



Strategic Sites Committee agenda

Date: Thursday 16 March 2023

Time: 2.00 pm

Venue: The Oculus, Buckinghamshire Council, Gatehouse Road, Aylesbury HP19 8FF

Membership:

A Bond, P Cooper, T Egleton, P Fealey, S Lewin, N Marshall, R Newcombe, J Ng, M Rand, A Turner (Chairman), J Waters (Vice-Chairman) and A Wheelhouse

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Strategic Sites Committee minutes

Minutes of the meeting of the Strategic Sites Committee held on Thursday 16 February 2023 in The Oculus, Buckinghamshire Council, Gatehouse Road, Aylesbury HP19 8FF, commencing at 2.00 pm and concluding at 5.53 pm.

Members present

A Bond, P Cooper, T Egleton, P Fealey, S Lewin, N Marshall, R Newcombe, J Ng, M Rand, A Turner (Chairman), J Waters (Vice-Chairman) and A Wheelhouse

Agenda Item

1 Apologies for absence

There were no apologies for absence. The Chairman, Councillor Alan Turner, formally welcomed Councillor Susan Lewin, who had replaced Councillor Mohammad Fayyaz, to the Committee.

2 Minutes

Resolved: The minutes of the meeting held on 19 January 2023 were **agreed** as an accurate record and were signed by the Chairman.

3 Declarations of interest

Cllr Richard Newcombe declared a personal interest in item 4, PL/22/2657/FA, as he was one of the Buckinghamshire Council representatives on the Chilterns Conservation Board (CCB) which was responsible for the management of the Chilterns areas of outstanding natural beauty (AONB). The site was not in an AONB, although there was a tangible reference on page 72. However, on page 235, there was mention of the comments from Natural England who were looking at various sites in terms of extending the AONB. Councillor Newcombe stated that he had received a general briefing on the work that Natural England had carried out independently of the CCB at the behest of DEFRA; the individual sites had not yet been identified. Councillor Newcombe stated he had had no part in identifying the sites and considered he was not disqualified from being on the committee for this item; he was not pre-determined.

Before commencing speaking as the local MP, Joy Morrissey, MP, declared a personal interest in that she was a member of Colne Valley Regional Park and had worked with the Chilterns AONB to lobby the expansion of the AONB into the Colne Valley region.

4 PL/22/2657/FA - Land South of Pinewood Studios and Alderbourne Farm, Pinewood Road, Iver Heath, SLO 0NU

Proposal: A hybrid application to comprise: Part A - A full application for the change in use of 25.6 ha of land at Alderbourne Farm to a nature reserve. Part B - Outline application - with all matters reserved (except for principal points of access) for land at Alderbourne Farm to comprise backlots and up to 35,000 sqft (3,252 sqm) of associated film production buildings (workshops) together with access roads and parking; Part C - Outline application for 32.6 ha of land at Pinewood South with all matters reserved (except for three principal points of access) to comprise up to 1,365,000sqft (126,817sqm) of film production buildings (to include sound stages, workshops, offices and ancillary uses), education and business hubs with associated ancillary structures together with backlot, multi storey car parks, accesses and green and blue infrastructure.

A site visit was carried out on 14 February 2023.

Rachel Marber, Principal Planning Officer, advised that further emails had been received related to the application; from Councillor Hollis regarding otter presence along the Alderbourne River and potential river widening and from Councillor Bass regarding backlot noise restriction via condition which would be read out during public speaking. Two neighbour correspondences related to the Iver traffic calming contribution and an objection related to green belt, landscape harm and the character and appearance of the proposed development. R Marber also mentioned the committee update which had been published and provided to the Committee Members.

Speaking as local ward member, Councillor Luisa Sullivan.

Speaking as local ward member, Councillor Wendy Matthews.

Speaking as local ward member, Councillor Paul Griffin.

A statement was read out by Sally Taylor, Senior Democratic Services Officer, on behalf of local ward member, Councillor Paul Bass.

Speaking as a local MP, Joy Morrissey MP.

Speaking as a representative of Iver Parish Council, Councillor Julie Cook.

Speaking as a representative of Fulmer Parish Council, Councillor David Brackin.

Speaking as objectors, Christine Owen and Carl Gasser.

Speaking as the applicant, Andrew Smith.

It was proposed by Councillor Neil Marshall and seconded by Councillor Ashley Bond

and agreed at a vote.

Resolved: that the hybrid application is delegated to the Director of Planning and Environment for **approval subject to:** referral to the Secretary of State to consider whether to call-in the planning application on Green Belt grounds; and, publicity of proposals affecting the setting of listed buildings, provided no new substantive planning reasons for refusal arise following completion of the consultation period, and the completion of a satisfactory agreement under s106 of the Town and Country Planning Act (as amended) in relation to the Planning Obligations broadly in accordance with the details set out in the main body of the report; or, if a satisfactory S106 Agreement cannot be completed, for the application to be refused for such reasons as the Director of Planning and Environment considers appropriate.

Subject to Condition 40 being amended to read:

No part of the development shall be first used until a scheme for the improvement of Five Points Roundabout pursuant to applicant reference PL/21/4074/FA (if approved), or any similar scheme approved by the council has been completed and is open to traffic.

And **subject to** part i of Condition 41 being amended to read:

To submit, at the same time as the first reserved matters application, a Seven Hills Road improvement scheme trigger point transport assessment for approval in writing by the Local Planning Authority. This transport assessment shall identify the quantum of floorspace at which the Seven Hills Road improvement scheme shall be completed and open to traffic. The Seven Hills Road scheme is as approved under application reference PL/19/4430/FA or any subsequent permission.

Part ii will remain the same.

And **subject to** the following informatives being included:

1. Condition 42 Seven Hills Road Trigger Point

It is expected that no more than 20,000 square metres will have been occupied before the trigger point for implementation of the Seven Hills Road Improvement scheme has been reached.

2. Backlot hours of operation

The backlot hours of operation for filming and set construction shall adhere to the following guide:

- Filming Hours – 0700 to 2000 (Mon – Sat, Winter), 0700 to 2100 (Mon – Sat, Summer)
- Set Construction – 0730 to 1900 (Mon – Sat), 0800 to 1300 (Sunday)

3. Alderbourne River

The Alderbourne River is a 'chalk stream' and, as such, any works within proximity of the river requires special care and consideration.

Note 1: A comfort break was taken between 4.30-4.38 pm.

Note 2: An adjournment was taken between 5.15-5.38 pm.



Report to Strategic Sites Planning Committee

Application Number:	22/07549/FUL
Proposal:	Creation of new film and TV studios incorporating the retention of 1 x existing sound stage, construction of further new production facilities including 7 x sound stages, 10 x workshops, 4 x production facility buildings, 1 x rehearsal building, ancillary offices, cafe and amenity space, parking, landscaping and new vehicular access off Marlow Road
Site Location:	Land At South Corner Wycombe Air Park Clay Lane Booker Buckinghamshire
Applicant:	Wycombe Film Studios Ltd
Case Officer:	Emma Crotty/Lucy Bellinger
Ward(s) affected:	Chiltern Villages
Parish-Town Council:	Great Marlow Parish Council
Date valid application received:	20th September 2022
Statutory determination date:	20th December 2022. Extended to 31 st March 2023.
Recommendation	Minded to grant, defer for planning obligation

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 Planning permission is sought for a film and TV studio comprising a number of buildings including sound stages, rehearsal space, production and workshop buildings and ancillary offices. This application follows a series of temporary planning permissions for use as a filming site.
- 1.2 The site is allocated within the Wycombe District Local Plan as a strategic employment area; therefore, the principle of the use is acceptable. The application site and surrounding area was removed from the Green Belt by the Wycombe District Local Plan and the site lies within the setting of the Chilterns Area of Outstanding Natural Beauty (AONB).
- 1.3 The application is being heard by the Strategic Sites Committee because the Council is owner of the application site and the wider Air Park.

1.4 In summary, the development would accord with the development plan and planning guidance for the following reasons:

- The use would be acceptable given the allocation of the site as a strategic employment area.
- It would not compromise or limit the operation of aviation uses at the Air Park.
- There would be no adverse impact on highway safety, or the operation of the local highway network and off-site highway improvements would be delivered.
- It would encourage the use of sustainable modes of travel and be provided with sufficient parking to meet the needs of the development.
- It would not have a significant adverse impact on the natural beauty of the Chilterns AONB in a setting context.
- High quality design and layout appropriate to context.
- It would safeguard the amenity of neighbouring occupiers, and not give rise to pollution issues, including air quality, light and noise.
- It would deliver a 10% net gain in biodiversity and 27% future tree canopy cover/green infrastructure.
- The development would not increase the risk of flooding and would incorporate sustainable drainage.
- It would not harm the significance of heritage assets.
- It would mitigate for climate change and manage carbon emissions.

1.5 The approval of planning permission is recommended subject to a number of planning conditions and the completion of a legal agreement to secure: a travel plan, shuttle bus provision, Traffic Regulation Order for a speed limit reduction to Marlow Road and a biodiversity net gain offset scheme.

2.0 Description of Proposed Development

2.1 Planning permission is sought for the creation of a film and TV studio which will comprise the following:

- Retention of 1 existing sound stage
- Construction of production facilities including 7 sound stages, 10 workshops, 4 production facility buildings, 1 rehearsal building, ancillary offices, cafe
- Parking and creation of a new vehicle access via Marlow Road

2.2 The planning application includes buildings that were part of previous temporary planning applications in order to create a comprehensive film studio development on the site.

2.3 The application site covers an area of approximately 13 hectares and is bound on the east and west boundaries by Clay Lane and Marlow Road. The total floorspace of the proposal would equate to 27,378 sqm, of which the majority (16,822 sqm) comprises the sound stages. The sound stage buildings are the most substantial within the

scheme and are formed from a single structure ranging in sizes (60 x 80m, 50 x 60m, 25 x 30m and 20 x 25m).

- 2.4 The buildings will range in height dependent upon their use and function as summarised in the following table. The sound stages are designed to film industry standards which require minimum internal height clearances for the building of sets and hanging lighting rigs etc.

Building	Eaves height	Ridge height	GIA (sqm)
Sound stages	13.4m – 18.5m	15m – 21m	16,356
Rehearsal building	13.4m	15m	466
Workshops	4.2m	7.45m	4,789
Offices	8.45m (flat roof)	9.45m (top of parapet)	2,400
Production buildings	-	4.5m	2,528
Decked car park	8.3m (top deck)	11.3m (top parapet)	
Gatehouse	5.7m	7.6m	106

- 2.5 The site would be accessed via a new access point and junction onto the Marlow Road and also utilise the existing road through the air park linking onto its junction with Clay Lane. A high-pressure gas main runs within the application site adjacent to the southeast boundary which poses a site constraint by way of an easement requirement.
- 2.6 There is a natural rise in ground level across the site from the southeast to the northwest corners. To the east and south of the site the roads and residential properties are positioned on much lower ground levels. Marlow Road is approximately 1m lower than the site whilst Clay Lane is approximately 8-9m below the site.
- 2.7 The application is accompanied by:
- a) Design and Access Statement
 - b) Planning Statement
 - c) Archaeological Desk-Based Assessment
 - d) Noise Assessment
 - e) Transport Assessment, Travel Plan and parking plan
 - f) Ecological Appraisal
 - g) Flood Risk Assessment

- h) Drainage Strategy
- i) Landscape and Visual Appraisal
- j) Arboricultural Impact Assessment & Tree Canopy Calculation
- k) Energy and Sustainability Note
- l) Air Quality Assessment
- m) Utilities Statement
- n) Aviation Report

2.8 The applicant has been given the opportunity to submit amended drawings and additional technical information to address comments raised by consultees during the assessment of the application.

3.0 Relevant Planning History

- 3.1 There are a number of planning applications that are relevant to this proposal. In particular Strategic Sites Planning Committee considered and resolved to approve change of use to a filming site and construction of 6 buildings (2 sounds stages and 4 workshop buildings) for a five-year temporary period back in June 2022 (ref 21/07902/FUL). This planning permission will be issued once the legal agreement has been completed.
- 3.2 There is also another temporary planning application pending determination, but this application is on hold and likely to be withdrawn depending upon the outcome of the permanent planning application.
- 3.3 Two prior approval applications have also been granted for a nine-month period running from November 2021 till August 2022.

Reference	Development	Decision	Decision Date
21/07861/PNP4 E	Prior notification application (Part 4, Class E) for temporary change of use of land (from 18.11.2021 - 18.08.2022) of Northern part of Wycombe Air Park for construction of stage set, associated parking and filming	DAPP	18 November 2021
21/07862/PNP4E	Prior notification application (Part 4, Class E) for temporary change of use of	DAPP	18 November 2021

land (from 18.11.2021 - 18.08.2022) of Southern part of Wycombe Air Park for construction of stage set, associated parking and filming

21/07902/FUL	Change of use of southern corner of existing air park for use as filming site, construction of 2 x sound stages and 4 x workshop buildings with associated access and infrastructure and parking for a temporary period of 5 years (part retrospective)	Pending determination	Resolved to approve at Committee June 2022, subject to securing planning obligations (Travel Plan including monitoring fee and 10% biodiversity net gain)
22/05889/FUL	Change of use of southern corner of existing air park for use as filming site, construction of 4 x sound stages and 8 x workshop buildings, 2 x ancillary offices, 2 x production facility buildings and 1 x security/access building with associated access and infrastructure, parking and infrastructure for a temporary period of 5 years	Pending consideration	

3.4 The development has been screened under the Environmental Impact Assessment Regulations and the local planning authority has concluded that an environmental impact assessment will not be required in this case. A screening opinion was issued on 6th June 2022.

Statement of Community Involvement

3.5 During the course of drawing up the planning application, the applicant has undertaken community engagement. This has included:

- Pre-application discussion by a Planning Performance Agreement with the local planning and highway authority
 - Public and community engagement including a public exhibition
- 3.6 Commentary of the responses received as part of the applicant's community engagement prior to planning application submission are contained in the applicant's Statement of Community Involvement. The Council has also consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on our web site.

4.0 Policy Considerations and Evaluation

- 4.1 In considering the application, regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.
- 4.2 The development plan to which this application relates comprises of:
- Wycombe District Local Plan 2019 (WDLP)
 - Wycombe District Delivery and Site Allocations Plan 2013 (DSA)
 - Buckinghamshire Minerals and Waste Local Plan 2019 (BMWLP)

Principle and Location of Development

WDLP: CP1 (Sustainable Development), CP2 (Overall Spatial Strategy), CP5 (Delivering Land for Business), HW15 (Wycombe Air Park), DM28 (Employment Areas)

- 4.3 Policy CP5 of the Wycombe Local Plan highlights that the needs of the local economy will be addressed by allocating and safeguarding strategic and local employment areas.
- 4.4 The application site is part of a larger strategic employment allocation known as Wycombe Air Park (policy HW15 - Wycombe Air Park). The policy requires use of the site for B-class uses (offices, general industrial, storage or distribution) and sui generis employment generating uses.
- 4.5 The application form states that the use would fall within Use Class E(g) which is defined as uses which can be carried out in a residential area without detriment to its amenity. However, other film studio applications within Buckinghamshire are referenced as being sui generis uses. The use class of the proposed development is not clear cut. But in either event, the proposed use would be acceptable given its fit with the site's allocation for employment purposes/employment generating uses. A planning condition is needed to restrict use of the site to a film/TV studio thereby enabling control over the use and on the basis for which the site has been assessed.

- 4.6 It should be noted that land at the Air Park was removed from the Green Belt as part of its allocation for employment purposes under the Wycombe District Local Plan.

Air Park operation

- 4.7 Policy HW15 (part 3b) requires that development demonstrates that they do not compromise or limit the operation of aviation uses, including gliding at the Air Park. The Air Park accommodates approx. 90,000 private flight movements each year.
- 4.8 The airfield itself is owned by the Council and leased to an operator and is licensed by the Civil Aviation Authority. The applicant has provided a “implications report” which considers the safety and operational implications of the development upon the airfield (based on the assumption that grass runway R35 will remain permanently closed). The report concludes that the development would not impact upon the on-going operation of the airfield. Booker Gliding Club have also submitted a representation confirming that they have been consulted on the proposal and are satisfied that any impact on gliding operations would be minimal and not of significance.
- 4.9 In light of this, it has been demonstrated that the proposed development would not compromise or limit aviation operation. In this regard the development would accord with part 3b) of policy HW15.

Employment issues

WDLP: CP1 (Sustainable Development), CP2 (Overall Spatial Strategy) CP5 (Delivering land for business), HW15 (Wycombe Air Park)

- 4.10 The development would provide employment opportunities and the applicant has cited that the film studio would support around 750 FTE direct jobs and a further 450 indirect jobs. There would also be employment opportunities associated with the construction stage, which the applicant estimates will be approximately 500 temporary construction jobs and 100 temporary indirect jobs. The proposal would therefore contribute towards economic growth and meeting local economic needs.
- 4.11 The application is accompanied by an economic statement which highlights that the construction cost of the scheme is circa £85m and estimates that approximately 60% of this cost will be invested into the local economy. The applicant estimates that up to £28m construction economic output Gross Value Added and £305m operational economic output will be generated by the proposal which would be a significant contribution to the local economy.

Transport matters and parking

WDLP: CP7 (Delivering the Infrastructure to Support Growth), CP12 (Climate change), HW15 (Wycombe Air Park), DM33 (Managing Carbon Emissions: Transport and Energy Generation), DM35 (Placemaking and Design Quality)
DSA: DM2 (Transport requirements of development sites)

Buckinghamshire Countywide Parking Guidance

- 4.12 The Highway Authority have confirmed no objection subject to the imposition of a number of planning conditions to ensure that the development is appropriately implemented, and construction stage impacts are minimised. There would also be a need to secure off-site highway works, speed limit reduction and sustainable travel measures by planning obligations.
- 4.13 Policy HW15 (Wycombe Air Park) states that development will be required to “secure appropriate off-site highway works including as required at the Clay Lane – Marlow Road junction and as advised by the Highway Authority” and “demonstrate through a travel plan how sustainable travel to the site will be improved”.

Traffic impacts

- 4.14 The application is accompanied by a transport assessment which is sufficiently robust and demonstrates that the development would not have adverse impact on the operation and safety of the local highway network.
- 4.15 Transport modelling evidences that, subject to the proposed improvements to the Clay Lane and Marlow Road access junction, widening of Marlow Road and changes to the existing junction of Clay Lane and Marlow Road, there would be sufficient capacity on the local highway network to accommodate traffic associated with the development.

Access arrangement

- 4.16 The main vehicle access to the site will be from a new access created off Marlow Road and secondary access will be provided via an existing road through the Air Park. The existing access via the Air Park joins with Clay Lane and is intended to be used for all HGV movements and “VIP vehicles.”
- 4.17 The applicant has carried out initial Road Safety Audits (RSAs) of the proposed highway/junction changes. This has highlighted the need for a speed limit reduction from 50 to 40mph near the new access on Marlow Road and that awareness of the junction is increased through appropriate directional and warning signage.
- 4.18 A speed limit change will require a Traffic Regulation Order (TRO) which is a separate formal process that is subject to public consultation. At the time of writing the informal view of Thames Valley Police on the acceptability of the speed limit change is pending, but the Highway Authority expect that they would support the measure. On this basis, a planning condition requiring that the applicant undertakes a speed limit review is considered necessary to maintain highway safety. A speed survey, followed by consultation, making and implementation of a speed limit change would be undertaken by Traffic Regulation Order. The funding and processing of this would need to be secured within a legal agreement.
- 4.19 The Highway Authority had raised concerns that a reduction in speed limit alone would not be sufficient to create safe access onto Marlow Road. In response the applicant has amended the Marlow Road junction design to incorporate localised widening of Marlow Road which enables a right-hand turn ghost lane. This will

ensure that vehicles turning right into the site (which will equate to the majority) are able to safely wait for a gap to turn clear of moving traffic. A planning condition to secure the final detail of the revised access arrangement from Marlow Road is suggested.

4.20 Vehicle swept-path analysis demonstrates that there would be suitable manoeuvring and servicing space. The transport assessment does, however, highlight that on occasions when an articulated lorry arrives at the site that two-way vehicle working along the internal site road closest to the Air Park will not be feasible because of narrow width. This can be appropriately managed by site operation and has no impact upon the local road network itself.

4.21 Pedestrian access will be via the Air Park and Clay Lane. The Highway Authority has highlighted that there is not a continuous footway from Clay Lane to the site. Given the potential increase in conflict arising between pedestrians and vehicles, a continuous and safe pedestrian route from Clay Lane to the site needs to be provided. There is scope to deliver this, therefore a planning condition to secure suitable pedestrian access is reasonable and necessary.

Servicing

4.22 Refuse will be privately collected, and the layout includes suitable refuse storage areas.

Parking

4.23 A total of 720 parking spaces will be provided, comprising 246 surface parking space and 474 spaces within a decked car park. This would equate to a ratio of 1 space per 38 sqm. The parking ratio for the previous temporary planning applications was 1 space per 58sqm so provision for the permanent film studio would be higher. The applicant has stated that the increased quantum of parking provision is in order to take account of potential multiple productions being on site at a time.

4.24 The Highway Authority have confirmed that the level of parking provision would be acceptable to serve the development and would not result in displacement onto surrounding roads. A planning condition is recommended to ensure that parking is laid out as such.

4.25 The parking scheme would include electric vehicle charging spaces and disabled parking provision. There is also provision for motorcycle parking.

Cycle parking

4.26 Cycle parking provision is accommodated within the layout which will be sufficient to serve the development. A planning condition is needed to secure approval of the storage details to ensure that cycle parking is both covered and secure in its design to encourage its use.

Travel plan

4.27 An amended travel plan has been submitted in response to consultee comments. A number of measures are proposed within the travel plan to promote sustainable travel choices and minimise single car users. The main measure is the provision of a shuttle bus service for employees linking the site with key destinations such as the railway station, park and ride at Handy Cross and town centre. It is envisaged that the shuttle bus service will run once an hour between 7am and 7pm. The exact routing and level of service would need to be secured within a legal agreement in order to ensure that the development is served by sustainable travel options for the lifetime of the development.

4.28 Overall, it is considered that the site makes appropriate provision to encourage future employees and users to travel to the site by non-car modes of travel.

Construction traffic

4.29 A construction traffic management plan will need to be secured by planning condition to ensure that the development is constructed in a manner which minimises inconvenience, obstruction and danger.

Raising the quality of place making and design

WDLP: CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)

4.30 The development would respond positively to the context and deliver a high-quality sense of place and design.

4.31 The proposed layout has been designed to respond to constraints of the site, siting the tallest buildings to minimise impact upon the surroundings and respecting the easement associated with the gas main which runs along the south/southwest of the site. The layout is legible and coherent providing a feature gateway building at the primary site entrance and parking concentrated in the centre of the site.

4.32 The layout would incorporate new soft landscaping interspersed between buildings, within parking areas, along new internal streets and bolster site boundaries. New tree planting in conjunction with green walls and roofs ensures that the development enhances green infrastructure and exceeds the planning policy requirement of 25% future tree canopy cover – with 27% proposed.

4.33 The function of the majority of the buildings are reflected in their appearance but where there is flexibility a more contemporary design approach has been taken. For example, a bespoke design is proposed for the café, gatehouse and production offices. These buildings would respond to the proximity of the AONB and rural character of the wider surroundings in their low-level form and material palette using timber coloured cladding and green roofs.

4.34 For the large sound stage buildings, the applicant is proposing graded/sectional cladding in order to soften the appearance and reduce impact in the landscape. Colour graded/sectional cladding is proposed in hues of grey which would serve to

soften the appearance of the buildings within longer distance views. The coloured approach would introduce six different shades of grey white, starting with a dark base colour and fade to an off-white into the horizon. Green wall elements are also proposed to more sensitive parts of the buildings (stages 1, 2 & 3) and to the decked parking, which would serve to blend the buildings with existing tree lines.

- 4.35 The final material choices need to be secured by a planning condition in order to ensure an appropriate and high-quality finish. A planning condition requiring the construction on site of a sample wall of the sound stage building metal cladding is also recommended, to ensure a satisfactory external appearance and minimise visual impact.

Amenity of existing occupiers

WDLP: CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF), DM35 (Placemaking and Design Quality)

- 4.36 The development would not result in significant adverse impacts on the amenities of neighbouring land and property.
- 4.37 The nearest residential properties are located within Claymoor Park and are set 50m from the site boundary. The closest proposed building would be a sound stage being approximately 100m away from existing homes. A noise assessment accompanies the planning application which demonstrates that no adverse noise impacts would occur from the proposed use, noting that the sound stages are inherently well insulated.

Environmental issues

WDLP: CP7 (Delivering the infrastructure to support growth), CP12 (Climate Change), DM20 (Matters to be determined in accordance with the NPPF), DM33 (Managing Carbon Emissions, Transport and Energy Generation)
Air Quality SPD

- 4.38 The Environmental Health Officer has not identified any concerns relating to contaminated land or pollution issues, including air quality and noise subject to the imposition of planning conditions.
- 4.39 Supporting technical application information evidence that the development would not raise pollution issues nor result in adverse impacts on the amenity of adjacent occupiers/land. It is appropriate to condition that kitchen plant associated with the proposed café is designed and operated so that odour, noise and vibration is minimised.
- 4.40 To accord with policy CP12 and DM33 and the Air Quality SPD, the development will need to make provision for electric vehicle charging points. The parking scheme includes appropriate provision, but a planning condition is necessary to ensure that this aspect is implemented.

Mineral safeguarding

BMWLP: Policy 1 (safeguarding Mineral Resources)

4.41 The site is not located in an area safeguarded for minerals.

Flooding and drainage

WDLP: CP7 (Delivering the Infrastructure to Support Growth), CP12 (Climate Change), DM38 (Water Quality and Supply), DM39 (Managing Flood Risk and Sustainable Drainage Systems)

4.42 The development is acceptable in respect of managing flood risk and the incorporation of sustainable drainage systems. As such it would accord with policy DM39.

Flood risk

4.43 The site is located in flood zone 1, which means that the site is a low risk of fluvial flooding. The site is also at low risk of surface and ground water flooding. The application is accompanied by an appropriate flood risk assessment that takes account of climate change.

Surface water

4.44 The application is accompanied by a drainage strategy, which has been amended to address technical comments from the Lead Local Flood Authority. The applicant is proposing to manage surface water by a number of measures including green roofs, permeable paving and attenuation tanks/basins. The Lead Local Flood Authority has no objection and seeks a planning condition to secure the final details, implementation and future maintenance of the surface water drainage scheme. Such a condition is necessary to ensure that the development does not increase flood risk.

Chilterns Area of Outstanding Natural Beauty

WDLP: CP1 (Sustainable Development), CP10 (Green Infrastructure and the Natural Environment), DM30 (Chilterns Area of Outstanding Natural Beauty)

4.45 The application site and the wider air park is not located within the Chilterns AONB, but wider surrounding countryside is designated as AONB. Therefore, the site falls within the setting of the AONB. Policy DM30 requires that development within the setting of the AONB must not have a significant adverse impact on the natural beauty of the Chilterns AONB. The NPPF echoes this by highlighting that development “within their setting (AONBs) should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.”

4.46 The site is screened from viewpoints in the landscape by a combination of topography and boundary vegetation and trees, however there are glimpses into parts of this corner of the airfield from the surrounding AONB. The application site benefits from significant mature tree lined boundaries to the east and west. The boundary to the north (with the airfield) is visually open consisting of a newly erected palisade fence.

4.47 A Landscape Visual Impact Assessment (LVIA) has been submitted with the planning application which shows that the proposal will have limited visibility from the AONB. Principal public views from the AONB will be from roads and public footpaths within the vicinity of the site to the northwest, west and east.

4.48 For the following reasons it is considered that the development would not have a significant adverse impact on the natural beauty of the Chilterns AONB:

- The visibility of the development will be constrained to localised viewpoints within 1km of the site
- Mitigation in the form of new hedgerow & tree planting, green walls and external material colour palette will serve to reduce the impact
- The development would have very limited/no visibility in longer distance views across the AONB
- Lighting will be minimal and controlled

4.49 The creation of a new vehicle access onto Marlow Road and associated road widening and visibility splay will have a localised impact because this will involve removal of existing hedgerow and banking. At its maximum the new access arrangement will protrude 5.18m beyond the existing road width, so an element of existing hedgerow will be lost. The creation of the entrance and new access will give a more urbanised feel to this part of Marlow Road which is currently rural in character. The resulting impact upon the setting of the AONB is however not considered to be significant given that the impact would be localised to road users who would be a low sensitivity receptor – in that the view would be experienced while travelling along a relatively busy fast road and the site entrance would not be the focus of the view.

Landscape and character impact

WDLP: CP10 (Green Infrastructure and Natural Environment), HW15 (Wycombe Air Park, High Wycombe), DM32 (Landscape Character and Settlement Patterns)

4.50 The site is located within Landscape Character Area (LCA) “Great Marlow Rolling Farmland.”¹ The key characteristic of the landscape include: -

- A large-scale landscape with rolling topography informed by a varied geology
- Predominantly arable farmland with some pasture and rough grazing on steeper chalk slopes. Hedgerows and woodland often delineate field boundaries
- A dense and mature woodland character with large blocks of woodland

¹ Wycombe District Landscape Character Assessment, Oct 2011

- The M40 and A404 cut through the east and northeast contrasting with the quiet, winding rural roads and lanes often enclosed by hedgerows; and
- Long views across sweeping farmland.

4.51 It is considered that the submitted LVIA is fair in its assessment of the proposal. The impact of the development has been assessed from a range of viewpoints at both close and distant quarters.

4.52 Given the existing open undeveloped nature of the site, the proposed development will be significantly very different in character and appearance, but this must be assessed against the context that the site has been allocated for employment use. The development will have a landscape and character impact, but this will be most evident in the local area from some residential streets and recreational footpaths. The buildings, particularly the sound stages are large and will be noticeable within the local landscape where they are not screened by existing vegetation or topography.

4.53 The proposal incorporates a number of layout, appearance and landscaping aspects in order to minimise and mitigate the impact of the development upon existing character and landscape. These include: -

- Retention of bund to southeast and southwest boundary and additional tree planting to northern extent of bund
- Tree and hedgerow planting to northern site boundary
- Incorporating sections of green walls to the buildings in more visually prominent locations
- Colour study of building façade treatment resulting in graded tones to emulate landform fading out to lighter colours towards the sky
- New tree planting to achieve a 27% future tree canopy cover
- Locating the largest buildings away from areas most sensitive to development

4.54 Overall, it is considered that the landscape and character impact will not be harmful to justify a refusal of planning permission. The overriding key characteristics of the surrounding landscape will be maintained, with only the area immediately surrounding the site subject to the greatest change. The application proposes a range of mitigation measures which will serve to reduce the degree of impact as much as possible.

Archaeology

WDLP: CP11 (Historic Environment), DM31 (Development Affecting the Historic Environment)

4.55 The planning application is accompanied by a desk-based archaeological assessment. The Archaeology Officer concurs with the report findings and highlights that there may be buried features relating to the operation of the airfield or earlier phases of

activity. As such a planning condition is recommended to require a watching brief during ground works. The planning condition is necessary to ensure that the development does not harm the significance of heritage assets.

Green networks and infrastructure, biodiversity and ecology

WDLP: CP7 (Delivering the Infrastructure to Support Growth), CP9 (Sense of Place), CP10 (Green infrastructure and the Natural Environment), DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DSA: DM11 (Green networks and infrastructure), DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in Development)

Biodiversity Net Gain SPD, Canopy Cover SPD

4.56 Subject to the imposition of planning conditions and a planning obligation, the development would achieve appropriate tree canopy cover, enhance biodiversity and deliver a net gain in biodiversity and not harm protected species.

Designated nature conservation sites

4.57 The site is located approximately 3.5km from the Chilterns Beechwoods Special Area of Conservation (SAC) and there are a number of Sites of Special Scientific Interest (SSSI) within 5km. The type of development does not fall within any of the development categories identified by Natural England where impacts upon the SSSIs features are likely to occur. The nature and impacts arising from the development would not result in potentially significant adverse effects upon the integrity of the SAC.

Habitats

4.58 The majority of the site is grassland habitat but there are also elements of heathland/shrub and these merge into broadleaved woodland to the east and west site boundaries. As such the site has a range of ecological values.

4.59 The application includes a number of measures to mitigate the impact of the development and enhance biodiversity. These include:

- Scrub planting along woodland edge
- Tree planting across the site
- Native hedgerow created along northern site boundary
- Enhancement of retained woodland
- Provision of green walls and green roofs
- Creation of species rich grassland

4.60 A number of planning conditions are necessary to ensure that construction minimises ecological impact and that enhancement features are implemented and managed appropriately.

Protected species

- 4.61 Appropriate ecology and protected species surveying, and reporting has been undertaken as part of the planning application. Protected species surveys have identified the presence of slow worms. The slow worms are proposed to be translocated to another location because the development will result in the loss of suitable habitat. A planning condition is necessary to secure detail of an appropriate receptor site in order to minimise impact upon the protected species and maintain the population.
- 4.62 The Ecological Appraisal highlights that no trees are identified as providing bat roosting potential. However, the report highlights that should any trees require removal from the west boundary as a consequence of the new junction and access onto Marlow Road then a detailed assessment should be undertaken for bat roosting potential. This aspect is incorporated into a planning condition and is necessary to ensure that the development minimises and mitigates impact upon protected species.

Biodiversity

- 4.63 A biodiversity net gain assessment accompanies the planning application. This evidences that there will be a loss of biodiversity value as a consequence of developing the site. Although the development incorporates a range of ecological enhancements and appropriate tree canopy cover, it would not achieve biodiversity net gain on site alone. As such, in order to ensure that the development delivers a net gain in biodiversity, an offset scheme will be required. In this instance the applicant is proposing to deliver a 10% biodiversity net gain which would exceed the planning policy requirement and is therefore a planning benefit of the proposal. The exact detail of the biodiversity offsetting scheme can be secured via a legal agreement, which the applicant is willing to enter into.

Tree canopy cover

- 4.64 The development would accord with policy DM34 in that it would achieve a future canopy cover in excess of the 25% target – 27% is proposed. This would be achieved by tree retention, new planting and also the incorporation of green walls and roofs.
- 4.65 The Tree Officer is satisfied with the development. However, a number of planning conditions are necessary relating to tree protection during construction and the implementation and future management of the tree/landscaping scheme.

Building sustainability

WDLP: CP12 (Climate Change), DM33 (Managing Carbon Emission: Transport and Energy Generation)

Air Quality SPD

- 4.66 Development is required by policy DM33 and CP12 to mitigate for climate change by the incorporation of renewable technologies into the development. The application proposes that air source heat pumps and photovoltaic panels would be incorporated into the development, which are appropriate in this instance. To ensure that suitable

renewable technologies are integrated into the development a planning condition is necessary to secure the final detail and implementation of a renewable technologies scheme.

Infrastructure and Developer Contributions

WDLP: CP7 (Delivering the Infrastructure to Support Growth), HW15 (Wycombe Air Park, High Wycombe), DM33 Managing Carbon Emissions: Transport and Energy Generation), DM34 (Delivering Green Infrastructure and Biodiversity in Development)

Biodiversity Net Gain SPD

4.67 The development is a type of development where CIL would not be chargeable.

4.68 Having regard to the statutory tests in the Community Infrastructure Levy regulations and the National Planning Policy Framework it is considered that the following planning obligation(s) are required to be secured within a section 106 agreement:

- Travel plan (including monitoring payments)
- Shuttle bus provision
- Traffic Regulation Order speed survey
- Funding and implementation of a Traffic Regulation Order for a speed limit reduction to Marlow Road
- Biodiversity offsetting scheme to deliver 10% biodiversity net gain

4.69 The applicant has confirmed willingness to enter into a legal agreement. If the Council still own the land or retain an interest, then a Memorandum of Understanding rather than a legal agreement will be needed to secure the above aspects.

5.0 Weighing and balancing of issues / Overall Assessment

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

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

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

- 5.3 As set out above it is considered that the proposed development would accord with development plan policies. In respect of biodiversity net gain, the development would exceed the planning policy requirement by proposing a 10% net gain, which is a planning benefit of the proposal.
- 5.4 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.
- 5.5 In line with the Public Sector Equality Duty the LPA must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation). The development would be accessible to those with and without the relevant protected characteristics stated above and no discrimination or inequality would arise from the proposal.
- 5.6 The Human Rights Act 1998 Article 1 the protection of property and the peaceful enjoyment of possessions, and Article 8 the right to respect for private and family life, have been taken into account in considering any impact of the development on residential amenity and the measures to avoid and mitigate impacts. It is not considered that the development would infringe these rights.

6.0 Working with the applicant / agent

- 6.1 In accordance with paragraph 38 of the NPPF (2019) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.
- 6.2 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
- 6.3 In this instance:
- The applicant was provided with pre-application advice via a Planning Performance Agreement.
 - The applicant was provided with the opportunity to submit amendments to the scheme/address issues.
 - The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

7.0 Recommendation

7.1 The recommendation is that the application be delegated and deferred to the Service Director of Planning and Environment for **APPROVAL** subject to the satisfactory completion of a legal agreement or Memorandum of Understanding (if the Council own the site at the time of completion of the agreement) to secure:

- A travel plan (including monitoring payments)
- Shuttle bus provision
- Traffic Regulation Order speed survey
- Funding and implementation of a Traffic Regulation Order for a speed limit reduction to Marlow Road
- Biodiversity offsetting scheme to deliver a 10% biodiversity net gain

Or if this is not achieved then the application be refused for such reasons as the Service Director of Planning and Environment considers appropriate.

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

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason.
To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).
2. The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and the following plan numbers unless the Local Planning Authority otherwise first agrees in writing.

2667-PL-300	Site Location Plan
2667-PL-301	Existing Topographical Survey
2667-PL-302B	Proposed Site Block Plan
2667-PL-303B	Proposed Site Plan with Constraints
2667-PL-304B	Phasing Plan
2667-PL-305	Stage 1 Plans and Elevations
2667-PL-306	Stage 2 Plans and Elevations
2667-PL-307	Stage 3/4 Plans
2667-PL-308	Stage 3/4 elevations
2667-PL-309	Stage 5/6 Plans and Elevations
2667-PL-310	Stage 7 Plans and Elevations
2667-PL-311	Stage 8 Plans and Elevations
2667-PL-312	Rehearsal Plans and Elevations

2667-PL-313	Workshop 1-6 Plans and Elevations
2667-PL-314	Workshop 7-8 Plans and Elevations
2667-PL-315	Workshop 9 Plans and Elevations
2667-PL-316	Workshop 10 Plan and Elevations
2667-PL-317	Stage Support Offices 1 and 2 Plans and Elevations
2667-PL-318	Stage Support Offices 3 and 4 Plans and Elevations
2667-PL-319	Production Offices 1 and 2 Plans and Elevations
2667-PL-320	Production Offices 3 and 4 Plans and Elevations
2667-PL-321	Production Office Roof Plans
2667-PL-322	Gatehouse and Security Office Plans and Elevations
2667-PL-323	Cafe Plans and Elevations
2667-PL-324	Decked Parking Ground Level
2667-PL-325	Decked Parking First Level
2667-PL-326	Decked Parking Second Level
2667-PL-327	Decked Parking Roof Plan
2667-PL-328A	Decked Parking Elevations
2667-PL-329A	Parking Plan
2667-PL-33	Site Sections
2667-PL-331A	Proposed Fence Plan
edp6347_d029-H	Landscape Strategy - Permanent Scheme
215958/PD01	Proposed Improvements to Northern Site Access
215958/PD01A	Proposed Site Access Junction B482 Marlow Road
215958/PD01.01A	Additional width of road widening/visibility splays B482 Marlow Road

Reason.

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

3. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the land and/or building(s) shall not be used for any purpose other than use as a TV and film studio and associated ancillary uses.

Reason.

To enable the Local Planning Authority to retain control over the use and another use may not be acceptable for highway, amenity and landscape reasons.

4. Prior to the commencement of development detail of the site access arrangement scheme on to Marlow Road (shown in principle on Drawing no. 215958/PD01 REV A) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

The submitted details shall include:

- a) Appropriate signage.
- b) Carriageway resurfacing to include high friction surfacing.
- c) Speed reducing road markings.
- d) Widening of the Marlow Road carriageway to include the provision of a ghost island right turn lane.
- e) A Stage 1 and Stage 2 Road Safety Audit and satisfactory Designers Response to each.

Thereafter, the development shall only be implemented in accordance with the approved details and shall be constructed and laid out prior to first use of the development.

Reason.

This is a pre-commencement planning condition in order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

5. Prior to the commencement of development, a junction improvement scheme at the existing Clay Lane/Marlow Road priority junction, shown in principle on drawing No. 215958/PD06 Rev B (Capacity Improvements Clay Lane/B482 Marlow Road Priority Junction by Vectos) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter, the Clay Lane/Marlow Road junction shall only be laid out and constructed in accordance with the approved scheme and implemented prior to first use of the development.

Reason.

This is a pre-commencement planning condition in order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

6. No part of the development shall be used until the visibility splays, as shown on the approved drawings, for site access onto Marlow Road and the Clay Lane junction onto Marlow Road have been provided on both sides of the access. 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 inter-visibility between the access and existing public highway for the safety and convenience of users of the highway and of the access.

7. No part of the development shall be used until details of a continuous pedestrian footway between the site and the existing footway at the access junction onto Clay Lane has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The pedestrian footway shall only be laid out and constructed in accordance with the approved details and implemented prior to first use of the development and retained as such thereafter.

Reason.

In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to provide appropriate pedestrian connections.

8. The scheme for parking, manoeuvring and the loading and unloading of vehicles shown on the approved plans shall be laid out prior to first use of the development and thereafter those areas shall be permanently retained as such and not used for any other purpose.

Reason.

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

9. Prior to the commencement of development, a construction management plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operatives' vehicles) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter, the development shall only be carried out in accordance with the approved details.
- Reason.
This is a pre-commencement condition as development cannot be allowed to take place, which could cause danger, obstruction, and inconvenience to users of the highway and of the development.
10. Prior to first use of the development, details of the cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage facilities shall be covered and secure. Thereafter the development shall be implemented in accordance with the approved details and provided prior to first use of the development and permanently retained as such.
- Reason.
To ensure appropriate provision of cycle parking and encourage travel by bicycle.
11. Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before any work to the external finish of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.
- Reason.
To secure a satisfactory external appearance and minimise visual impact.
12. Notwithstanding any indication of materials which may have been given in the application, a sample wall of the sound stage buildings metal profile cladding shall be constructed on site for inspection and approval in writing by the Local Planning Authority before any work to the external finish of the sound stage buildings takes place. The development shall only be implemented in accordance with the approved details and retained as such thereafter.
- Reason.
To ensure a satisfactory external appearance and minimise visual impact.
13. Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of all surfacing materials shall be submitted to and approved in writing by the Local Planning Authority before any work to the finished surfaces of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details, unless otherwise first agreed in writing by the Local Planning Authority.
- Reason.
To secure a satisfactory appearance.

14. A scheme to demonstrate how renewable technologies will be integrated into the development shall be submitted to and approved in writing by the Local Planning Authority prior to above ground construction. The scheme shall be informed by the application Energy and Sustainability Overview (Rev 01) (By Hoare Lea) document. The development shall be implemented in accordance with the approved scheme which shall remain operational for the lifetime of the development unless otherwise first agreed in writing by the Local Planning Authority.
- Reason.
In the interests of managing carbon emissions and mitigating climate change as required by local plan policy CP12 and DM33.
15. Prior to first use of the development, 50 electric vehicle charging points, with a minimum rating of 32 amp shall be installed. Thereafter the electric vehicle charging points shall be retained as such and maintained in full working order for the lifetime of the development unless otherwise first agreed in writing by the Local Planning Authority.
- Reason.
To manage carbon emission generation and mitigate for climate change in accordance with local plan policies CP12 and DM33.
16. Prior to the commencement of development (including ground works and vegetation clearance) a Construction Environmental Management Plan (CEMP: Biodiversity) shall be 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 or similarly competent person when necessary
 - 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 first agreed in writing by the Local Planning Authority.
- Reason.
This is a pre-commencement planning condition to ensure that the development is undertaken in a manner which does not adversely impact wildlife.
17. Prior to first use of the development a landscape and ecological management plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. 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 how work schedules will be reviewed on a five yearly basis for at least 30 years (to ensure long term biodiversity net gain is achieved)
- h) Details of the body or organisation responsible for implementation of the plan. 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 responsible for its delivery
- i) Ongoing monitoring and remedial measures. The LEMP shall 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 development shall be implemented in accordance with the approved details.

Reason.

To ensure appropriate protection and enhancement of biodiversity, to make appropriate provision for natural habitat within the development and to provide a reliable process for implementation and aftercare as required by policy DM34.

18. Prior to the commencement of development, an ecological design strategy (EDS) addressing mitigation, compensation and enhancement shall be submitted to and approved in writing by the Local Planning Authority. The EDS shall include the following:
- a) additional surveying and assessment of species which are potentially impacted by the new vehicle entrance and road widening to Marlow Road. This must include surveying for bat potential in trees impacted along Marlow Road.
 - b) Purpose and conservation objectives for the proposed works
 - c) Review of site potential and constraints
 - d) Detailed designs and/or working methods to achieve stated objectives
 - e) Extent and location/area of proposed works on appropriate scale maps and plans
 - f) Specification and source of materials (plants, seeds and otherwise) to be used where appropriate, e.g. native species of local provenance
 - g) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development
 - h) Persons responsible for implementing the works
 - i) Details of initial aftercare prior to the implementation of the Landscape and Ecology Management Plan
 - j) Details for monitoring and remedial measures
 - k) Details for disposal of any wastes arising from works
 - l) Retention and protection of retained existing habitats during construction
 - m) Provision of wildlife corridors, linear features and habitat connectivity
 - n) Woodland, tree, hedgerow, shrub, wetland and wildflower planting and establishment
 - o) Proposed new landforms associated with habitat creation, including contours and sections of SuDS ponds which have been designed to maximise wildlife value
 - p) Soil handling, movement and management
 - q) Creation of new wildlife features, including bat boxes, bird nesting features, reptile hibernacula, compensation plots of sly larks and barn owl boxes

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

Reason.

This is a pre commencement planning condition to ensure that wildlife value is appropriately retained, mitigated, compensated and enhanced and ensure a net gain in biodiversity in accordance with policy DM34.

19. No development including ground works and vegetation clearance shall take place until a slow worm translocation scheme has been submitted to and approved in writing by the Local Planning Authority.

The translocation scheme shall include: -

- a) details of the methodology and timing for capturing and release of slow worms to the receptor site.
- b) location and details of the receptor site. The receptor site must provide like-for-like habitat replacement next to or near existing species populations and in a safe position to provide a long-term habitat and ensure that no more habitat is lost than is replaced (not net loss) and aim to provide a better alternative in terms of quality and area compared to the habitat that would be lost.
- c) survey of the receptor site for reptiles to demonstrate that it does not contain slow worms or only contains a small existing population.
- d) details of conservation management of the receptor site to ensure that it will continue to be suitable for slow worms.
- e) details of post-translocation monitoring of the receptor site.
- f) Responsible persons and lines of communication

Thereafter, slow worm translocation shall only take place in accordance with the approved details.

Reason.

This is a pre-commencement planning condition to ensure that protected species are not physically harmed, and their population is not negatively impacted as a result of the development.

20. Prior to above ground construction, a fully detailed landscaping scheme informed by approved drawing edp6347_d029h Landscape Strategy, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include detail of:

- replacement tree and hedgerow planting to mitigate for the removal of any vegetation as a consequence of the site access arrangement scheme onto Marlow Road.
- green roofs and walls.

For green roofs and walls, it will be necessary to detail:

- a) a plan showing the species to be planted
- b) sections of the roof/wall
- c) depth and type of soil
- d) details of any SuDS included
- e) sign off by a structural engineer that the structure supporting the green roof is sufficient
- f) future maintenance

Thereafter the development shall be implemented in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason.

To ensure conservation of the natural beauty of the Chilterns AONB and to ensure a satisfactory standard of landscaping and biodiversity in compliance with local plan policy DM34.

21. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees, plants or areas of turfing or seeding which, within a period of 5 years from the completion of the development, 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 first gives written consent to any variation.

Reason.

In the interests of amenity and to ensure a satisfactory standard of landscaping.

22. Notwithstanding any indications illustrated on submitted drawings, prior to the commencement of development a canopy cover implementation plan produced in line with the Canopy Cover SPD shall be submitted to and approved in writing by the Local Planning Authority. The plan will include the following:

a) tree pit design informed by adjacent grey infrastructure, underground services, street lighting and drainage

b) details of the required soil volume and how the required volume will be achieved in both hard and soft landscaped areas

c) the locations of other underground infrastructure to demonstrate that there are no clashes.

d) details of monitoring and supervision of the tree planting process including provision to take photographs of each tree pit/soil volume space, prior to filling with soil.

e) details of maintenance and management (and replacement procedure if necessary) of trees for at least 5 years after planting.

Thereafter the development shall only be carried out and completed in accordance with the approved scheme unless otherwise first agreed in writing by the Local Planning Authority.

Reason.

This is a pre-commencement planning condition to ensure the canopy cover requirements for the site can be met and that the development complies with the requirements of policy DM34 and the Canopy Cover Supplementary Planning Document.

23. The development shall take place in accordance with the Arboricultural Impact Assessment (Dated January 2023 by EDP) and Tree Protection Plan (drawing number: edp6347_d025g 24 January 2023) submitted as part of the planning application.

Reason.

To ensure that the retained trees, shrubs and hedgerows are not damaged during the construction process and in the long-term interests of local amenity value, ecology and biodiversity.

24. Prior to the commencement of development an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) for the site access arrangement scheme onto Marlow Road shall be submitted to and approved in writing by the Local Planning Authority. The AMS shall include:

a) Methods of any construction related activities within root protection areas (RPA as defined in BS 5837:2012) of the retained trees.

- b) Where relevant, a full specification for the construction of any roads and footways including details of the no-dig specification and extent of the areas to be constructed using a no-dig specification. Details shall include relevant sections through them.
- c) A specification for protective fencing to safeguard retained trees during clearance and construction phases.
- d) Methodology and specification for any facilitation pruning, including root pruning in accordance with BS3998:2010.
- e) Schedule of arboricultural monitoring and supervision (which includes visits by the arboricultural consultant during installation of protective measures and structures within the RPAs of retained trees) with associated feedback in the form of photographic evidence showing compliance with the AMS and TPP to the Local Planning Authority and client via email following each arboricultural visit.

Thereafter the development shall be implemented in strict accordance with the approved details.

Reason.

This is a pre-commencement planning condition to ensure that the retained trees, shrubs and hedgerows are not damaged during the construction process and in the long-term interests of local amenity value, ecology and biodiversity.

25. Prior to installation of any external lighting, a "lighting design strategy for biodiversity" for the site shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for nocturnal species and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) and detail how timing of lighting will be controlled, so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their feeding, breeding sites and resting places.
- c) ensure that lighting shall have a colour temperature of no more than 2700 Kelvin.

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

Reason.

In the interest of residential and visual amenity and ecology.

26. Notwithstanding the details illustrated on drawing 2667-PL-331 REV A (Indicative Security Fence Plan), prior to first use of the development, details of all screen and boundary walls, fences and any other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The submitted information shall include detail of the appearance, height and location of boundary treatment. The development shall thereafter only be carried out in accordance with the approved details and the buildings hereby approved shall not be occupied until the details have been fully implemented. The screen and boundary walls, fences and any other means of enclosure which are part of the approved scheme shall thereafter be retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason.

To minimise the impact of the development upon visual amenity, the surrounding landscape and natural beauty of the adjacent Chilterns AONB.

27. Prior to the commencement of development drawings of the site identifying the following levels shall be submitted to and approved in writing by the Local Planning Authority:
- (a) Existing ground levels on site (spot heights) including a datum point that is located off site. Levels should be Above Ordnance Datum (AOD).
 - (b) The level of the road outside the site. (AOD).
 - (c) The proposed levels on site following completion of the development (for each existing height a proposed height should be identified).
 - (d) The location and type of any retaining structures needed to support ground level changes.
 - (e) The Finished Floor Level for every building that is proposed.
 - (f) Cross sections within the site taken up to the site boundaries. The information supplied should clearly identify if land levels are being raised or lowered.

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

Reason.

This is a pre-commencement planning condition to ensure that the work is carried out at suitable levels in relation to adjacent land, properties and highways.

28. Prior to the development being brought into use, a noise management plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall only be operated in accordance with the approved details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason.

To safeguard the local amenities of nearby occupiers from noise.

29. Prior to construction of the cafe element of the development hereby permitted,
- (a) a written management plan detailing any plant including air ventilation, cooling, heating, extraction, or odour control systems shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include and reflect the outcome of written odour and noise/vibration risk assessments and also include written details relating to the maintenance requirements of the proposed plant in order to maintain its future effectiveness.
 - (b) No part of the cafe element shall come into use until the plant authorised by (a) above as regards odour control has been installed and commissioned in strict accordance with the approved management plan.

(c) No part of the cafe element shall come into use until the plant authorised by (a) above as regards noise/vibration control has been installed and commissioned in strict accordance with the approved management plan.

(d) The plant authorised by (a) above shall be retained, operated, and maintained in strict accordance with the agreed management plan in perpetuity.

The odour and noise risk assessments in connection with (a) above shall be based on published guidance - Commercial Kitchens: Control of Odour and Noise from Commercial Kitchen Exhaust Systems (by Ricardo Energy and Environment 2018). The acoustic impact of the plant, in normal peak operation, shall be minimised but in no event shall its Rating Level exceed a Background Sound Level by more than 3 dB(A) as assessed within the curtilage of any nearby residential property, educational facility, or publicly accessible area having regard to the definitions set out in British Standard BS4142: 2014 + A1: 2019.

Reason.

To safeguard the amenities of nearby occupiers from noise and odour.

30. Prior to the commencement of development, a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- o Geotechnical ground investigations completed by a suitability qualified geotechnical engineer to establish the risk of solution features to the site

- o A buffer distance between the proposed soakaways and any structure based on the geotechnical ground investigations

- o Infiltration in accordance with BRE365 completed along different locations of the proposed soakaway

- o Demonstrate that water quality, ecological and amenity benefits have been considered

- o Backlot and carpark to be constructed with permeable materials or be managed via the main surface water drainage system

- o 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

- o Full construction details of all SuDS and drainage components

- o Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with

storage volumes of all SuDS components

- o 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.

- o Factor of safety value of 5

- o Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.

- o Flow depth

- o Flow volume

- o 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 and 169 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

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

Reason.

To ensure that arrangements have been arranged and agreed for the long-term maintenance of the drainage system as required under Paragraph 169 of the National Planning Police Framework.

32. No development shall take place until a written scheme of investigation for an archaeological watching brief on the ground works has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall only be carried out in accordance with the approved scheme.

Reason.

This is a pre-commencement condition to ensure that the development does not harm heritage assets.

33. No live filming requiring an audience, shall take place on the site, without the prior written approval of the Local Planning Authority.

Reason.

In the interests of the amenities of surrounding neighbours and potential impacts on the highway network.

INFORMATIVE(S)

1. You are advised that Planning Obligations have been entered into in connection with this permission.
2. In accordance with paragraph 38 of the NPPF2 Buckinghamshire Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. Buckinghamshire Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

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
4. It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
5. Signs proposed on the strategic road network outside Local Authority jurisdiction shall require the approvals from the controlling Authority. Highway signs shall be in accordance with the Traffic Signs and Regulations and General Directions and require technical approval through an appropriate agreement with the Highway Authority, such as a Section 278 Agreement.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

None received

Parish/Town Council Comments

Great Marlow Parish Council – none received

Consultation Responses

Archaeology Officer – No objection subject to a planning condition to secure appropriate investigation, recording, publication and archiving of the results in conformity with paragraph 205 of the NPPF.

Cadent Gas – No objection.

Ecology Officer – Planning conditions will be needed to address slow worm translocation, mitigation, compensation and enhancement issues, lighting design, green roof/wall detail. A legal agreement will be needed to secure biodiversity net gain offset and monitoring.

Environmental Health – No objection subject to planning conditions relating to a noise management plan, commercial kitchen extraction plant details and electric vehicle charging points.

Highway Authority – No objection subject to a number of planning conditions relating to new access junction design, off-site highway works, directional signage, speed limit reduction, visibility splays, implementation of parking and manoeuvring space and construction traffic management plan. Planning obligations are needed to secure a travel plan including monitoring fee, shuttle bus provision and funding of a Traffic Regulation Order for a speed limit reduction to Marlow Road.

The Highway Authority is satisfied that the reasonable measures could be secured to encourage future employees and visitors to travel to the site by sustainable modes which are reasonable for the type of development and location. Furthermore, the Highway Authority is satisfied that sufficient measures could be secured by planning conditions to mitigate the concerns raised within our previous consultation response and within the Road Safety Audits that creating the proposed access would pose.

Landscape Officer - Allocated for employment, this site is surrounded by the Chilterns AONB and contributes to its setting /views. The LVIA is generally fair in its assessment of the proposals although some of the degrees of adverse impact are considered to be greater than the assessment and there isn't an acknowledgement of the particular scale and bulk of this proposal compared to other employment uses. In some views the change is greater as there is currently no commercial development present.

The LVIA shows the proposals have limited visibility from the Chilterns AONB and neighbouring residential areas. Principal public views will be from the public roads and footpaths in relatively close proximity to the northwest, south and east. However, the scale and intensity of development proposed, and the constraints airpark operations and layout place on mitigation

mean that the intentions of policy HW15 and Local plan policies DM 30, 32, 34 & 35 regarding landscape and design are not fully achieved. This results in an adverse landscape and visual impact from some of these views (listed below):

- Northern PROWs (GMA/28/1 and GMA/51/1) - major adverse
- South and east PROWs – moderate adverse
- Winter Hill – moderate adverse (higher impact than assessed in the LVIA because of its local importance as a viewpoint)
- Claymoor Park Residents – major adverse
- Lane End, Marlow Road – moderate adverse (higher impact than assessed in the LVIA as the current view is truncated by the development)

There will be further local adverse impact from Marlow Road where the development will be seen above the hedgerow at the junction with Clay Lane and through the new entrance. This will be further impacted by the removal of an important layer of hedgerow to create the increased width and vision splay for the turning into the entrance. More clarity is needed regarding the new access and associated road widening. Other mitigation aspects can be confirmed by condition if the application is approved (detailed landscape proposals/ cladding/ green walls/ landscape treatment/ lighting, perimeter fencing).

Lead Local Flood Authority – No objection subject to planning conditions relating to technical details of surface water drainage scheme and future maintenance.

Tree Officer – No objection. Planning conditions sought relating to tree protection plan, detailed planting scheme.

Representations

Amenity Societies/Residents Associations

Booker Gliding Club – The club was consulted on the aspects of the development that have the potential to affect gliding operations. A summary of the Club's assessment of the issues is included as an appendix to the Design and Access Statement. Since producing that assessment the Club has had the opportunity to test some of the assumptions made in its preparation and is now satisfied that any impact of the development of the Club's gliding operations are minimal and of no operational significance. The Club supports the redevelopment as proposed and welcomes the developer's intended engagement with and support for the local community.

Booker Common and Woods Protection Society – For the development to go ahead gliding can only operate with severe restrictions. General aviation has also been compromised as the north-south grass runway 35 is no longer usable. The proposal therefore completely fails to satisfy the Council's own policy for development since it impacts and restricts both gliding and general aviation and should therefore be rejected. Failure to accurately represent traffic issues around the airpark and take appropriate measures to prevent any detriment to the adjacent Chilterns AONB. The computer-generated analysis of traffic bears no resemblance to the reality of local traffic and the access conditions. It fails to take account of additional traffic from new homes approved in the

area. The Chilterns AONB will be adversely affected by this development but since it's such a big area of AONB compared to the size of development, damaging the AONB is considered acceptable. It is not. There must be no detriment to the AONB. The Council claim to have a "brown before green" policy. This site is green and for the Councils own policy to have any meaning this green site should not be developed.

The Right Honourable Lord Hain of Neath – Strongly support and recognise its importance to the growth of the UK creative industries. The development will employ a significant number of skilled film and TV industry professional and a permanent workforce. It will also provide a training centre for film and tv industry skills working with local colleges. It's important to recognise that the growing film and TV industry needs to ensure it has the workforce to address skills shortages if it is to continue to be competitive in the international creative market. This new studio will be a boon to the local economy, using local service and supplies, hotels and public transport. It will also generate local jobs. The applicant company is managed by film and TV industry professionals who have successfully operated other studios. This development will be an important part of the UK's film and TV industry effort to service the ever-growing requirement for film and TV studios, the sector of which is a major contributor now and in the future to the ULs economic and employment growth.

Other Representations

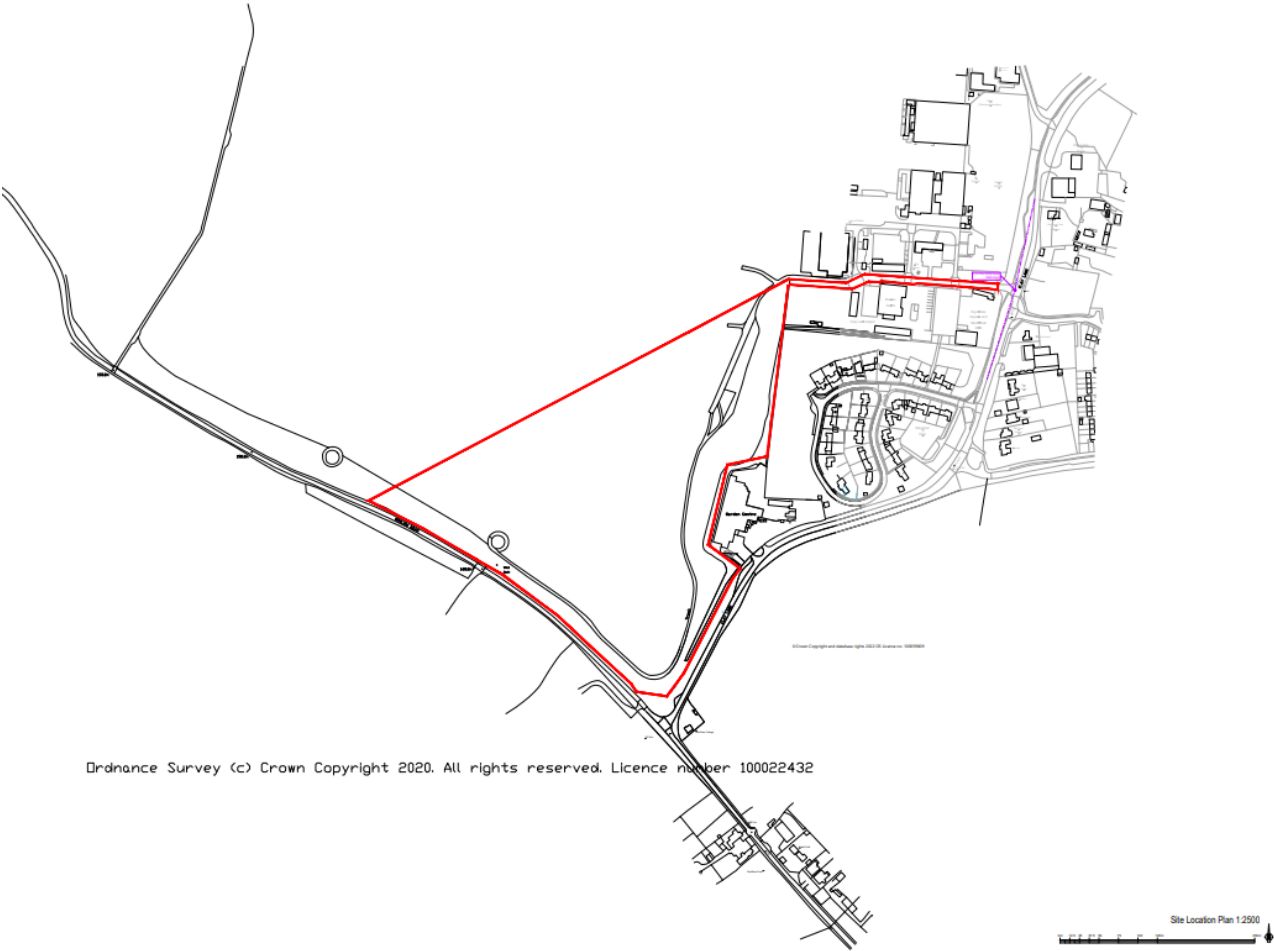
Comments have been received supporting the proposal from a number of organisations including British Film Commission, Creative England, The Production Guild of Great Britain:

- The additional stage capacity will allow Buckinghamshire to build on its reputation as a leading destination for major feature and high-end TV production, creating job opportunities across the creative sector and boosting economy
- Infrastructure needs to be in place to support the UK's ability to continue to attract international production to the UK and to sustain a thriving domestic industry
- The scheme would establish long-term employment opportunities and training for local people
- The development will bring social economic benefits to the area

Comments have been received objecting to the proposal:

- Local roads are not designed to carry the type of traffic and noise from a film studio
- Out of keeping with the natural landscape of the area
- Abundant local wildlife will be endangered by the development

APPENDIX B: Site Location Plan



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