virtue of Sections 91 to 95 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

Informatives

Environmental Health

1. Due to the nature of the use of the premises Environmental Health advise the applicant to consider the implementation of a Noise/Nuisance Management Plan to ensure measures are in place to address and control any matters of noise that may be heard within the local amenity from the use of the premises and should include community engagement within their process.
2. Due to the close proximity of the site to 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 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

Further Information for Developers and guidance documents can be found online at: <http://www.chiltern.gov.uk/construction-sites>

Site operational hours for works that generate noise over the boundary of the premises:

Monday to Friday - 8am until 6pm

Saturday - 8am until 1pm

Sunday, Bank Holidays and Public Holidays – No noisy works

Outside of these times, no noisy equipment should be used that would be audible to nearby residents

In relation to conditions 5 and 6 the applicant is advised these must be undertaken in accordance with the Environment Agency's 'Land contamination risk management (LCRM)' guidance, available online at <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm> .

Buckinghamshire Highways

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

Highways Development Management (Delivery team)
Buckinghamshire Council 6th Floor
Walton Street Offices
Walton Street
Aylesbury
Buckinghamshire
HP20 1UY
Email: highwaysdm@buckinghamshire.gov.uk

APPENDIX A: Consultation Responses and Representations

Councillor Comments

Councillor Ng

Dear Cllr Egleton - Chairman of the South Buckinghamshire Area Planning Committee,

I am writing to you to call in this planning application for the planning committee to scrutinise due to the material considerations that are involved and should be debated amongst councillors, along with representations from residents.

It is my view that the following grounds should be considered in detail:

1. Whether this proposed development is in accordance with the Local Plan / National Planning Policies;
2. The impact of this proposed development on neighbouring residents, in particular their living conditions and whether it adversely affects by noise (including operation of hours of use), loss of privacy, disturbance etc;
3. Highways consideration - the impact of this on neighbouring properties, the A40 / B4440
4. junction, access by vehicles;
5. Capacity of local physical infrastructure, in particular drainage;
6. Scrutiny if the proposed financial contribution offered is appropriate and / or applicable;
7. Substantial harm to the green belt / environment of which it sits in and the loss of trees.

Councillor Wheelhouse

The reasons for the call-in are concerns raised locally relating to:

- harm to green belt
- inappropriate development in the green belt
- impact on openness of the green belt
- ecology harm
- accessibility issues
- traffic issues
- impact on neighbours
- neighbours' amenity
- noise and light implications
- warrants scrutiny by committee due to amount of local interest

The reason for the delay is I received a late request to call this in. I did mention potential harm to green belt and local interest when I made the initial call-in.

I have no personal interest or personal bias.

Beaconsfield Town Council Comments

1st comments received August 2022

Committee resolved to object to the application, stating unnecessary Green Belt development and negative impact on the residential amenity of surrounding properties.

2nd comments received November 2022

Committee resolved to object strongly to the application, stating that:

- It would adversely impact the residential amenity of neighbouring properties
- Wilton Park was granted permission on the basis of the scheme in question being implemented there so the obligation should be upheld in its originally proposed location.

Consultation Responses

Highways DM Officer (28 July 2022):

Wooburn Green Lane is classified as the B4440 and in this location is subject to a speed restriction of the National Speed Limit. Proposals include the change of use of land to provide sports pitches for youth football.

When considering trip generation, I note that there are no comparable sites to this specific use within the TRICS[®] (Trip Rate Information Computer System) database, and as such the applicant has undertaken a first principles approach to the potential trip generation, based on the existing site at Wilton Park. This has been based on the busiest matchday, with five matches played per day. These fixtures would comprise of one 9-a-side match for the under 11's, and four 11-a-side matches for the under 13s – 16s.

Based on a worst-case scenario accounting for each 9-a-side team to have a matchday squad of 11 players, and each 11-a-side squad to have a squad of 14 players, and for each match to provide an independent referee, each 9-a-side match would have the potential to have 23 attendees, inclusive of players and officials, and each 11-a-side match would have the potential to have 29 attendees, inclusive of players and officials. Whilst it may be unlikely that 5 matches would be played on Sundays, when taking into account away fixtures, I find that the first principles approach is robust. As such, I consider that on the busiest matchdays, the peak matchday trip generation would not be dissimilar to the figure of 270 two-way movements contained within the submitted Transport Statement. In reality, given the modal share survey also submitted, which will be discussed later within this response, this figure is likely to be lower. It should also be noted that the fixtures played would be staggered, and any spectators or visitors would likely be using the same vehicles as players and as such it is unlikely that any additional trips would likely occur from spectators.

Given that these movements would be off-peak, on weekends, and within the daily variation of vehicular movements already existing on Wooburn Green Lane and the A40, I do not consider that there would be a material impact on the surrounding junctions and junction capacity assessments are not required in this scenario. Whilst I accept that the network is capable of accommodating the level of vehicular movements anticipated, the access arrangements serving the site will need to be assessed in order to determine whether safe and suitable access can be achieved.

A new access is proposed on Wooburn Green Lane. As Wooburn Green Lane is subject to a speed restriction of 60mph, visibility splays of 2.4m x 215m are required, in accordance with

DMRB (Design Manual for Roads and Bridges) guidance. I note, however, that an ATC speed survey has been undertaken, which indicates that vehicles are travelling at 85th percentile speeds of 41.5mph southbound and 38.5mph northbound, which equate to visibility splays of 2.4m x 99m and 2.4m x 112m, respectively. This could be due to the location of the access in close proximity to the change in speed limit to 30mph. I can confirm that adequate visibility splays can be achieved from the proposed access point in accordance with the speed survey, however I also acknowledge that further visibility to the right upon exit is achievable, bringing it closer in line with the posted speed limit I will secure these splays by way of condition. In terms of access width, I note that the access point would measure 7m in width, which I can confirm is acceptable and would allow for the two-way flow of vehicles in this location. I also note that a separate 2m footway is provided within the site which would allow for pedestrians to walk safely independent of vehicles in this location. Swept-path analyses have been submitted which demonstrate that refuse vehicles are able to turn into the site from Wooburn Green Lane efficiently and safely.

DMRB (Design Manual for Roads and Bridges) guidance states that:

“Priority junctions shall include a major road central treatment when the minor road flow exceeds 300 vehicles 2-way annual average daily traffic (AADT), or the major road flow exceeds 13,000 vehicles 2- way AADT.”

Wooburn Green Lane experiences around 12000 vehicle movements on a weekday and would experience much lower on a weekend when the development has peak trips, considering both major and minor trips, I am in agreement with the applicants Transport Statement which sets out a priority access junction is appropriate to serve the site and meets the requirements set out in DMRB.

With regards to parking, I note that the Buckinghamshire Countywide Parking Guidance have no specific standards in relation to sports pitches and as such, another first principles approach has been undertaken to establish the likely numbers of parking required. The trip generation figures submitted for the existing pitches at Wilton Park have been re-used in order to establish a likely level of parking for the site. This has established that the peak parking accumulation would have occurred on October 19th, with 3 matches kicking off at 9:30am. The details submitted identified that there would be a peak of 61 vehicles on-site during the early match-kick off and finish times. I consider that this is reasonable, and represents a worst case scenario based on fixture schedules, and on a more typical match-day, numbers would be reduced. It should be noted that this is for Sunday matches, where parents/spectators would likely stay and watch the matches, as opposed to training sessions, which are more likely to involve the dropping off of players and collection at a later point of the day. Therefore, I consider that the provision of 70 vehicle parking spaces is acceptable in this instance.

These parking bays would measure 2.8m x 5.5m, which I can confirm is in line with the aforementioned guidance. 2 minibus spaces would also be provided, alongside an ambulance space and 12 cycle spaces. I can confirm that, having reviewed the swept-path analyses, these spaces are accessible. I would require 4 of these spaces to be equipped with passive charging infrastructure for electric vehicles, which I trust can be dealt with by way of condition.

A modal split survey has been undertaken for both training sessions and matchdays, which indicates that the vast majority of trips undertaken to the site would be via car, be it alone or as part of a car share arrangement. In accordance with the survey, 6.7% of trips would be made via walking, cycling or other modes. It should be noted that whilst some players/spectators would currently walk to the site at Wilton Park, travel patterns may change due to the re-location and some spectators that would walk to the site may choose to drive, and vice-versa. I consider that whilst this may be the case, I do not anticipate a major modal shift in favour of walking/cycling in this location.

Pedestrian improvements in the form of tactile crossing points will be installed at the site access point and at the junction of Wooburn Green Lane/White Hill completed with tactile paving. It has been proposed that the existing crossing on the White Hill east arm is upgraded, with the introduction of tactile paving improving these movements for all users. Having discussed these crossing points with our Road Safety team, I consider that the upgrading of these crossing points is acceptable in this instance. In terms of further potential upgrades to either bus stops or services, given the likely level of use that would be necessitated from the pitches, I do not consider that it would be reasonable to insist upon an obligation to improve these facilities.

Mindful of the above, I have no objection to the proposals, subject to the following conditions being included on any planning consent that you may grant.

National Highways:

1st comment – 2 August 2022

Recommend that planning permission not be granted for a specified period.

National Highways interest in the case of this particular development proposal is the M40.

We have reviewed the information provided on the Planning Portal in relation to this proposal. Whilst we acknowledge that the traffic impact of the proposal is unlikely to have significant impact on the operation of the M40 and the closely associated interchanges, some initial infrastructure concerns have been noted that require further investigation and collation of additional information.

It is recommended that the application (Ref: PL/22/2329/FA) should not be approved for a period of 56 days (until 27 September 2022) from the date of this recommendation until such time as we have resolved the outstanding matters.

This is to allow National Highways to understand the impact of the development on the safe and efficient operation of the Strategic Road Network and provide the Local Planning Authority with fully informed advice.

2nd comment – 7 October 2022

We have reviewed the information provided on the Planning Portal and further information received from the applicant in relation to this proposal and our historic information requests, specifically in relation to the on-site drainage, ball strike fencing and proposed bund. We are

currently reviewing conditions that we will recommend before agreeing them with the applicant; we will be contacting applicant separately regarding wording of conditions.

It is recommended that the application (Ref: PL/22/2329/FA) should not be approved for a period of 56 days (until 2nd December 2022) from the date of this recommendation to enable planning conditions to be reviewed and agreed.

3rd comment – 11 November 2022

We have been in an ongoing communication with the applicant's consultants and we have now resolved the majority of the outstanding technical matters with the applicant and are content that the proposal would not result in unacceptable road safety issues or severe congestion issues on the SRN. We recommend however that the applicant produces geotechnical and full drainage details along with a Construction Environment Management Plan (CEMP) to ensure that the development remains acceptable to National Highways.

Whilst not a recommended condition it is understood that no flood lighting is proposed for the football pitches. If, in the future a further planning application is made for upgrades to the site that incorporates flood lighting, National Highways would need to be consulted to ensure these would have no negative impact on operational safety of the SRN. For information if flood lighting were to be introduced this would need to be constructed and maintained so that is faced vertically downwards at all times.

National Highways recommends pre-commencement conditions relating to geotechnical submissions, drainage details and a Construction Environmental Management Plan.

Sport England:

1st comment – 2 August 2022:

Sport England has considered the application in light of the National Planning Policy Framework (in particular Para. 99), and against its own E4 exception within our playing fields policy.

Sport England considers that the proposal has the potential to provide improved replacement facilities which meet the criteria under our E4 exception. However, we would ask for further detail and consideration of the following matters before we can support the proposal in full.

- Assessment of Natural Turf Playing Fields Equivalent Quality Assessment;
- Modifications to the design and layout of the pavilion facility to take account of the Football Foundation's comments.

Sport England is likely to seek to secure a condition requiring more details on a suitable maintenance and management scheme to ensure that the site is fit for purpose and can be sustained to a good quality into the future.

Can further clarification be provided in relation to a mechanism securing better management/tenure arrangements through the provision of a long term lease? Will this be through an appropriately worded S106 clause?

Sport England reluctantly wishes to raise an objection to this application until the further information has been provided and comments considered. Sport England will be happy to lift this objection once these matters are resolved. For the avoidance of doubt, we consider these matters should hopefully be resolvable fairly quickly and we will move to remove our objection as swiftly as possible.

2nd Comments – 30 September 2022:

Sport England is happy to say that we are in a position to withdraw our objection to the application on the basis that the proposal is considered to be capable of meeting our objective 1 - To protect the right opportunities in the right places:

“Existing provision should be protected unless an assessment has demonstrated there is an excess of the provision and the specific buildings or land are surplus to requirements; or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the former or current use.”

In relation to the detailed matters raised in our 2nd August response, we welcome the amendments to the pavilion design to increase number of officials changing rooms in response to FA’s feedback.

The team changing rooms are still considered oversized based on FA and Sport England guidance; and there is still an absence of social space within the design which may hamper the potential to generate income through the facility. However, the FA do not object to the proposed pavilion.

Sport England has clarified matters with the agent in respect of the agronomy report and the comparative assessment between the proposed and existing site. We do not consider there are any outstanding issues in respect of this matter.

Furthermore, the pitch layout plans show that the necessary 3m run/off areas can be maintained, although the layout does mean that there is little room to reconfigure/relocate/re-orientate pitches.

Sport England is content to withdraw our objection to the application. This is subject to the recommended conditions being attached to the permission should the LPA be minded to approve.

**Environmental Health Officer
Contaminated Land – 21 October 2022**

I have reviewed the Desk Study and Ground Investigation prepared by Hydrock (Report ref. 20460- HYD-XX-XX-RP-GE-1001).

The investigation has identified 2 no. contaminant linkages that require mitigation.

As part of the construction of the pitch area, as well as the pavilion and the car parks, the surface strata will need to be excavated. A cover system will therefore not be necessary as

this process will act as a barrier and disrupt the contaminant linkage. The construction of the proposed pitches will also necessitate the excavation of the hotspot of degraded Asphalt.

The Environmental Consultant advises that verification by a competent independent geo environmental specialist will be required during and following construction to prove processes are adequate to act as remedial works.

The Environmental Consultant has recommended that a supplementary ground investigation be undertaken to further define the extent and depth of the underlying geological strata and to assess pollution of controlled waters risk. The Environmental Consultant has also recommended that a Remediation Strategy and Verification Plan be prepared, followed by a Verification Report.

Based on this contaminated land condition(s) are recommended to be put on any approval.

Noise – 26 September 2022

The application and documents submitted online have been reviewed.

Environmental Health's material consideration with this application is whether the proposed application would have a detrimental noise/nuisance impact on the local amenity.

Environmental Health understand that the proposed use includes:

- Four football pitches for football matches and training sessions during daylight hours on Saturday and Sunday with use specified as between the hours of 09.00am - 4.00pm. (Saturday use for training, Sunday use for match days that may vary between 09.30am and 2.00pm)
- A pavilion that will not be used for social gatherings or functions.
- No floodlighting is proposed within this application to the pitches or to the proposed car park area

Environmental Health has paid specific attention to the document submitted with the application by Entran titled 'Consideration of Noise from Sports Pitches' Reference: E3231-Issue. Dated 27-05-22. This report sets out a noise assessment which considers the use of the pitches on training and match days both in terms of noise from the pitch use and spectators and in terms of the arrival vehicles and use of the car parking area.

The report concludes that taking into account the existing background noise (including from the nearby M40) that the proposal will have a negligible impact on nearby residential properties and that whilst sound from the proposed activities may be perceptible at nearby residential dwellings it is considered that any significant adverse impacts would be unlikely.

As a result of the above Environmental Health do not raise any objections to the application.

Should the LPA be minded to grant approval Informatives are recommended to be attached.

A second set of comments were received, which recommended securing a Noise Management Plan if the application is approved.

Air Quality – 29 September 2022

Having read the Air Quality Assessment by DustScan on behalf of Inland Homes I have the following comment to make.

In the interest of transparency, it would be beneficial for the consultant to include the anticipated AADT from the operational use of the development. This will give a clearer indication as to why operational traffic has been scoped out of the assessment and reduce any ambiguity.

Recommendation: A condition requesting a Construction Dust Management Plan is required as recommended in Appendix C Construction Phase Mitigation Measures.

Local Lead Flood Authority / SuDS:

1st comment – 7 October 2022:

The LLFA objects to the proposed development due to insufficient information regarding the proposed surface water drainage scheme.

2nd comment – 8 November 2022

The Lead Local Flood Authority (LLFA) has reviewed the information provided in the following documents:

- Response to LLFA Comments (22460-HYD-XX-XX-RP-C-920001_1, 25 October 2022, Hydrock)
- Proposed Levels and Cross Sections (drawing no. 20460-HYD-XX-XX-DR-C-1020, 11 October 2022, Hydrock)

The LLFA has no objection to the proposed development subject to recommended planning conditions being placed on any planning approval.

Archaeology Officer – 5 October 2022:

The application site lies within a wider area which has seen limited archaeological investigation, and as such the known archaeological potential of the site is uncertain. Recent works across Buckinghamshire have highlighted the potential for previously unknown significant archaeological sites to be encountered through development activity.

We welcome the inclusion of an archaeological desk-based assessment with the application which summarises the archaeological potential for each period but acknowledges this limitation, and thus the unknown potential of the site. As part of this re consultation, we have further considered the proposed impacts, and feel that on balance we agree with the desk-based assessment's recommendations for archaeological evaluation through geophysics and trial trenching to clarify the archaeological interest of the site.

If planning permission is granted for this development then it is likely to harm a heritage asset's significance so a condition should be applied to require the developer to secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF paragraph 199. With reference to the NPPF we therefore recommend that any consent granted for this development should be subject to the following conditions:

- No development shall take place until the applicant, or their agents or successors in title, have undertaken 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.

(N.B: this response supersedes responses dated 25 July and 5 October 2022)

Tree Officer – 22 July 2022:

As outlined in the submitted tree report paragraph 3.6 ' trees proposed for removal are indicated on the Tree Protection Plan reference TGA.2428.TPP.002'. Paragraph 2.4.2 ' trees proposed for removal: G1, T2 – T10, G11, T12 – T18, G19, T20, T21, G33, T35, G39 (7 trees), G46 (area to be removed to allow for access road) T58, one tree from T57, G59, T60, T61'. Two 'B' category oak trees (T10, T15) under BS 5837 guidance are planned to be removed as detailed in paragraph 2.4.3 and paragraph 2.4.4 clarifies all other trees are either lower or poor quality of trees to be removed.

I have no objection in arboricultural terms if planning permission is permitted, subject to conditions.

A 2nd comment was received on 26 September noting the revised tree protection plan, but no further comments to add.

Waste – 2 August 2022:

We in waste consider this as commercial consultation and therefore we currently do not consult on commercial developments. We provide consultation for domestic residential settings only.

Ecology Officer:

1st comment – 5th August 2022

The submitted Ecological appraisal is thorough in assessing the baseline conditions of the site. The report fully assesses the potential impacts on protected and priority species, and includes Reasonable Avoidance Measures where appropriate for reptiles and mammals.

The report identifies that there will be a net loss of 2.25 biodiversity units for habitats and a net gain of 0.29 for hedgerow units. However, in order to assess the Biodiversity Net Gain (BNG) assessment and understand the unit requirement for off-site compensation further information is required.

The development needs to demonstrate measurable net gains for biodiversity and the following evidence submitted:

- a) Biodiversity Impact Plan
- b) Proposed Habitats Plan
- c) A copy of the completed Biodiversity Metric
- d) Biodiversity Net Gain Good Practice Principles for Development.

2nd comments – 3 November 2022

Further information will be required, in order to supplement the BNG Assessment provided. Additional details on mitigation measures in respect of protected species are also requested. Should the application be approved this will be subject to condition in respect of off-site

habitat provision in order to achieve BNG, in addition to the need for a Construction and Environmental Management Plan and Landscape and Ecological Management Plan.

Further information in respect of the BNG Assessment was previously requested. The Metric has subsequently been provided, in addition to a supplementary letter. However, available habitat mapping appears to be limited to the Phase 1 habitat plan and latest Landscape Plan, which do not clearly indicate the habitats which are specified for retention as set out within the metric. Additional details are therefore requested in order to supplement the BNG Assessment, namely:

- a) Biodiversity Impact Plan
- b) Proposed Habitats Plan

Precautionary measures were set out in respect of reptiles within the previously submitted ecological reporting. Such measures centred around the sensitive timing of vegetation clearance and a pre-works check prior to removal of roots, with any reptiles encountered to be moved to a place of safety. Should insufficient habitat be retained at the site periphery such measures may not remain appropriate, therefore the proposed habitats plan requested should clearly indicate those habitats which are to be retained.

3rd comments – 16th November

The additional information was considered as sufficient to address the previous request, and the assessment of the impacts on protected species and habitats are considered to be appropriate. All recommendations within the ecological reporting should be followed. The planning approval will be the subject of the following conditions:

- Condition 1: Securing Offsite Biodiversity Compensation
- Condition 2: Construction Environmental Management Plan
- Condition 3: Landscape and Ecological Management Plan

Representations

Other Representations

77 comments have been received supporting and simply commenting on the proposal:

- Great opportunity to secure a permanent site for BTYFC. Over the past few years with the ongoing development of Wilton Park, BTYFC has struggled to find reliable training and match facilities.
- The proposed pavilion at Glory Hill will give BTYFC a ‘home’ and will enable the introduction of dedicated girls’ teams.
- The Glory Hill Lane location is well suited due to its proximity to the Wooburn Green Lane football ground, which is already used by BTYFC.
- The location will aid cohesiveness and help reduce management and running costs.
- The Glory Hill pitches will be easily accessible for Club members.
- The Proposals (including the transfer of the freehold to BTYFC) will help ensure the Club’s long term financial security, and allow it to plan for the future.
- Proposals will improve the experience of children and young people playing at the Club.

- The new facilities will give more boys and girls the opportunity to benefit from team sport participation.
- The football facility will bring health and wellbeing benefits for the young people of Beaconsfield.
- The proposals would transform an under-utilised area into a fantastic community space for young people.

Note – The above points are a summary of the statements of support from local residents. In addition there is the letter of support from Michael Reyner (Chairman of BTYFC), which makes many similar points. The key benefits listed in the letter from Michael Reyner can be summarised as:

- The Glory Hill Plans provide for the three pitches BTYFC currently use at Wilton Park, but also an additional 5 a-side pitch.
- BTYFC don't currently have a changing facility/ clubhouse, and the proposed new facility at Glory Hill will be invaluable in providing the Club with a sense of having a 'home'. The facility will also enable the Club to introduce dedicated girls' teams.
- Dedicated parking provision (70 spaces) for exclusive use by BTYFC.
- The proposed ball strike netting protects the adjoining properties from balls being inadvertently kicked into their gardens, as well as into the car park and onto the M40.
- The proposals allow for a shed to store equipment, goal nets etc. This will enhance security and help coaches, who currently have to ferry equipment to and from every training session and match.
- The location of the Glory Hill pitches is also an advantage, as they are just over the road from the Council-owned Wooburn Green Lane site, where a number of BTYFC teams already train and play their matches – so it would help to reinforce the sense of BTYFC being a true community club.
- The plans allow for access by a maintenance contractor and all necessary machinery to maintain the site.
- Finally, the proposal to transfer the freehold of the Glory Hill site to BTYFC will give the Club long term security. It will also provide a cost saving, as the Club will no longer have to pay to rent pitches at Wilton Park.

9 comments have been received objecting to the proposal:

- The proposals undermine the requirement to provide sports pitches at Wilton Park (and in turn, the outline S.106/ requirements of Core Policy 14 for a comprehensive development at Wilton Park).
- Impact on biodiversity through creation of the pitches on rough grazing land that has become a local biodiversity resource.
- Loss of an important part of an ecological corridor.
- Glory Hill site inconveniently located for the majority who will use the facility.
- Concerns around the proximity of the site to the M40, in terms of air quality (and impacts on children's health).

- Glory Hill proposals duplicate the nearby provision at Wooburn Green Lane Football Ground/ there is adequate sports pitch provision within Holtspur (near the Beacon Centre).
- Concerns raised by the occupiers of Glory Hill Cottage, in terms of views from the sports pitches into the cottage and its garden.
- The proposed 5 a-side pitch has overhead supplies of electric & telephone cables, also an underground 100ml water supply that provides water to the 3 properties in the lane and to South Side Farm. These will need diverting.
- Concerns around the future use of the club by adults and intensification/ expansion of the use in the future.
- Impact of traffic generated by the proposed development. Potential issue of overflow parking on Wooburn Green Lane.
- Impact on value of adjoining properties if the football facility is developed.
- Encroachment of development into the Green Belt.
- Impact on the character of the area.
- Noise impact of the development, impacting on quality of life for nearby residents.
- Privacy and pollution issues created by the new access road and parking adjacent to existing properties.
- Concern around the safety of accessing the site on foot.

(N.B. this includes objection from the Beaconsfield Society – dated 2 August 2022)

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