

# Report to Strategic Sites Committee

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**Site Location:**

Sevenhills Road and Part Of Southlands and Pinewood Roads, To The North & East Of Pinewood Studios, Iver Heath, Buckinghamshire

**Proposal:**

Realignment, resurfacing and improvement works, with associated landscaping and engineering works to Sevenhills Road, Iver Heath. Additional vehicular access to Pinewood Studios site.

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**Application Number:** PL/19/4430/FA  
**Applicant:** Pinewood Group Limited  
**Case Officer:** Laura Peplow  
**Ward affected:** Iver Heath  
**Parish Town Council:** Iver Parish Council  
**Valid date:** 23 December 2019  
**Determination date:** 17 April 2020

**Recommendation:** It is recommended that the Committee delegate the application to the Director of Planning and Environment to:

**GRANT planning permission** subject to the conditions set out in this report and any others which he considers appropriate and to:

The satisfactory completion of a Section 106 Agreement to secure the requirements as set out in this report.

Or

**REFUSE planning permission** if a satisfactory S106 Agreement cannot be completed, for such reasons as the Director of Planning and Environment considers appropriate.

## **1.0 Summary & Recommendation/ Reason for Planning Committee Consideration**

- 1.1 The application proposes the widening and realignment of Sevenhills Road.
- 1.2 Pinewood Studios have an existing planning permission for expansion of the studio (13/00175/OUT). To mitigate the impacts arising from that development a number of highways/traffic improvements were required and secured via Section 106 agreement. This included proposed works to Five Points Roundabout (FPR).
- 1.3 The proposed works to Sevenhills Road are presented as an alternative to the Five Points Roundabout FPR scheme. The application has been assessed by the Highway Authority who consider that the Sevenhills Road scheme presents an acceptable alternative given the wider network benefits that are derived through traffic reassignment resulting in the release of capacity.
- 1.4 The development is located within the Green Belt and is considered to meet with exceptions to inappropriate development set out in Paragraph 146 of the National Planning Policy Framework. It is also considered acceptable in respect of the character/amenity of the area, neighbour impacts and environmental impacts. The application has been referred to the Strategic Planning Committee as the application is for major infrastructure. Following discussion between Officers and the Chairman of the Strategic Planning Committee, in the interest of the wider public it is considered that the application would benefit from further public scrutiny.
- 1.5 Recommendation – conditional permission subject to Legal Agreement; or refusal if a satisfactory S106 Agreement cannot be completed.

## **2.0 Description of Proposed Development**

### Application Site

- 2.1 The application site comprises the linear route of the existing Sevenhills Road of approximately 2km in length and some additional land required for re-alignment works. In total, the application site comprises an area of circa 4.83 ha.
- 2.2 Sevenhills Road is located to the north and east of Pinewood Studios and east and west of the M25. The nearest substantive settlements are Iver Heath, which is approximately 1km to the south, and Uxbridge, which is just over 2km to the east. Pinewood Studios and Sevenhills Road are about 7km to the north east of Slough.
- 2.3 Sevenhills Road is a minor public highway, which connects Denham Road in the east and Pinewood Road in the west. At the western end of the route it passes

directly to the north of Pinewood Studios. Centrally, the route crosses the M25 over a double lane fly-over bridge. A number of residential dwellings and commercial premises are located along Sevenhills Road. Commercial premises include a horticultural nursery, civil engineering depot and car body repair workshop.

- 2.4 Over most of Sevenhills Road, the width is sufficient to allow two vehicles to pass. At points along the road there are central line markers. At the western end, the road narrows to the width of one vehicle. Passing points along this section of the route are informal and infrequent. Much of Sevenhills Road is lined with existing trees, hedgerows and grass verges.
- 2.5 The majority of land needed for the proposed highway improvements is already in highway use. The required additional land is undeveloped and lies adjacent to the highway in the ownership of Pinewood Studios Limited, or Buckinghamshire Council as the local highway authority. The application site is within the Metropolitan Green Belt and Colne Valley Park.
- 2.6 The site is within two Air Quality Management Areas (AQMAs). One relates to the M25 and the other to the wider strategic road network.

#### *Background to proposed development*

- 2.7 Pinewood Studios have an existing planning permission 13/00175/OUT for the development of land east of Pinewood Road and reconfiguration of the existing studios facilities. The application was initially refused, and the decision overturned at appeal through public inquiry. Attached to the permission that was granted at that time was a requirement to deliver a number of highways and transport improvements, including the signalisation of Five Points Roundabout (FPR).
- 2.8 Since the granting of the existing permission for the FPR scheme there has been local resident and political support for a revision of this requirement in favour of an alternative mitigation scheme to be delivered on Sevenhills Road. Recognising the strength of objection to the permitted FPR works, it was accepted by all parties to delay works which were required by the signed S106, in order to allow Pinewood to explore alternative options for development mitigation, recognising that, if no such alternative option was available, works to FPR would need to be implemented.
- 2.9 This application presents the proposals for this alternative mitigation and seeks to evidence the acceptability of it as an alternative and effective mitigation to the traffic impacts of the development consented within 13/00174/OUT.

*Proposed development*

- 2.10 The objective of the proposed development is to provide an alternative desirable route between Pinewood Studios and routes to the north of Iver Heath, giving reliable journey times to those using it, and reducing the traffic burden on FPR, the A412 Church Road and local routes through Pinewood Green.
- 2.11 The scheme proposed seeks to upgrade the existing Sevenhills Road and its junctions with the A412 Denham Road/Southlands Road and Pinewood Road/Fulmer Common Road. These junctions are proposed to take the forms of a signalised T junction and a roundabout, respectively.
- 2.12 The western end of Sevenhills Road between Pinewood Road and the secondary access is proposed to be realigned, forming a new carriageway to be adopted as public highway under Section 38 of the Highways Act. The Highway Authority has been informed that it is the intention of the applicants to apply to 'stop up' the existing single track section of Sevenhills Road. This would remove public highway rights from the existing section of the road and the land would revert back to the adjacent land owners, which in this case is the applicant.
- 2.13 The proposed works also include opening of the existing emergency access to Pinewood East to provide a secondary, controlled vehicular access to Pinewood East. This is intended to be for occasional use.
- 2.14 It is proposed that the eastern length of Sevenhills Road, between the secondary access and Denham Lane, is to be improved and widened so as to allow two way movement of vehicles including HGV's, whilst seeking to limit propensity for drivers to excessive speeds whilst using the route.
- 2.15 To accompany the development proposals, and to encourage the use of Sevenhills Road, a signing strategy for routes accessing and leaving Pinewood Studios is proposed.
- 2.16 It has not been proposed to provide footways along Sevenhills Road, as there are currently no formal pedestrian facilities. It should however be noted that there are a number of rights of way that connect into Sevenhills Road and as such, it has been requested that a flat unimpeded verge be provided with a minimum width of 1.8m to allow for recreational users. A permissive path to the southern side of the realigned Sevenhills Road measuring 3m in width will be provided and separated from the road by hedging.
- 2.17 The application is accompanied by:
  - a) *Arboricultural Impact Assessment*

- b) *Sevenhills Road Tree Schedule*
- c) *Planning Statement*
- d) *Transport Assessment*
- e) *Ecological Report*
- f) *Statement of Community Engagement*
- g) *Drainage Information ITL15189-015 TN*
- h) *Submitted Plans*

2.18 Amended plans and additional transport notes were submitted during the course of the application to address technical highways concerns. Further information was also requested in respect of sustainable drainage and ecology.

### **3.0 Relevant Planning History**

- 3.1 13/00175/OUT (Refused, Appeal Allowed) Reconfiguration and expansion of facilities for screen based media, including film, television and video games, and associated services and industries, comprising: demolition of outdated accommodation; erection of new stages, workshops, office accommodation, demountable modular buildings, entrance structures and reception and security offices, gas CHP energy centre, underground waste water treatment plant, recycling facilities, backlots and film streetscapes, external film production; creation of new vehicular and pedestrian access from Pinewood Road, emergency access from Sevenhills Road, access roads within the site, surface and multi-level car parking; and associated landscaping and ecological habitat creation works.( In respect of access, full approval is sought for the means of vehicular access from Pinewood Road and (for emergency use) from Sevenhills Road. All other aspects of access are to be reserved). The whole proposal (including the works at the Five Points Roundabout) is described as the Pinewood Studios Development Framework (PSDF) by the Applicant, Pinewood Studios Limited (PSL).
- 3.2 13/00176/FUL (Conditional Permission) July 2013 Highway improvements to the Five Points roundabout.
- 3.3 PL/20/0628/EIASR (EIA not required) 19 February 2020 - Request for a screening opinion
- 3.4 In light of the available information and having regard to the location and nature of the proposed development as construction of road, as defined in Schedule 2 of the EIA regulations, on previously developed land, the proposal would be unlikely to have any significant impacts, and as a result an Environmental Impact Assessment was not required.

## 4.0 Summary of Representations

4.1 Iver Parish Council raises no objection in principle as the 're-alignment will add to the road capacity in Iver Heath and may help distribute Pinewood traffic from Church Road and the Pinewood Green estate'. However a number of observations are made:

- Plans submitted are limited in detail. Properties on Sevenhills Road are both residential and commercial with detail of accesses not provided.
- Speeding on Sevenhills Road.
- Has consideration been given to the properties at Round Coppice
- Consideration should be given to 'No Right Turn' from Sevenhills Road.
- Removal of trees is a disadvantage of the proposal and it is unclear if trees will be retained. Further removal should be compensated for.
- Concern relating to permissive paths
- The proposed works would not prevent Pinewood traffic using the Pinewood Green estate for trips to the shops/pub.
- Sevenhills Road is within the Colne Valley Regional Park. The objectives of Colne Valley and opportunities and improvements should be considered.

4.2 Fulmer Parish Council has also commented. The proposed improvements to Sevenhills Road are welcomed; however, concerns are raised in respect of the impact of the proposed works on the residents of Fulmer. Comments detail that the transport assessment should have been extended to take into account impacts on Fulmer, further consideration should be given to the landscape screening of Springfield Cottages and mitigating any impacts from the proposed roundabout and road and the impact of new section of road on rural character in this location. A number of conditions are also suggested.

4.3 Approximately 19 sets of comments have been received objecting to the proposal (multiple sets of comments from the same address have been counted as one representation). Objection comments can be summarised as follows:

Harm to amenity of properties on Sevenhills Road and within close proximity of the proposed works both during construction and operation of the proposed road.

- Safety concerns relating to traffic and vehicular access for properties.
- Amenity of residential properties adversely effected.
- Harm to Green Belt land which should be protected.
- Deviation from original plan to improve the Five Points Roundabout.
- Out of keeping.

- Loss of trees, wildlife and environmental concerns.
- Pinewood disingenuous regarding size of proposed expansion.
- Private land will be required to construct road.
- Light, noise, disturbance and air quality concerns.
- Flooding and drainage concerns.
- Development brought closer to residential properties.
- Dedicated pedestrian/cycle paths should be provided.

4.4 A re-consultation was processed further to submission of amendments to the technical highways drawings. 2 further responses were provided by respondents who had already made representations to the original consultation. 1 new response was received. No new issues were raised. Comments were also provided by the British Horse Society in respect to connection of Sevenhills Road with bridleways and proposed permissive paths.

4.5 Approximately 65 sets of comments have been received which make representations in support of the proposal. These include the MP for Beaconsfield, Joy Morrissey, and Iver Heath Residents' Association. Supportive comments can be summarised as follows:

- The upgrade would result in improved traffic distribution.
- Alternative travel route would relieve traffic congestion in residential areas.

4.6 In addition to formal consultation, as part of the application, the applicant undertook a community consultation event in November 2019 and launched a dedicated website through which feedback would be received. The exhibition had 169 attendees. 98 forms of feedback were received with 79% of respondents either agreeing or strongly agreeing with the statement 'I support the upgrading of Sevenhills Road'. Feedback received raised concern in relation to traffic mitigation, pedestrian and cycle provision, proposed signalised junction on the A412/Sevenhills Road, intensification of use of Sevenhills Road, outlook from neighbouring properties, land ownership, existing studios traffic and use of the secondary access to the Studios on Sevenhills Road.

## **5.0 Policy Considerations and Evaluation**

- National Planning Policy Framework (NPPF), February 2019.
- Planning Practice Guidance
- National Design Guidance, October 2019
- South Bucks Core Strategy Development Plan Document - Adopted February 2011

- South Bucks District Local Plan - Adopted March 1999 Consolidated September 2007 and February 2011;
- The publication version of the Chiltern and South Bucks Local Plan 2036 was approved at Council on 14 May 2019 and it was agreed that this should be endorsed as a material consideration in the determination of planning applications. This document has now gone through the consultation stage. However, given that draft Local Plan has yet to be examined by the Planning Inspectorate, only limited weight can currently be given to this document.

### **Principle and Location of Development**

- Core Strategy Policies:  
CP6 (Local Infrastructure Needs)  
CP7 (Accessibility and Transport)
- Local Plan Saved Policies:  
GB1 (Green Belt boundaries and the control over development in the Green Belt)

5.1 The site falls within the Green Belt. The NPPF advises at paragraph 133 that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open: the essential characteristics of Green Belts are their openness and their permanence. Paragraph 143 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The purposes of the Green Belt, as set out within Para 134 of the NPPF, are as follows:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

5.2 Paragraph 145 and 146 of the NPPF provide a list of exceptions to inappropriate development within the Green Belt. The most relevant exceptions to are set out in points b and c of para. 146 which allow for “engineering operations” and “local transport infrastructure which can demonstrate a requirement for a Green Belt location”. This is provided the proposal preserves the openness of the Green Belt and does not conflict with the purposes of including land in the Green Belt.

- 5.3 Policy GB1 of the SBDLP also provides a list of exceptions to inappropriate development in the Green Belt. These do not include engineering operations or local transport infrastructure. However, the SBDLP was adopted prior to the publication of the NPPF. In such circumstances the NPPF states that due weight should be given to policies according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). In this case Policy GB1 is not consistent with the NPPF in relation to the proposed development and as such greater weight should be given to the aforementioned provisions set out in Paragraph 146 of the NPPF.
- 5.4 In this case the proposal relates to the upgrading of the existing Sevenhills Road, which is already located within the Green Belt. It is considered that these works would constitute an engineering operation as well as constituting local transport infrastructure. The reasons these works are considered necessary are set out in following section of this report and it is accepted that there is a requirement for these works to be sited in this Green Belt location.
- 5.5 The works have also been designed to largely follow the existing alignment of the highway for the majority of its route, except for a relatively short section of new roadway at its western end and it is considered that the scale of the works proposed would not have an adverse impact on the openness of the Green Belt and would also not be contrary to any of its purposes.
- 5.6 As such, the proposal is considered to meet with exceptions to inappropriate development set out in points b and c of para. 146 of the NPPF and no objections are therefore raised with regard to the impact of the proposal on the Green Belt.

#### **Transport matters and parking**

- Core Strategy Policies:  
CP7 (Accessibility and transport)
  - Local Plan Saved Policies:  
TR5 (Access, highways work and traffic generation)
- 5.7 Policy TR5 of the Local Plan details that the Council will have due regard to proposals for new/altered accesses, works to the highway, the creation of new highway or the generation of additional traffic and their effect on safety, congestion and the environment. Proposals must comply with the relevant Highway Authority standards, the operational capacity of the highway should not be exceeded/ where occupational capacity exceeded this should not be exacerbated. Also traffic movements and traffic infrastructure will not adversely affect the amenity of nearby properties on the use, quality or character of the locality in general, including rural lanes. Where works are

required to serve a development this will be secured via planning obligation. The supporting text to this policy notes that the advice of the Highways authority will be central to implementation of this policy.

- 5.8 Policy CP7 of the Core Strategy details that the Council seeks to ensure a safe and sustainable transport network whilst recognising that the car remains the primary mode of travel in rural parts of the district.
- 5.9 As described within the application section (2.0) of this report Sevenhills Road is designed to be an alternative to the Five Points Roundabout scheme which was considered necessary to mitigate the impacts of application 13/00175/OUT relating to the expansion of Pinewood Studios.
- 5.10 The following commentary is based upon the full and detailed consultation response prepared by the Highways Development Management team. These comments are re-produced in full within Appendix A attached to this report.

#### *Proposed works and consideration of design*

##### *- Pinewood Road/ Sevenhills Road junction*

- 5.11 The priority junction that exists between Pinewood Road, Fulmer Common Road and Sevenhills Road is to be replaced with a roundabout. This roundabout would have a two lane approach on Pinewood Road and single lane approaches on Sevenhills Road and Fulmer Common Road. This junction has been designed to allow the effective movement through the junction of large HGVs with swept path analysis provided which demonstrates that the largest anticipated vehicles that serve Pinewood Studios can travel through the roundabout without breaching the kerb lines. The highways authority raises concerns regarding excessive speeds on the junction, however use of landscaping to ensure inter-visibility on the approaches will be managed in such a way as to manage approach speeds to the roundabout and it is considered that these details can be secured through the detailed design process. It is also demonstrated that appropriate inter visibility can be achieved between Alderbourne Lane and the new roundabout.
- 5.12 Lighting of the junction is required, but will ensure light spill to neighbouring properties is minimised. This will be addressed by condition.

##### *- Sevenhills Road/ Denham Lane*

- 5.13 A signalised T-junction is proposed at the eastern end of Sevenhills Road.
- 5.14 To ensure adequate capacity is maintained on the A412 it is proposed to widen the highway to provide additional carriageway and capacity at the stop lines in

the form of two approach lanes on Sevenhills Road. The proposed arrangement is in principle acceptable, with the proposed stop lines to be positioned in such a way as to ensure an acceptable level of inter visibility.

- 5.15 An existing access is located close to the junction, serving the property 'Taidswood' and would be signalised as part of the new junction arrangement. This would address concerns relating to the safe use of this access and it is considered that the traffic generated associated with the access is low enough as to not affect the overall functioning of the junction, as such no objection is raised by the Highways Authority subject to design and positioning.
- 5.16 Swept path analysis has been submitted and it is considered that the junction can be constructed in such a way as to be safe and suitable.
- 5.17 Representations raise concern regarding why a signalised junction is proposed rather than a roundabout. These comments are noted by the Highways Authority and it is considered that signals allow control of traffic and effective network management of the A412, which is a priority route through the area. The further benefit of less land being taken up for signalisation of the junction is also noted.

*- Sevenhills Road*

- 5.18 It is proposed to upgrade the carriageway of Sevenhills Road along its length, excluding the bridge spanning the M25 which is already of sufficient width to accommodate two way vehicular traffic. A replacement section of road between the rear access to the Pinewood East site and Pinewood Road is proposed, with the existing road between these points being removed and 'stopped up'. The proposed carriageway would measure 6m in width, with wider sections as necessary to allow for the passing of HGVs.
- 5.19 The proposed road will have a 30mph speed limit between Pinewood Road and the rear access point to the Pinewood East site, with a 50mph design speed for the remaining sections. Whilst no objections are raised in this respect these changes will be subject to a separate Traffic Regulation Order application.

*Detailed design and other considerations*

- 5.20 In conclusion the Highway Authority considers the proposals to be appropriate for the nature of the proposed development of the road and the anticipated vehicle movements.
- 5.21 The Highway Authority is content that design features, such as verge protection, can be addressed through the detailed design process.
- 5.22 It is not proposed to light the length of Sevenhills Road and this has been agreed in principle with the Highway Authority's street lighting engineer, who

has advised that only the contact points (in this case junctions with Denham Road and Pinewood Road) will need to be lit.

- 5.23 All of the land required for the proposed works is either within land controlled by the applicant, or within the public highway, or in the ownership of Buckinghamshire Council. It should be noted that land over which highway rights exist may be owned by adjacent property, however this does not negate the ability of the Highway Authority, or a third party with permission from the Highway Authority, to carry out works within the public highway.

*Highway Network Assessment & Pinewood Trip Generation*

- 5.24 To assess the condition of the existing highway network the applicants undertook surveys over a seven day period. From this network peaks and distributions relating to the network peak, and Pinewood's traffic peak, have been identified. Trip generation relating to the Pinewood site has also been established and is considered representative by the Highways Authority.
- 5.25 The proposed upgrade of Sevenhills Road will derive benefits in terms of the reassignment of both Pinewood and non-Pinewood (local) traffic. The Highway Authority accepts the assumption made in the Transport Assessment (TA) that, if implemented, Sevenhills Road would become an attractive and direct route to the A412. The TA has reviewed the current routes available and it is identified that routing via Five Points Roundabout demonstrates the slowest journey times and that average journey times via Sevenhills Road and Pinewood Green are comparable, with greater variance between journey times experienced on Sevenhills Road due to the single track section. The Highways Authority is satisfied that it is reasonable to conclude that, should the proposal be implemented, traffic would be likely to reroute onto Sevenhills Road, leading to a material reassignment of traffic from FPR and Pinewood Green. The proposal to upgrade Sevenhills Road would be likely to only address approximately 30% of Pinewood Studios traffic and in the future the reassignment of Pinewood Traffic would be unlikely to result in significant capacity improvements at the Five Points Roundabout junction.
- 5.26 The Sevenhills Road scheme would result in the reassignment of traffic routing between Pinewood Studios and the A412 towards the M40, which is currently shown to route through Pinewood Green, on the basis that a shortened journey time would be provided.
- 5.27 It has been demonstrated that the Sevenhills Road Scheme does not result in an increase in vehicles on Fulmer Common Road over and above those generated under the previously permitted scheme.

### *Junction & Network Journey Times Assessments*

- 5.28 Modelling with various scenarios has been carried out in line with industry standards and assessed in consultation with the Highways Authority.
- 5.29 The impacts on individual junctions has been assessed with the forecasting showing that in the 'do nothing' scenario, four out of eight junctions assessed are over capacity. The signalisation of FPR permitted under 13/00175/OUT only addresses capacity issues at this junction alone.
- 5.30 The network journey times assessment provides a comparison of overall delay for each junction and an analysis of routes along the A412 Church Road during each of the identified peaks in both directions. Whilst some junctions, such as Five Points Roundabout, may see an increase in delay, the benefit found at other junctions offsets this impact and leads to an overall journey time improvement. The introduction of the Seven Hills road scheme brings about journey time savings to users of the network overall as a result of the scheme, despite local increases at Five Points Roundabout.
- 5.31 It is worth noting that the greatest increases in delay are found in the PM peaks for traffic traveling towards Five Points Roundabout, however in each peak hour the number of routes that are shown to see an improvement in journey time is greater than the number of routes that will see an increase in delay.
- 5.32 On the basis of the above, the Highways authority considers that the results presented represent a material and significant benefit to the operation of the highway network in this area. It is considered that the proposed development accords with Local Plan policies TR5, TR10, and Core Strategy Policies 7 and 14.

### *Sustainable Transport and Public Rights of Way*

- 5.33 The Section 106 agreement associated with the Pinewood outline planning application included various public access related obligations. The proposal to upgrade Sevenhills Road in place of the existing mitigation requirement requires alternative pedestrian/cycle connections between Pinewood Studios and Iver Village to be provided. The footway cycleway along Pinewood Road facilitated pedestrian and cycle access from the studios to Pinewood Green, which provides a 'quiet route' to local facilities within Iver Heath. To ensure a suitable sustainable travel link is provided signage, road markings and a pedestrian/cycle crossing on Pinewood Road/Church Road is required and will be secured via S106 agreement.
- 5.34 The existing S106 has provisions for permissive paths to be provided along the boundary of the studios and Sevenhills Road. The remaining sections should be

provided as per the original agreement through the detailed design process and S106 Agreement.

5.35 The previous consent secured provision of a footpath to the side of the existing Sevenhills Road, however this has not been implemented. The existing section of Sevenhills Road is to be stopped up, therefore it is necessary for the originally agreed footpath to follow an alternative route. Originally the Strategic Access Officer expressed a preference for use of the existing section of Sevenhills Road (to be replaced as part of this application) for this route, however this was not proposed by the applicant. Subsequently, discussion has been undertaken and the applicant has proposed to provide a hedge lined public right of way to the south of the proposed new section of road. It is considered that the proposed permissive path would be a suitable replacement for that which was previously secured by the original S106 Legal Agreement. The detailed design and location of this section of this path will also be secured via the S106 agreement.

#### *Conclusions*

5.36 The Highway Authority concludes that:

5.37 'The junction modelling demonstrates that the proposed Sevenhills Road scheme will not fully mitigate the impacts of the Pinewood development permitted under 13/00175/OUT on the FPR. If the assessment was based on the evidence of the local junction modelling alone, then the Highway Authority would have to conclude that the residual cumulative impact on FPR remains severe in the context of paragraph 109 of the NPPF.

5.38 Nevertheless, on balance, the Highway Authority deems the Sevenhills Road scheme to be acceptable given the wider network benefits that are derived through traffic reassignment resulting in the release of capacity. These benefits include;

- A reduction in traffic through Pinewood Green.
- Junction improvements at Pinewood Road/Sevenhills Road.
- Junction improvements at Sevenhills Road/A412 Denham Road.
- Improvements to Sevenhills Road.
- Journey Time improvements along the A412 corridor through Iver Heath Village.
- The creation of a quiet route for walking and cycling between Pinewood Studios and the local centre in Iver Heath Village.

- Improved network availability and permeability.

- 5.39 The FPR remains problematic in its operation in future years and will continue to be a constraint. It is likely that improvements to this junction will be required at some point in the future, and this situation may be brought forward should there be any further development at Pinewood Studios, or any other significant development sites within the local area.
- 5.40 Taking into account the overall network performance and wider benefits associated with this scheme, the Highway Authority recommends that the application be approved subject to conditions and obligations’.
- 5.41 In order to make the application acceptable, amendments to the existing S106 agreement between the applicant and Buckinghamshire Council are required to ensure that either the existing mitigation at Five Points roundabout or the upgrade works to Sevenhills Road and associated junction works which are the subject of this application are delivered. The Heads of Terms are set out at paragraph 5.70 of this report.

#### **Design quality and landscaping**

- Core Strategy Policies:
    - CP9 (Natural environment)
    - CP8 (Built and historic environment)
  - Local Plan Saved Policies:
    - EP3 (The Use, Design and Layout of Development)
    - EP4 (Landscaping)
    - EP7 (Signs and advertisements)
    - L10 (Proposals involving felling or other works affecting trees covered by a Tree Preservation Order)
- 5.42 Policy EP3 of the Local Plan requires that the scale, layout, siting, height, design, external materials and use are compatible with the character and amenities of the site itself, adjoining development and the locality in general.
- 5.43 Policy EP4 of the Local Plan requires that proposals incorporate hard and soft landscaping as an integral part of the development; take account of and retain existing planting and landscape features, which may be important elements in the character and appearance of the wider area; provide additional planting where appropriate; and make proper provision for subsequent maintenance.

#### *Character*

- 5.44 Sevenhills Road is semi-rural in character, with a mix of commercial and residential properties situated on the road. The road is located within close proximity to the M25 which is considered to be an urbanising feature. Whilst it

is accepted that the proposed works would result in Sevenhills Road becoming a more attractive vehicular route, and therefore used more intensively, it is not considered that the proposal would give rise to significant harm to the character of the area.

- 5.45 As noted within the highways section of the report, it is not proposed to light the length of Sevenhills Road, with only the contact points (in this case junctions with Denham Road and Pinewood Road) needing to be lit. Further details will be agreed by condition.

#### *Landscaping*

- 5.46 Comments have been submitted by the Council's Landscape Officer in respect of the additional planting proposed along the realigned road and proposed roundabout. The applicant suggests that where trees/hedgerows are removed there will be appropriate replacement planting, ensuring that there is a significant net gain across the site as a whole.
- 5.47 Discrepancies between plans are noted and comments have been made in respect of the preference for groups of trees, rather than single lines of trees along fence lines, as this would offer better screening. It is also noted that the 'Outline Plant Schedule and Specification' shows indicative plant species and planting sizes which are suitable for the site. It is also noted that the Council's Arboricultural Officer considers that the proposed development is acceptable subject to condition.
- 5.48 Specific comments are made in relation to the proposed development and its relationship with Springfield Cottages (near the proposed roundabout). As such, adequate tree and hedgerow screening should be provided to screen and soften the proposed works. This is the intention of the applicant with details of indicative screening/landscaping included within the submitted application documentation. A comprehensive landscaping proposal is required to be submitted by condition to ensure good quality screening.
- 5.49 The proposed development with associated landscaping provision is considered to be compatible with the proposed use and locality. Lighting is only proposed where it is considered essential for safety, which minimises any potential impacts from light pollution. It is considered that the proposed development accords with Policies EP3 and EP4 of the Local Plan.

#### **Amenity of existing and future residents**

- Local Plan Saved Policies:
  - EP3 (The use, design and layout of development)
  - EP5 (Sunlight and daylight)

- 5.50 The proposed development would result in the widening of an existing road, realignment of a section of road and associated junction improvements.
- 5.51 The section of new road proposed is separated from residential properties and therefore it is not considered that their amenity would be detrimentally impacted. The remainder of the proposed development would relate to the widening of an existing road.
- 5.52 Sevenhills Road is an existing public highway and can be used by traffic without restriction. Traffic would increase as the proposed works are intended to be an attractive alternative to routes through Pinewood Green, Five Points Roundabout and Iver Heath, between the Studios and the M40, however it is not considered that any increased disturbance would be such that the amenities of local residents would be harmed to a significant degree. Similarly, noise/disturbance may increase, however adverse harm to properties in the locality is not considered to be of a level sufficient to warrant raising of an objection to the application on this basis.
- 5.53 It is also noted that the Strategic Environment team have been consulted and no concerns are raised in respect of air quality and pollution.
- 5.54 It is not considered that the development will result in detriment to the amenities of local residents beyond the construction phase, and in the long term it is expected to result in benefits within the wider area.

#### **Environmental issues**

- Core Strategy Policies:
    - CP13 (Environmental and resource management)
  - Local Plan Saved Policies:
    - EP3 (The use, design and layout of development)
    - EP5 (Sunlight and daylight)
    - EP16 (Hazardous substances)
    - EP17 (Aerodrome/air traffic safeguarding)
    - EP18 (Telecommunications development)
    - R8 (Floodlighting)
    - C15 (Sites of geological importance)
- 5.55 Paragraph 109 of the NPPF states that “the planning system should contribute to and enhance the natural and local environment by ...preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability...”

- 5.56 Core Policy 13: Environmental and Resource Management of the Core Strategy sets out that the Council will seek to ensure the prudent and sustainable management of environmental resources by protecting and enhancing water quality, and seeking improvements to air quality. It goes on to say that new development will be directed away from existing sources of noise and air pollution to avoid adverse impacts on local communities.
- 5.57 An assessment of contamination risks associated with the site identifies that historic landfill locations intersect the application site. As such, conditions are recommended.
- 5.58 The upgrading of Sevenhills Road is not sufficient to trigger an Air Quality Assessment, however dust from demolition and construction does require further assessment. A condition requesting consideration of air quality and dust is required.

#### **Flooding and drainage**

- Core Strategy Policies:  
CP13 (Environmental and resource management)

- 5.59 The proposals include the widening of an existing road which will increase the impermeable area of the road and will result in additional surface water runoff generated by the road.
- 5.60 The Local Lead Flood Authority (LLFA) initially raised concerns in relation to insufficient information in relation to surface water management, however subsequently additional information was submitted by the applicant detailing that the existing road has a drainage scheme with surface water drainage as part of the application, managed with the incorporation of infiltration trenches. The LLFA therefore raises no objection to this approach subject to conditions.

#### **Landscape Issues**

- Core Strategy Policies:  
CP9 (Natural environment)
- Local Plan Saved Policies:  
L10 (Proposals involving felling or other works affecting trees covered by a Tree Preservation Order)

- 5.61 An Area designated Tree Preservation Order known as no. 23, 2009 covers the Pinewood site south of Seven Hills Road and a Woodland Designated Tree Preservation Order known as no.3, 1950 covers a woodland which is situated on part of the northern side of Seven Hills Road. It is also noted that areas of

designated Ancient Woodland are either adjacent to, or within 500m of, the proposed works.

- 5.62 The Arboricultural Officer raises no objection to the proposed development. The submitted tree constraints plan indicates that no dig construction is to be undertaken to minimise ground disturbance/damage to ancient trees. The Arboricultural Officer supports this approach but raises concern that the tree report details the potential need to remove further trees due to highway specification requirements. These concerns are noted, however in line with the submitted information and as acknowledged by the Tree Officer such works will seek to be avoided and have been demonstrated to be sufficiently considered. An Arboricultural Impact Assessment incorporating Arboricultural Method Statement (AMS) has been provided. A condition will be attached to ensure trees are fully considered and protected as detailed in the AMS.

### **Heritage and Archaeology**

- Core Strategy Policies:  
CP8 (Built and historic environment)

- 5.63 The nearest listed building 'Cherry Orchard Farmhouse' is located to the northern side of Sevenhills Road with the M25 to the east. It is set a significant distance away from the proposed widened road. On this basis it is considered that the setting of this heritage asset would not be adversely affected and would be preserved.

- 5.64 A consultation response has also been provided in relation to archaeology and it is considered that the nature of the proposed works are such that they are not likely to significantly harm the archaeological significance of any assets. No objection is raised and conditions are also not required.

### **Ecology**

- Core Strategy Policies:  
CP9 (Natural environment)  
CP13 (Environmental and resource management)

- 5.65 Core Strategy Policy CP9 seeks a net gain in biodiversity resource, maintaining existing ecological corridors. It also seeks the conservation, enhancement and net gain in local biodiversity resources within the Biodiversity Opportunity Areas and on other non-designated land, maintaining existing ecological corridors and avoiding habitat fragmentation. The NPPF seeks to protect sites of biodiversity and to minimise impacts and provide net gains; para. 175 sets out criteria that should be considered in determining planning applications.

- 5.66 The application has been accompanied by an Ecological Impact Assessment and ecological survey information which gives consideration to potential protected species on site. This document has been reviewed by the Council's Ecology consultant who considers that due regard has been given to protected species and habitats within the application site.
- 5.67 Given that the proposed works relate to the repair and improvement of an existing road it is not considered that a net biodiversity gain would need to be achieved. Despite this landscape and ecological improvement works are proposed and the applicant details that there will be some enhancement as a result of the development.
- 5.68 It is considered that conditions would be necessary to ensure that the development is carried in accordance with the recommendations set out in the Ecological appraisal and that the details of the ecological enhancements are submitted to the Local Planning Authority for approval. Subject to the above, no objections are raised.

#### **Infrastructure and Developer Contributions**

- Core Strategy Policies:  
CP6 (Local infrastructure needs)

#### *Community Infrastructure Levy*

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

#### *Section 106 Agreement & Heads of Terms*

- 5.70 The applicant will have absolute discretion to decide to either provide the highway upgrade works to Sevenhills Road or Five Points roundabout. If the Developer proceeds with the Sevenhills Road mitigation then, the existing S106 obligations relating to Five Points Roundabout, including the "Additional Mitigation" would be replaced by the delivery of the Sevenhills Road works including associated works and the following obligations:

1. To enter into a Highway Works Agreement for the upgrade to Sevenhills Road and associated works to the junctions with Pinewood Road and A412 Denham Road with the inclusion of a proposed programme of works.
2. To submit a scheme for approval in writing by the Highway Authority for a walking and cycling route between Pinewood Studios and Church Road (service road) via Pinewood Green to include signing and lining and in addition to this an informal crossing point on Pinewood Road. To enter into a Highway Works

Agreement and construct the approved scheme prior to completion of the Sevenhills Road works.

3. The stopping up of the existing section of Sevenhills Road will be carried out in such a way that vehicular rights will not be lost prior to the new route being brought into operation. In addition, highway rights over this section of road shall not be extinguished until such time as the agreed permissive paths have completed.

4. The existing obligation to provide permissive paths shall be required to be amended to allow for those paths that are not currently provided (between Pinewood Road, and the M25 overbridge) to be implemented as part of this scheme.

5.71 The applicant has confirmed that they agree to these contributions/obligations and they are willing to enter into a legal agreement to secure these.

## **6.0 Weighing and balancing of issues / Overall Assessment**

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

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

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

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

6.4 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equality Act 2010, 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.

## **7.0 Working with the applicant / agent**

- 7.1 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.
- 7.2 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.
- 7.3 The relevant pre-commencement conditions have been agreed in writing with the applicant.
- 7.4 In this instance the applicant:
- was provided with pre-application advice by the Highway Authority;
  - the applicant/agent was updated of any issues;
  - The applicant/agent was provided the opportunity to submit amendments and additional technical information to the scheme/address issues which were found to be unacceptable.
  - The application was determined without delay.

### **Recommendation:**

delegate the application to the Director of Planning and Environment to:

**GRANT planning permission** subject to the conditions set out in this report and any others which he considers appropriate and to:

The satisfactory completion of a Section 106 Agreement to secure the requirements as set out in this report.

Or

**REFUSE planning permission** if a satisfactory S106 Agreement cannot be completed, for such reasons as the Director of Planning and Environment considers appropriate.

Subject to the following conditions:-

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

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

2. Not to commence the development, including site clearance, until a scheme has been submitted to and approved in writing by the Local Planning Authority for the detailed design of road side footpaths/wide level verges at the new junction of Pinewood Road/Sevenhills Road to the secondary vehicle access of Pinewood East, providing connections between existing Rights of Way and the permissive path network. The approved paths are to be delivered in full prior to completion of the development hereby approved.

Reason: To ensure that there is connectivity between existing public Rights of way and permissive footpaths required as obligations within the s106 agreement of 13/00175/OUT.

3. Not to commence the development, including site clearance until a landscaping plan has been submitted to and approved in writing by the Local Planning Authority, ensuring that visibility splays are maintained and verges are appropriate in width (between bridleway IVE/32/2 and the M25 overbridge at a minimum width of 1.8m), gradient and surfacing to enable use for recreational walking routes. The development shall be constructed in accordance with the approved details.

Reason: To ensure that amenity is maintained for recreational walkers and to minimise danger and inconvenience to highway users, and to ensure the development complies with South Bucks policy CP7 seeking to favour more sustainable modes of transport; and encouraging safe and attractive improvements to pedestrian and cycling routes and facilities.

4. Not to commence the development, including site clearance, until a detailed Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with such approved management plan at all times unless otherwise agreed in writing. The Construction Management Plan should include details of, but not be limited to;

- The management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements, highway condition surveys and parking of site operatives vehicles)
- Assessment of dust and air quality issues during construction including a dust management plan;
- Proposed carriageway kerb type details;

- Cross-section of proposed carriageway;
- Details of any associated utilities diversions;
- Confirmation of carriageway drainage arrangements in vicinity of the bridge;
- Confirmation of non-effect on guard railing and barrier constraints;
- Proposed lighting plots in vicinity of bridge (to demonstrate no potential for overspill lighting);
- Any facilities proposed for vulnerable road users in the vicinity of the bridge; and
- An indication of cooperative working with the Highways England operations and maintenance contractor, Connect Plus Services to ensure that work on Sevenhills Road will not have a detrimental impact on the Highways England asset, being the bridge over the M25.

Reason: In the interests of highway safety, convenience of highway users and to protect the amenities of residents and safeguard the visual amenities of the locality. (Policy TR5 of the South Bucks District Local Plan (Adopted March 1999) refers) and to mitigate any adverse impact from the development on the Highways England asset, namely the Sevenhills Road bridge that spans the M25. To ensure that the M25, and the Sevenhills road bridge continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

5. Not to commence the development, including site clearance until details of the street lighting for the junctions of Pinewood Road/Sevenhills Road and A412 Denham Road/Sevenhills Road have been submitted to and approved in writing by the Local Planning Authority and the development shall be constructed in accordance with the approved details.

Reason: To ensure that the junctions are adequately lit to ensure the safety of users of the highway in hours of darkness.

6. Prior to operation of the proposed development a complete traffic signals controlled junction shall be provided including a communications link and CCTV camera(s) compatible with and connected to the Highway Authority UTMC control room at the junction of A412 Denham Road/Sevenhills Road. The junction shall be sited and constructed in general accordance with drawing ITL15189-GA-018 rev C.

Reason: To ensure that the appropriate junction form is provided with sufficient control to allow the Highway Authority to comply with their duties under the Traffic Management Act 2004 part 2 section 16 to secure expeditious movement of traffic on the authority's road network.

7. The junction of Pinewood Road with Sevenhills Road shall be sited and constructed in general accordance with the arrangement drawing ITL15189-GA015.

Reason: To ensure that the junction is sited and laid out to be of appropriate geometry to facilitate the turning and manoeuvring of large vehicles associated with the applicants activities.

8. The realignment and upgrade of Sevenhills Road shall be laid out and constructed in general accordance with drawings ITL15189-GA-014 rev C, ITL15189-GA-015 rev C, ITL15189-GA-016 Rev C, ITL15189-GA-17 rev C and ITL15189-GA-18 rev C, unless otherwise agreed in writing.

Reason: To ensure that the highway works and new section of road are provided to a standard that ensures adequate provision for all road users.

9. Not to commence the development, including site clearance until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:
  - o Assessment of SuDS components as listed in the CIRIA SuDS Manual (C753) and provide justification for exclusion if necessary
  - o Demonstrate that water quality, ecological and amenity benefits have been considered
  - o Existing and proposed discharge rates and volumes
  - o Ground investigations including:
    - Infiltration in accordance with BRE365
    - Groundwater level monitoring over the winter period
  - o Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the drainage hierarchy as outlined in paragraph 080 of the Planning Practice Guidance.
  - 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 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.
    - Flow depth
    - Flow volume
    - Flow direction

Reason: To ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 163 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

10. Prior to the use of the development a whole-life 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 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: The reason for this prior occupation condition is to ensure that arrangements have been arranged and agreed for the long term maintenance of the drainage system as required under Paragraph 165 of the NPPF.

11. Not to commence the development, including site clearance (or at such other date or stage in the development as may be agreed in writing with the Local Planning Authority prior to commencement of the development), until the following components of a scheme to deal with the risks associated with contamination of the site have each been submitted to and approved, in writing, by the local planning authority:

i) A preliminary risk assessment which has identified:

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

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

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

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

The scheme shall be implemented as approved.

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

12. Following completion of measures identified in the approved remediation strategy referred to in condition 11 above, and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. The above must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

13. Reporting of Unexpected Contamination: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 11, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 11, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 12.

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

14. Not to commence the development, including demolition, ground works, vegetation clearance, until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following:

- a) Risk assessment of potentially damaging construction activities;
- b) Identification of "biodiversity protection zones" including off-site receptors;
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- d) The location and timing of sensitive works to avoid harm to biodiversity features;
- e) The times during construction when specialist ecologists need to be present on site to oversee works;

- f) Responsible persons and lines of communication;
- g) The role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person; and
- h) Use of protective fences, exclusion barriers and warning signs.

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

Reason: The prevention of harm to species and habitats within and outside the site during construction in accordance with Core Policy 9: Natural Environment of the South Buckinghamshire Core Strategy.

15. Prior to operation of the proposed development a landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority.

The content of the LEMP shall include the following:

- a) Full details and specifications of new landscape planting of known benefit to wildlife, including native species of local provenance where practicable;
- b) Details of the establishment and maintenance of the proposed trees, shrubs and hedgerows including any watering, weeding, protection measures and formative pruning;
- c) Details of monitoring and reporting to determine success of management; and
- d) Description and evaluation of features to be managed within and outside the scheme boundary;
- e) Ecological trends and constraints on site that might influence management;
- f) Aims and objectives of management;
- g) Appropriate management options for achieving aims and objectives;
- h) Prescriptions for management actions;
- i) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
- j) Details of the body or organization responsible for implementation of the plan; and
- k) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: The prevention of harm to species and habitats within and outside the site during construction in accordance with Core Policy 9: Natural Environment of the South Buckinghamshire Core Strategy and to maintain the character of the locality in accordance with policies EP3 and EP4 of the South Buckinghamshire Local Plan.

16. Not to commence the development, including site clearance until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping at a scale of not less than 1:500 which shall include indications of all existing trees and hedgerows on the land, with details of those to be retained, and those to be felled being clearly specified.

Reason: In order to maintain, as far as possible, the character of the locality.

17. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants 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 gives written consent to any variation.

Reason: In order to maintain, as far as possible, the character of the locality.

18. Not to commence the development, including site clearance until a scheme of ecological enhancements has been submitted to and approved in writing by the Local Planning Authority to ensure an overall net gain in biodiversity will be achieved. The scheme will include details of landscape planting of known benefit to wildlife and provision of artificial roost features, including, but not limited to, bird and bat boxes. The development shall be carried out in accordance with the approved ecological enhancement scheme.

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

19. Prior to operation of the proposed development, a "lighting design strategy for biodiversity" for features or areas to be lit 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 bats that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

Reason: The prevention of disturbance to species of conservation concern within the site during operation in accordance with Core Policy 9: Natural Environment of the South Buckinghamshire Core Strategy.

20. The development shall only be implemented in accordance with the Arboricultural Impact Assessment including Method Statement (Report Date: 5th December 2019) submitted as part of the planning application and under the supervision of a retained arboricultural specialist in order to ensure that the phasing of the development accords with the stages detailed in the method statement and that the correct materials and techniques are employed. (ST18)

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

21. The development to which this planning permission relates shall be undertaken solely in accordance with the following drawings:

**List of approved plans:**

<b><u>Received</u></b>	<b><u>Plan Reference</u></b>
9 Jun 2020	ITL15189-GA-002 Rev F
9 Jun 2020	ITL15189-GA-004 Rev F
9 Jun 2020	ITL15189-GA-008 Rev H
9 Jun 2020	ITL15189-GA-009 Rev F
9 Jun 2020	ITL15189-GA-010 Rev F
9 Jun 2020	ITL15189-GA-011 Rev F
24 Dec 2020	ITL15189-GA-013 Rev A
9 Jun 2020	ITL15189-GA-012 Rev D
9 Jun 2020	ITL15189-GA-014 Rev E
9 Jun 2020	ITL15189-GA-015 Rev E
9 Jun 2020	ITL15189-GA-016 Rev E
9 Jun 2020	ITL15189-GA-017 Rev E
9 Jun 2020	ITL15189-GA-018 Rev E
9 Jun 2020	ITL15189-GA-019 Rev D
9 Jun 2020	ITL15189-GA-020 Rev D
9 Jun 2020	ITL15189-GA-023 Rev D
9 Jun 2020	ITL15189-GA-024 Rev D
9 Jun 2020	ITL15189-GA-025 Rev D
9 Jun 2020	ITL15189-GA-026 Rev D
9 Jun 2020	ITL15189-GA-027 Rev D
9 Jun 2020	ITL15189-GA-028 Rev C
9 Jun 2020	ITL15189-GA-029
9 Jun 2020	ITL15189-GA-030

## **INFORMATIVE(S)**

1. 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
2. It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
3. The applicant is advised to contact the Highways Development Management delivery team to determine the extent of pre-condition surveys.
4. It is not the policy of the Council to approve the erection of signs or other devices of nonstatutory nature within the limits of the highway. If such signs are erected the Council will remove them.
5. This permission shall not be deemed to confer any right to obstruct the public footpath / bridleway now crossing the site which shall be kept open and unobstructed until legally stopped up or diverted.
6. Traffic signals installations within Buckinghamshire must as a minimum have fault monitoring enabled and installed to link to the Council's monitoring systems including the developer providing an approved communications link.
7. For traffic signals junctions, CCTV cameras are required (unless the authority notifies the developer of an exception), these must be compatible with our existing systems. Early engagement with the Council's ITS team is recommended.
8. All signals equipment must be capable of being monitored through the council's existing remote monitoring systems, any equipment that is outside the current contracted maintenance schedule may incur a requirement for an increased commuted sum for maintenance.
9. All traffic signals installations require ducting throughout the extents of the works to incorporate two spare orange ducts and one purple communications duct, where reasonably possible these should also connect into the authorities existing duct network.
10. Design checks require a copy of the model as well as a copy of the output reports to be provided to the authority.
11. Designers of traffic signals installations should request a copy of the authority's guidance notes on the design of traffic signals installations at the commencement of

any design process, this sets out the general requirements of the design and complements the appendix 12/5 which is also provided.

12. At the point of commissioning the following documents must be provided: A current as built drawing (any updates subsequently will require these to be updated and provided) in both Auto CAD and PDF formats, and a full set of electrical test certificates.
13. We would also like to see an indication, within the CMP, of a willingness to work with the Highways England operations and maintenance contractor for the M25 to ensure that work on either side of the Sevenhills Road bridge over the M25 does not have a detrimental effect on the Highways England asset. The contact information for our contractor would be through this email [ThirdParty@connectplum25.co.uk](mailto:ThirdParty@connectplum25.co.uk) and this information should be included within the CMP.
14. Removal of any building or vegetation shall be undertaken outside of the bird nesting season (March to August inclusive). If this is not possible, then a suitability qualified ecologist shall check the areas concerned immediately prior to the commencement of clearance works to ensure no nesting or nest-building birds are present. If any nesting activity is confirmed, no clearance will be permitted within the area until the birds have fledged and the nest is considered inactive.
15. Information for Developers and guidance documents can be found online at [http://www.southbucks.gov.uk/information\\_for\\_developers](http://www.southbucks.gov.uk/information_for_developers)  
<http://www.chiltern.gov.uk/article/2054/Information-for-Developers>

## **APPENDIX A: Consultation Responses and Representations**

### Councillor Comments

None received.

### Parish/Town Council Comments

#### **The Ivers Parish Council**

Original comments:

No objection in principle. The re-alignment will add to the road capacity in Iver Heath and may help redistribute Pinewood traffic from Church Road and the Pinewood Green estate.

Observations:

1. The plans provided are short on detail, residential accesses are shown without indicating which, or how many residences are served. Some of the premises in Seven Hills Road are industrial with HGVs on site and visiting daily. It will be essential to control speed so that the re-alignment does not encourage speeding making it difficult and dangerous to access and exit properties.
2. Access to/from the entrance for properties at Round Coppice Farm will be affected by the traffic lights. Has that been considered?
3. Consideration should be given to 'No Right Turn' from Seven Hills Road. Traffic heading south west on the A412 should turn left to the Southlands Quarry roundabout and return south west. This would enable an uninterrupted traffic flow at the proposed light controlled junction for traffic from the Denham roundabout to the Stag and Hounds.
4. The planned removal of so many trees is a serious disadvantage. Uncertainty about the retention of those close to the widened carriageways adds to concern. If tree removal, in excess of that planned, becomes necessary then a record of all additional tree removal must be kept to enable adequate replacement planting. This must be conditioned.
5. It is disappointing that a footpath is considered not possible nor desirable and draw attention to the Inspector's report when the Pinewood appeal was allowed. Ref.APP/N0410/A/13/2199037 This was in relation to an offer made by Pinewood's landscape consultant to make a permissive footpath possible within Pinewood East, parallel with Seven Hills Road.

*97. In respect of the first, the numerous, extensive new access routes along the permissive pathways would, among other things, replace the existing route which runs adjacent to the M25, and provide a safe and pleasant route along Sevenhills Road.163 The proposal would therefore deliver an enhancement of the beneficial use of Green Belt land.164*

6 Concern from residents near the re-aligned road, bringing traffic closer to their homes, means attention to detail on screening, bunds and planting. Conditions must specify a clear long term management plan for plantings.

7 The improved Seven Hills Road is unlikely to stop traffic from Pinewood using Pinewood Green estate for rushed lunchtime trips to shops and pub.

8. The whole Pinewood development is within the Colne Valley Regional Park. The CVRP CIC aims to maintain and enhance the Colne Valley for the benefit of people who live and visit the Park. The objectives of the CVRP CIC are:

To maintain and enhance the landscape, in terms of its scenic and conservation value and its overall amenity.

1. To safeguard the countryside of the CVRP from inappropriate development. Where development is permissible it will encourage the highest possible standards of design.
2. To conserve and enhance biodiversity within the CVRP through the protection and management of its species, habitats and geological features
3. To provide opportunities for countryside recreation and ensure that facilities are accessible to all.
4. To achieve a vibrant and sustainable rural economy, including farming and forestry, underpinning the value of the countryside.
5. To encourage community participation including volunteering and environmental education. To promote the health and social well-being benefits that access to high quality green space brings.

To further these objectives the Colne & Crane Green Infrastructure Strategy identifies opportunities to make improvements as development comes forward:  
<https://www.colnevalleypark.org.uk/wp-content/uploads/2019/10/GreenInfrastructure-Strategy-Executive-Summary.pdf> This is an opportunity to enhance connectivity for residents and wildlife and should not be missed. Rights of Way Improvement Plan

A Rights of Way Improvement Plan (ROWIP) is in progress at County level and further advice should be sought.

The Ivers Parish Council trust that consideration will be given to the points above.

*Further comments:*

The response by the ROW officer is noted. However it is disappointing that better and safer facilities are not to be provided for equestrians and cyclists in order to connect with existing Bridleways and improve access to Black Park. This is an opportunity missed. As horse riders and cyclists will be obliged to use SHR there must be signage to alert motorists and a reduced speed limit clearly signed. Without street lights a 30mph limit will not be obvious

**Fulmer Parish Council:**

Please find below comments from Fulmer Parish Council pertinent to planning application PL/19/4430/FA. Realignment, resurfacing and improvement works, with associated landscaping and engineering works to Sevenhills Road, Iver Heath. Additional vehicular access to Pinewood Studios site.

Seven Hills Road has long been in a terrible state of repair, and infrastructure improvement is to be welcomed. The upgrade will be of great help for many residents in Iver Heath and Pinewood Green. However, the residents of Fulmer believe that this development will cause harm, and insufficient investigation and preparatory work has been undertaken to assess this prior to this application. All developments benefit some to the cost of others, but this work should be undertaken subject to conditions to mitigate those costs where possible.

\* \* \*

1. A former track, shaped by the construction of the M25, and bearing more heavy traffic to the industrial yards along its length than it was ever designed to do, Seven Hills Road is narrow, poorly drained and unable to cope. The road is subject to the national speed limit and a 7.5T weight restriction, although access rights mean that many of the vehicles are over this weight. The leaking water main underneath the road at Home Farm regularly destroys the surface there. The road by Shannon suffers from terrible potholes and the verges are destroyed by heavy vehicles riding up on them. The narrow section is badly driven by motorists who are these days unaccustomed to finding single-track roads. Many residents have told the Parish Council about incidents with aggressive behaviours, damaged vehicles, dumpings and floods.

2. The growth of traffic into Pinewood Studios has made this situation urgent. In avoiding Seven Hills Road, studios traffic has run through Iver Heath and Pinewood Green, with the latter adopting many traffic calming measures (pinch points and speed humps) to mitigate the effects of this being used as a rat-run. Church Road in Iver Heath is frequently congested with all the pollution and road safety issues that brings.

3. The upgrading of Sevenhills Road to act as the “Iver Heath Bypass”, then clearly makes a lot of sense for these communities – in particular Pinewood Green – for much of the traffic making rat-runs through there is studios traffic which would divert. Most traffic flowing through Iver Heath is not going to the studios (Five Points offers major routes to Iver, Langley and Slough), but there will be some that will divert. It is to be expected, then, that many residents in the Ivers and employees of the studios would welcome this bypass, and this is reflected in the comments submitted on the application and the straw poll of the consultation.

4. However, the views held by residents in Fulmer are quite different. They will have some benefits of a faster and more reliable route to Denham and the motorway network, but they are legitimately concerned that this scheme will increase traffic through the village, and in particular along Fulmer Common Road and with the already stressed junction with Windmill Road, and along the back lanes of Alderbourne Lane and Hawkswood Lane. They are further concerned that the environmental screening options for the residents close to the Northern end of the scheme is indeterminate and insufficient; and that the design of the scheme will increase light pollution, street furniture and impact the rural look and feel of the village.

5. Pinewood have been diligent and attentive in inviting residents to a consultation and in attending two meetings of our Parish Council to answer questions directly from residents, as well as communicating directly with affected residents. They have acted courteously and professionally. They and their consultants have been helpful in providing answers to the Parish Council's transport consultant to clarify questions on their methodology and modelling. Where potential flaws have been highlighted, they have made it clear that the assessments they have undertaken were those asked for and approved by the Local Authority.

6. While the Transport Assessment is an outwardly impressive document, weighing in at 1,729 pages, and at a size where it would be virtually impossible for members of the public to properly scrutinise the work, it does in fact appear to have been hurriedly assembled with many mistakes and errors in the work. Dozens of pages are inserted upside down and many more are shrunk so far as to be illegible, particularly those containing key data. Roads are labelled "unknown" in the data presentations, making the assessments impossible to check, and significant mismatches in traffic flows are present on the Fulmer Common Road measurement, suggesting an incredible 100 vehicles per hour are rat-running down the back lanes of Fulmer, which even we don't believe. These have been brought to Pinewood's traffic consultant's attention.

7. It is the opinion of the Parish Council's traffic consultant that the traffic model was too tightly drawn (we acknowledge that Pinewood's consultant disagrees with this) – taking into account the diversions from Five Points only rather than modelling the wider traffic impact on Fulmer. He observes that the TA is based on the previously accepted TA for the studio expansion. However, the previous TA looked at the studio traffic specifically (as it was required to do) and the Seven Hills Road scheme has a wider "public" impact. The current assessment focusses on how studio traffic will divert to the A412 and perhaps there should be more consideration of the wider public perception that Seven Hills Road becomes a better route. Most traffic flowing along the A412 is not studios traffic. While the traffic model is good at forecasting what will happen to studio traffic, it does not consider the vast majority of non-studio traffic which might divert through Fulmer.

8. Upon being asked in a Parish Council meeting, representatives of Pinewood were frank and honest that no impact assessment has been made on traffic through Fulmer as they had not been asked to do one by BCC.

9. In the transport assessment, Fulmer is mentioned just twice (other than in "Fulmer Common Road"), both times in a hastily assembled paragraph on page 8 which mistakenly says that traffic in the village is addressed in Section 4.

10. The BCC briefing note included in the TA is heavily focused on queuing and mitigation of traffic at Five Points roundabout. No mention is made of potential impact on Fulmer.

11. Many meetings took place between representatives of Pinewood and the Local Authority throughout 2019 prior to the public consultation. In the meeting held on 23rd July 2019 required a "full robust TA", specifying details about relief of Five Points Roundabout but the criteria did not include any consideration of the impact on Fulmer. This

meeting, at BCC offices in Aylesbury, was clear that getting the application agreed by March 2020 was preferable for all. On 3rd Sept 2019 a meeting noted that the major benefits of the scheme would be Pinewood Green but no mention was made of the impact on Fulmer.

12. Regarding environmental screening at Springfield cottages, a number of conflicting proposals have been suggested, withdrawn and finally inferior but not final alternatives proposed post-submission. The residents there are frustrated with the uncertainty and apparent retrograde direction of travel and feel betrayed by this series of events. It is clear that the increase in traffic from this scheme, and the change in track and proximity to their properties will have an impact of both light and noise which should be screened so it is no worse than the current road.

13. The roundabout and signage, together with required lighting will have an urbanising effect on this corner of a highly rural village. Pinewood have agreed to make the roundabout as green as possible and while plans are not definite at this stage, this amendment is appreciated. We note the meeting of 7th Nov 2019 suggested the use of the "Sponsor a Roundabout" scheme to keep the roundabout planted – it should be noted that advertising hoardings associated with these schemes would not be appropriate and would be a most unwelcome addition to this area of natural beauty. There is no detailed road furniture plan.

14. In summary, it is clear that there are many benefits to this scheme, but in pressing forward so quickly to hit its stated March 2020 deadline (the dissolution of the council and formation of the unitary authority), and without early consultation to discover the views of local residents, the impact on Fulmer has been entirely disregarded and missed from this assessment. It is unfortunate that the Local Authority appears to have been so focused with the impact on Five Points Roundabout that properly considering the potential harm caused elsewhere has simply not been noticed and not been required to be produced. It is hard to place blame at Pinewood's door for having failed to conduct assessments which they have not been asked to do. It is possible (although we believe unlikely) that a proper and thorough examination would have shown that there was no likelihood of harm, but as we are, that was not done and there is a legitimate concern held by residents that harm will arise.

15. Fulmer Parish Council does not wish to stand in the way of progress, but we do wish potential harms to be mitigated. The assessment work is incomplete so rather than delay progress, conditions should be put in place to identify and mitigate harm posthoc.

16. We believe the scheme should be approved with the following conditions:-

a. Environmental screening proposals to be finalised and agreed with residents of Springfield Cottages and to contain effective sound and light screening. Monitoring of light and noise present at Springfield Cottages prior to commencement and six months after the opening of the scheme to be undertaken by an independent environmental health professional. Adjustments to be made to any screening scheme provided to ensure that no greater harm is experienced by the near neighbours of the scheme.

Reason: no firm scheme is in place or agreed with residents and assessment of the environmental health impact is unclear with uncertain traffic projections. If the screening scheme is in fact adequate then no further burden is placed on the developer. If there is additional harm then this will be discovered and mitigated.

b. Pinewood to undertake six-monthly traffic monitoring for a period of three years following opening of road, covering the roads through Fulmer in a scheme agreed with the Parish Council. Where growth in traffic exceeds the established growth approved in the agreed PSDF, to work with the Parish Council to design and implement such traffic calming schemes as may be appropriate to mitigate additional harm caused by the scheme. Cost contribution up to an agreed maximum amount.

Reason: the transport assessment did not pay proper heed to the risk of additional traffic through Fulmer. Where in fact no harm is caused, then no burden is placed on the developer. Where additional traffic is in fact generated through the village, appropriate mitigation is put in place.

c. Roundabout design and initial planting to be approved by Fulmer Parish Council and once established, future planting and design of central area to be delegated to it as a "verge".

Reason: to prevent urbanisation in the Green Belt and an area of natural beauty and to align treatment of roundabout island with other verges within the parish.

d. New road to remain subject to current 7.5T vehicle limit except for access to properties along road and Pinewood Studios.

Reason: to prevent an increase of heavy traffic along Fulmer Common Road (which is ill-equipped and insufficiently wide to handle additional large and heavy traffic) using Seven Hills Road as access to Denham instead of going south to the larger A412.

e. New road to be maintained and repaired to standard for a period of three years after opening.

Reason: Seven hills Road has a long history of being insufficiently well built for the traffic and with poor drainage, failing constantly. This condition is necessary to ensure ongoing water leak, drainage and surface issues are resolved in the re-development and not left for the public authority to address in the future.

### External Consultation Responses

#### **Highways England**

##### *Original comments:*

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is

the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Highways England are therefore concerned with any proposals that have the potential to impact on the safe and efficient operation of the SRN. In this case the M25.

Our concern is the proposed widening of the Seven Hills road on both sides of the bridge which spans the M25. Highways England maintains this bridge which falls within the operational boundary of that which is maintained on our behalf by Connect Plus Services (CPS). I have not been able to locate information about the tie-in detail of the widening. I need to have sight of this information which I will have to share with CPS to ensure that they are content with the proposal. Should any of the tie in work fall within the operational boundary the developer will need to enter into an agreement with Highways England to carry out work on our highway. Until I can be sure about these arrangements I cannot formally respond to this application. Maybe a meeting with the applicant and CPS would be the best, and quickest, way forward so that we can discuss our concerns.

Without a full understanding of the potential impacts of the widening of the Seven Hills road either side of the M25 bridge, we feel that there is insufficient information for us to be satisfied that the proposals will not materially affect the safety, reliability and/or operation of the SRN (the tests set out in DfT C2/13 para 10 and DCLG NPPF para 32).

I would be grateful if you could pass the above comments to the applicant and their consultants. This email does not constitute a formal recommendation from Highways England.

Accordingly, we formally request that your authority refrains from determining this application, (other than refusal) until such time as we have received and considered all the requested information. Once we are able to adequately assess the above and its potential impact on the SRN, and this has been agreed with the applicant, we will provide you with our final formal response.

If, in the meantime, your authority wishes to determine the application, please let us know and we will provide you with a formal response based on the information available at that time.

Amended Comments: Referring to the notification of a planning application dated 20 January 2020 referenced above, in the vicinity of the M25 that forms part of the Strategic Road Network, notice is hereby given that Highways England's formal recommendation is that we:b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England

recommended Planning Conditions);

*Highways Act Section 175B is not relevant to this application.1*

*This represents Highways England's formal recommendation and is copied to the Department for Transport as per the terms of our Licence.*

*Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [transportplanning@dft.qsi.gov.uk](mailto:transportplanning@dft.qsi.gov.uk).*

HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. This response represents our formal recommendations with regard to PL/19/4430/FA and has been prepared by the Area 5 Spatial Planning Team.

No development shall take place until a detailed Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with Highways England. The Construction Management Plan should include details of, but not be limited to;

- Proposed carriageway kerb type details;
- Cross-section of proposed carriageway;
- Details of any associated utilities diversions;
- Confirmation of carriageway drainage arrangements in vicinity of the bridge;
- Confirmation of non-effect on guard railing and barrier constraints;
- Proposed lighting plots in vicinity of bridge (to demonstrate no potential for overspill lighting);

and

- Any facilities proposed for vulnerable road users in the vicinity of the bridge.
- An indication of cooperative working with the Highways England operations and maintenance contractor, Connect Plus Services to ensure that work on Seven Hills Road will not have a detrimental impact on the Highways England asset being the bridge over the M25.

Reason: To mitigate any adverse impact from the development on the Highways England asset, namely the Seven Hills Road bridge that spans the M25. To ensure that the M25, and the Seven Hills road bridge continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

Final Comments:

Highways England has reviewed the additional information and we remain content that a pre-commencement condition relating to a Construction Management Plan (CMP) would

satisfy our concerns. These relate to ensuring that the project will not have a detrimental effect on the Highways England asset which is the Seven Hills Road bridge over the M25. The CMP should include details of, but not be limited to, the following;

- Proposed carriageway kerb type details;
- Cross-section of proposed carriageway;
- Details of any associated utilities diversions;
- Confirmation of carriageway drainage arrangements in vicinity of the bridge;
- Confirmation of non-effect on guard railing and barrier constraints;
- Proposed lighting plots in vicinity of bridge (to demonstrate no potential for overspill lighting); and
- Any facilities proposed for vulnerable road users in the vicinity of the bridge.

We would also like to see an indication, within the CMP, of a willingness to work with the Highways England operations and maintenance contractor for the M25 to ensure that work on either side of the Seven Hills Road bridge over the M25 does not have a detrimental effect on the Highways England asset. The contact information for our contractor would be through this email [ThirdParty@connectplum25.co.uk](mailto:ThirdParty@connectplum25.co.uk) and this information should be included within the CMP. Highways England therefore confirm that the previous formal final response to the application remains the same.

#### Internal Consultation Responses



Development Management  
(South Bucks Area)  
Planning, Growth & Sustainability  
Buckinghamshire Council

2 June 2020

F.A.O. Laura Peplow

Dear Laura

**Application Number:** PL/19/4430/FA  
**Proposal:** Realignment, resurfacing and improvement works, with associated landscaping and engineering works to Seven Hills Road, Iver Heath. Additional vehicular access to Pinewood Studios site.  
**Location:** Seven Hills Road and Part Of Southlands and Pinewood Roads To The North & East Of Pinewood Studios Iver Heath Buckinghamshire

Thank you for your consultation dated the 21<sup>st</sup> January 2020, regarding the proposed development at the above location.

### Introduction and Background

Pinewood Studios have an existing planning permission 13/00175/OUT for the development of land east of Pinewood Road and reconfiguration of the existing studios facilities. The application was initially refused, and the decision overturned at appeal through public inquiry. Development has commenced and as of February this year 49,531 square meters of this development had been completed, representing 45% of the total development. Attached to the permission that was granted at that time was a requirement to deliver a number of highways and transport improvements, including the signalisation of Five Points Roundabout (FPR). Under Schedule 5 of the S106, the works to FPR should have been completed no later than 12 months following the occupation of more than 10,000 square metres of new net floor space. These works have not been carried out.

Since the granting of the existing permission there has been local resident and political support for a revision of this requirement in favour of an alternative mitigation scheme to be delivered on Sevenhills Road. Recognising the strength of objection to the permitted FPR works, it was accepted by all parties to delay works which were required by the signed S106 in order to allow Pinewood to explore alternative options for development mitigation, recognising that if no such alternative option was available works to FPR would need to be implemented.

To date, the requirements of the 2013 permission have been complied with, with the exceptions of FPR and the provisions of permissive paths along the route of Sevenhills Road. This application presents the proposals for this alternative mitigation and seeks to evidence the acceptability of it as an alternative and effective mitigation to the traffic impacts of the development consented within 13/00174/OUT.

Prior to the submission of the application, the applicants (Pinewood Studios Ltd) have engaged with both the Highway Authority and the Local Planning Authority to agree the requirements to ensure that a robust assessment of the highway proposals has been undertaken. Records of this engagement have been submitted as part of this application and appended to the Transport Assessment. Discussions were undertaken on an open and unbiased basis with the understanding that the Highway Authority would ultimately assess a future application in accordance with its statutory requirements.

The submitted Transport Assessment does not seek to address issues of accessibility, access or sustainability, which were considered as part of the original planning application. The Highway Authority is content that this application does not impact on the access or parking arrangements or materially change the accessibility of the site in location through either vehicular or non -motorised modes.

The Transport Assessment submitted reviews the trip generation of Pinewood Studios, the current and predicted distribution of those trips, as well as background traffic on the highway network. The applicant has then assessed key junctions on the Local Highway Network through industry standard models (Arcady, Picady and Linsig) to demonstrate the current and predicted level of performance of those junctions. The Transport Assessment also presents the work that Pinewood Studios have undertaken to engage with local residents, politicians and stakeholders regarding the proposals to support this application. This forms part of the applicant's assessment of the environmental and social benefits to the scheme. These are harder to quantify but form an important part of the assessment of the overall impact of the development.

Additional information has also been supplied by the applicants in the form of technical notes through the application process, as set out below:

- Supplementary Transport Information (Stage 1 RSAs) – 22<sup>nd</sup> January 2020 (report ref: ITL15189-014 TN)
- Transport Note Clarifications – 11<sup>th</sup> February 2020 (report ref: ITL15189-016A TN)
- Illustrations of Potential Beneficial Effects on Fulmer Parish – 21<sup>st</sup> February 2020 (report ref: ITL15189-017 TN)
- Responses to BCC Modelling Comments – 18<sup>th</sup> February 2020 (report ref: ITL15189-018 TN)
- Pinewood Studios – Sustainable Travel – 21<sup>st</sup> February 2020 (report ref: ITL15189-019 TN)
- Clarification on Junction Delay – 25<sup>th</sup> February 2020 (report ref: ITL15189-020 TN)
- SHR Pedestrian Route – 31 March 2020 (report ref: ITL15189-022B TN)

The technical notes have been submitted to address comments received during the consultation period and have been considered by the Highway Authority alongside the original Transport Assessment.

### **Outline of the scheme**

The schemes objectives are to provide an alternative desirable route between Pinewood Studios and routes to the north of Iver Heath, giving reliable journey times to those using it, and reducing the traffic burden on FPR, the A412 Church Road and local routes through Pinewood Green.

To do this the scheme proposed seeks to upgrade the existing Sevenhills Road and its junctions with the A412 Denham Road/Southlands Road and Pinewood Road/Fulmer Common Road. These junctions are proposed to take the forms of a signalised T junction and a roundabout respectively.

The western end of Sevenhills Road between Pinewood Road and the secondary access is proposed to be realigned, forming a new carriageway to be adopted as public highway under Section 38 of the Highways Act. The Highway Authority has been informed that it is the intention of the applicants to apply to 'stop up' the existing single track section of Sevenhills Road under Section 247 of the Town and Country Planning Act. This would remove public highway rights from the existing section of the road and the land would revert back to the adjacent land owners, which in this case is the applicant. I note comments from the Public Rights of Way team that this route could form a desirable and useful walking/cycling and horse riding route forming part of the permissive path network, required as part of the existing S106 agreement. The Highway Authority would support consideration of this proposal.

It is proposed that the eastern length of Sevenhills Road between the secondary access and Denham Lane is to be improved and widened so as to allow two way movement of vehicles including HGV's, whilst seeking to limit propensity for drivers to carry excessive speeds whilst using the route.

To accompany the development proposals, and to encourage the use of Sevenhills Road, a signing strategy for routes accessing and leaving Pinewood Studios is proposed.

It has not been proposed to provide footways along Sevenhills Road, as there are currently no formal pedestrian facilities. It should however be noted that there are a number of rights of way that connect into Sevenhills Road and as such, it has been requested that a flat unimpeded verge be provided with a minimum width of 1.8m to allow for recreational users.

### **Scope of the Transport Assessment**

The scope of the Transport Assessment has been agreed between the Highway Authority and the applicants transport consultants through a series of meetings prior to the submission of the application. The record of these meetings and the subsequent Transport Assessment Scoping Note (appendix D) has been submitted as appendices to the Transport Assessment.

The Scoping Note sets out the agreed methodology relating to the following considerations;

- The study area
- The assessment years
- Committed developments that need to be included
- Traffic growth
- Trip generation from Pinewood Studios
- Traffic distribution and assignment
- Data collection

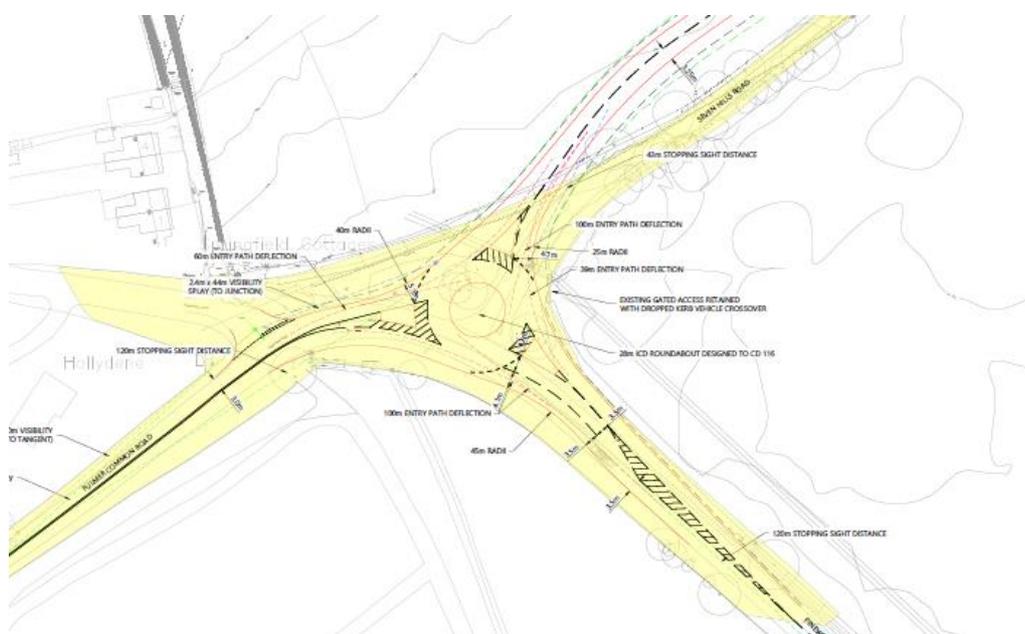
The scope of the Transport Assessment is broadly consistent with 2013 application, which was considered acceptable by the Planning Inspectorate.

The Highway Authority is satisfied that the agreed scope of the assessment provides a robust approach allowing for the traffic impacts of the proposal to be clearly presented and considered.

### **Detailed Proposals**

The following section sets out the proposals in greater detail, and provides comment on the preliminary designs. The Highway Authority has been in receipt of an independent Stage 1 Road Safety Audit with the designer's response for each of the three main elements of the scheme. Matters raised within the Safety Audit will be addressed presently, however the Highway Authority is satisfied that the audit has been completed in accordance with relevant guidance.

### **Pinewood Road/Seven Hills Road**



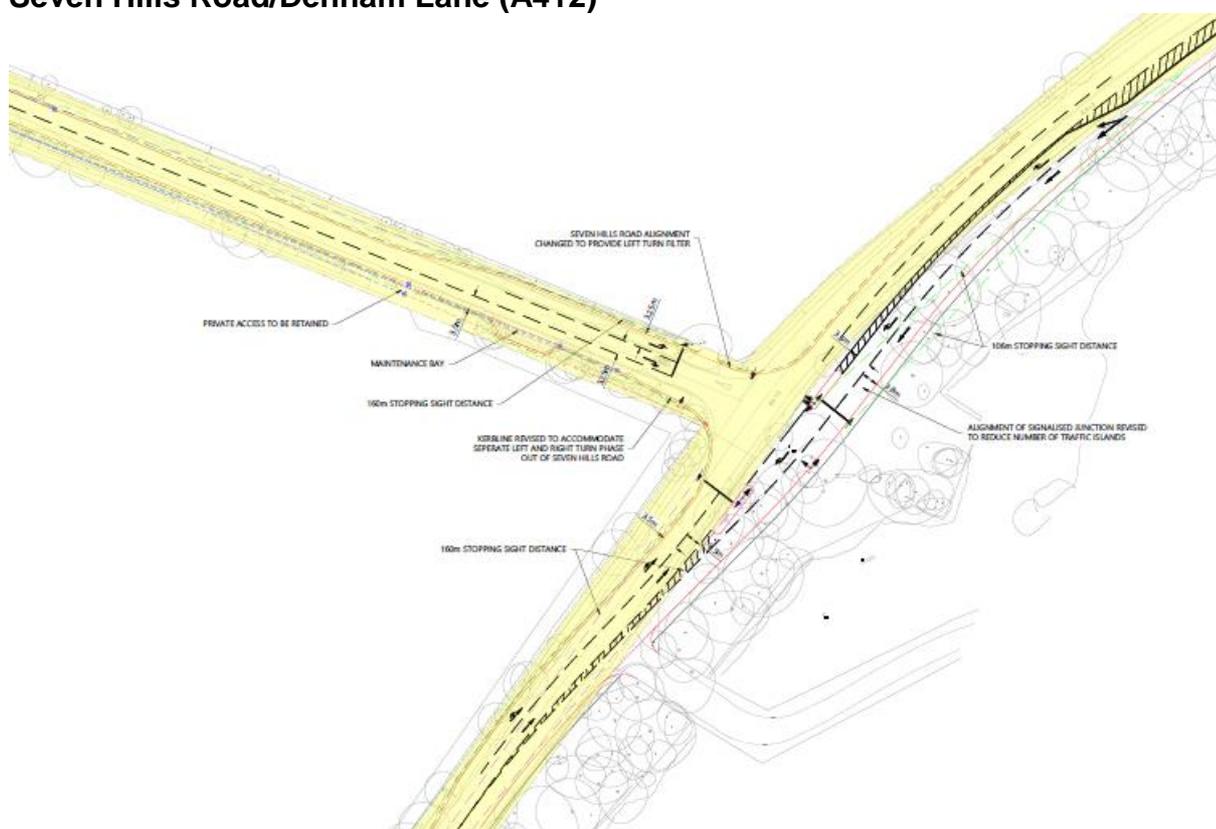
As previously stated, a roundabout is proposed to replace the priority junction that exists between Pinewood Road, Fulmer Common Road, and Sevenhills Road. The Highway Authority stated during early conversations that this junction should be designed following the principle applied to the Pinewood East access roundabout; in that the geometry and scale of the junction should be designed to allow effective movement through the junction of large HGV's rather than being set by the minimum size required for the anticipated volume of traffic. In response to this a roundabout has been proposed with an inscribed circle diameter of 28m, with a two lane approach on Pinewood Road, and single lane approaches on Fulmer Common Road and Sevenhills Road. Swept path analysis has been supplied to demonstrate that the largest anticipated vehicles that will serve Pinewood Studios can travel through the roundabout without over running the kerb lines at any point on the junction.

The entry arms are orientated in such a way as to provide minimal deflection in the path of a vehicle making a left turn at the junction, and as such there is a concern that this could lead to excessive speeds through the junction and a greater risk of collisions. This matter has been raised with the applicants and an undertaking has been made to use landscaping features to ensure that the inter-visibility between the approaches is managed in such a way as to discourage and manage the approach speeds to the roundabout. This detail will can be managed through the detailed design process.

Measurements have been provided to demonstrate that appropriate inter visibility can be achieved between Alderbourne Lane and the new roundabout. It has also been stated that in accordance with the Highway Authority's requirements the junction will be lit, in a manner that provides appropriate illumination whilst minimising light spill into neighbouring properties. This can be addressed through the detailed design process if permission is granted.

Through discussion between the Highway Authority, the Public Rights of Way team and the applicants Highway Consultants it has been identified that there is a desire for a pedestrian route around the south of the roundabout between Fulmer Common Road and the realigned Sevenhills Road. The Highway Authority supports this addition, and its provision can be agreed through the detailed design stage and secured by means of a condition.

### Seven Hills Road/Denham Lane (A412)



At the eastern end of Sevenhills Road, a signalised T junction is proposed. The Highway Authority has through the application process identified that any proposals at this junction will only be acceptable if they do not have an undue impact on the A412 Denham Road/Southlands Road. The scheme proposed seeks to ensure that the capacity is maintained on the A412 by means of local widening of the highway to provide additional carriageway and capacity at the stop lines in the form of two approach lanes. It is also proposed that Sevenhills Road will be widened to two lanes at the stop line.

The A412 southbound is proposed to have a single lane ahead movement with a dedicated right turn lane, whilst the northbound is proposed to have a left and ahead lane and a dedicated ahead lane. The widened Sevenhills Road is proposed to have single left and right turning lanes at the stop line. The principle of this layout is acceptable to the Highway Authority, however concerns have been raised regarding the size of the areas that do not have complete inter visibility between the stop lines. Having given this consideration, it is the view of the Highway Authority that through the detailed design process it would be possible to

adjust the position of the stop lines in such a way that this could be reduced to an acceptable arrangement.

There is an existing private access very close to the existing junction, which is proposed to be signalised as part of the new junction arrangement. This is an unusual but not unique situation, and has been shown to be required due to an inability to relocate the existing access, and to address the safety concern of vehicles crossing two lines of traffic adjacent to the junction. The number of movements that this access would generate is low enough to not have a detrimental effect on the overall operation of the junction, and therefore subject to suitable design and positioning of the signals infrastructure the Highway Authority does not object to this arrangement.

The Highway Authority notes that the northbound lane gain has been extended as far back from the stop line as can reasonably be achieved and that the corresponding merge is of significant length after the junction. The Highway Authority supports these features and would resist any future designs that seek to reduce these lengths, as it considers these essential for the junction to operate successfully in the event permission is granted.

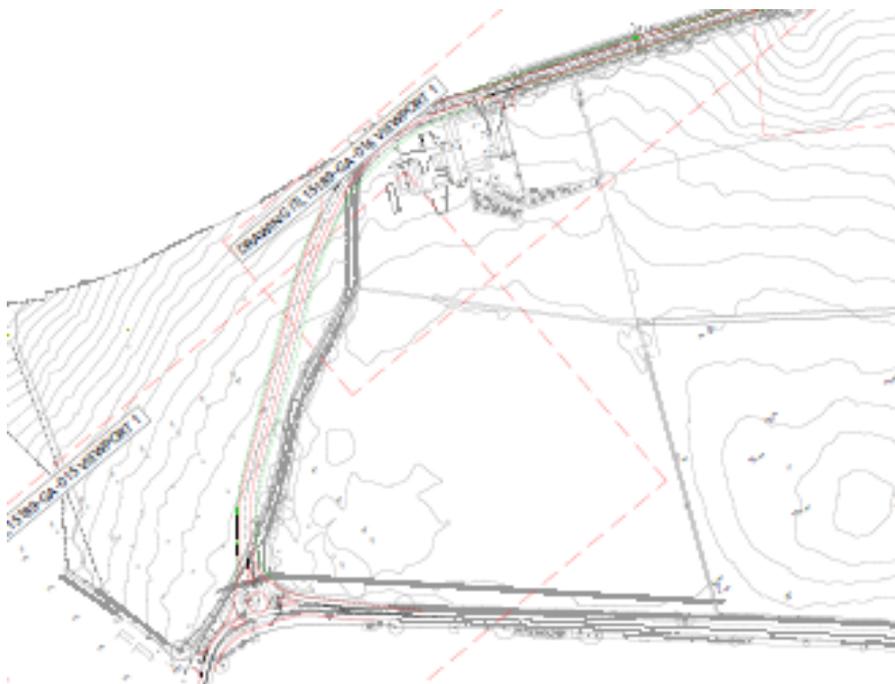
Swept path drawings have been supplied by the applicant that demonstrate that an HGV is able to travel through the junction and perform manoeuvres without striking the kerbs or putting signals infrastructure at risk of damage. Therefore the Highway Authority is satisfied that the proposed junction can be constructed in such a way as to provide a safe and suitable junction, subject to the capacity being demonstrated. This shall be considered later in this response.

The applicant has stated that this junction will be lit in accordance with the Highway Authority's requirements. The lighting requirements can be addressed through the detailed design process if permission is granted.

The Highway Authority takes this opportunity to make the applicant aware that this junction will be required to operate under MOVA control, with the possible requirement for UTC as a fall back control method. There is a requirement in accordance with the general specification for traffic signals within Buckinghamshire that there will be CCTV provided for the management of the junction and a communications link of sufficient bandwidth to provide a good quality CCTV feed and remote monitoring of the traffic signals. If it is not possible to achieve full coverage of CCTV through a single CCTV camera then there will be the requirement for two cameras to be installed.

It is noted that a number of representations submitted during the consultation period have questioned why a roundabout has not been proposed. Previously a provision was made as part of the existing planning permission 13/00175/OUT for a financial contribution to a future signals scheme at this location 'Additional Mitigation Contribution' should it have been deemed required through traffic monitoring. It previously was identified as the best junction form for this location at the time.. The principle of signals at this junction has therefore been previously considered acceptable. Never the less, signal junctions allow better control of traffic in this setting and allows the Highway Authority to manage the network effectively, keeping the A412 moving as a priority route through the area. It should also be noted that the use of a signals controlled junction requires less additional land to be taken up, and a reduced impact on the immediate environment.

## Sevenhills Road



It is proposed to upgrade the carriageway of Sevenhills Road along its length, with the notable exception of any changes to the bridge spanning the M25, which is already of a sufficient width to safely accommodate two way vehicular traffic. A replacement section of road between the rear access to the Pinewood East site and Pinewood Road is proposed, with the existing road between these points being removed and 'stopped up'.

The carriageway is proposed to be 6m in width along the length, with wider sections on bends, allowing for the free passage of HGV's along the road in both directions. The Road is intended to be an attractive alternative to routes through Pinewood Green, FPR and Iver Heath between the Studios and the M40.

Swept path analysis has been provided demonstrating that HGV's can pass at all points on the road, and all existing access points along the route can be safely serviced by HGV's. It is notable that an HGV using the rear access point of Pinewood East would cross the centre line, however it is presented that this access would have minimal occasional use, and therefore the risk associated with such movements must be considered to be of a level that would be managed within the operating procedures of the studios. The Highway Authority accepts this position on the basis that there is sufficient forward visibility so that this manoeuvre would not cause a safety issue for approaching vehicle.

The Highway Authority is aware that Pinewood Studios have undertaken public consultation events, and that there is concern from local residents regarding changes to the road. Whilst it is the applicants responsibility to address the concerns raised by residents, and the Local Planning Authority will consider different views regarding the application, the Highway Authority is content that a number of the design features (e.g. verge protection) requested through the consultation process can be addressed through the detailed design process.

It is acknowledged that any changes to the kerb lines will necessitate significant modifications to the drainage system, however this will be dealt with through the detailed design process. An

indicative SUD scheme has been submitted and reviewed by the Lead Local Flood Authority, who has recommended that a condition be imposed on any permission granted.

It is proposed that the road will have a 30 mph speed limit between Pinewood Road and the rear access point to the Pinewood East site, with a 50mph design speed for the remaining sections. The Highway Authority has no objection to the speed limit changes in principle however these will be subject to a separate Traffic Regulation Order application. This will need to be included in a Deed of Variation to the original S106 if planning permission is granted.

It is not proposed to light the length of Sevenhills Road, this has been agreed in principle with the Highway Authority's street lighting engineer who has advised that only the conflict points (in this case the junctions with Denham Road and Pinewood Road) will need to be lit.

In conclusion, the Highway Authority considers the proposals to be appropriate for the nature of the proposed development of the road and the anticipated vehicle movements.

### **Land Ownership**

It is noted that not all of the land required for the Sevenhills/Denham Road junction improvement is in land controlled by the applicant or within the public highway. The land in question is owned by the Buckinghamshire County Council (Buckinghamshire Council as of the 1<sup>st</sup> April 2020). The Highway Authority is aware that discussions have already taken place regarding the acquisition of the land and therefore considers there to be a reasonable degree of certainty that this would not impede the ability of Pinewood Studios to implement the required junction improvement, if planning is permitted. Never the less, if for any reason the scheme could not be delivered Pinewood Studios would be required to deliver the approved FPR scheme. If planning is permitted, this would need to be addressed as a variation to the existing S106 agreement.

The Highway Authority is aware of representations that have been received during the consultation period in relation to the ownership of the verges on Sevenhills Road. The Highway Authority is satisfied that the entirety of the changes to Sevenhills Road is achievable within the public highway or land under the applicant control. It should be noted that land over which highway rights exist may be owned by adjacent property. This does not negate the ability of the Highway Authority, or a third party with permission from the Highway Authority, to carry out works within the public highway.

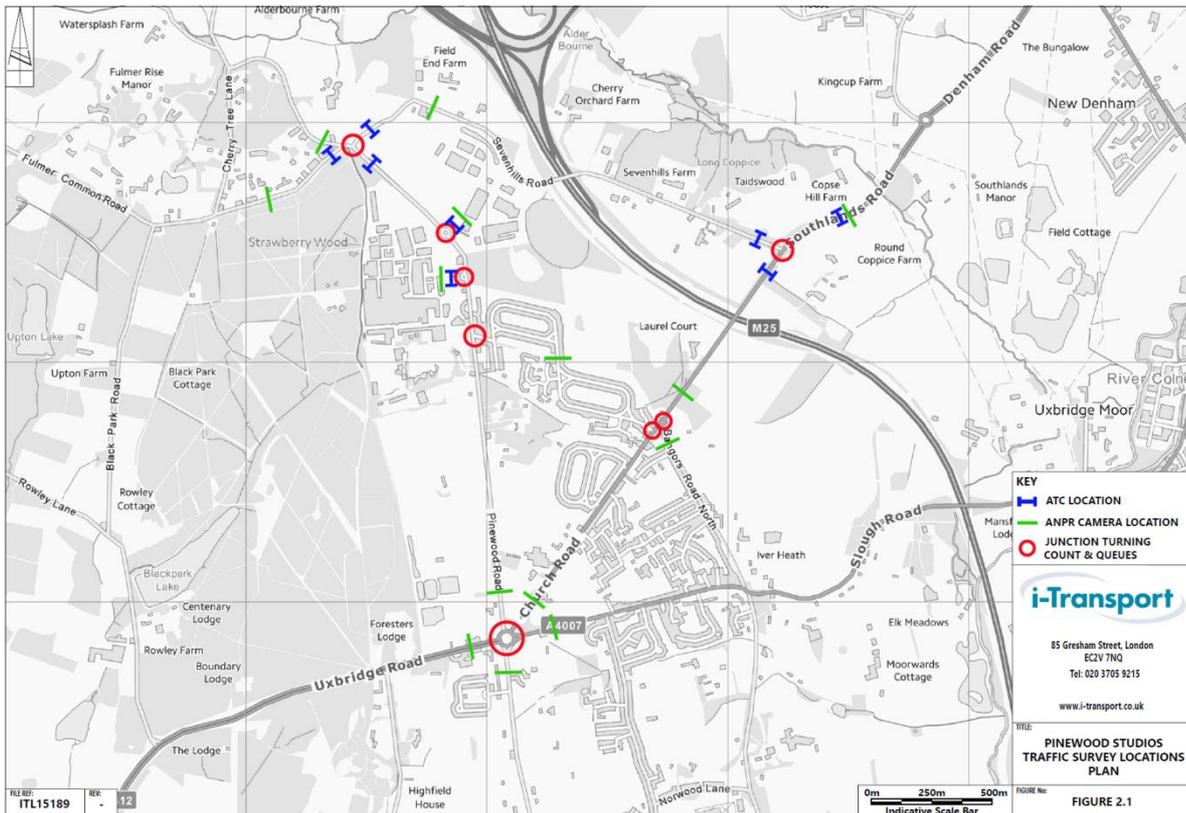
### **Secondary Vehicle Access**

Under the existing planning permission 13/00175/OUT for the development of land east of Pinewood Road and reconfiguration of the existing studios facilities had allowance for a secondary vehicular access point to the site from Sevenhills Road. This has been created, however is not used on a regular basis. It is proposed as part of this application that this remains for occasional use at present.

### **Signage Strategy**

As part of the proposals a signage strategy is presented with a statement that changes will be made to the highway signage to reinforce routing to ensure that traffic between north east of the A412 and Pinewood Studios is directed via the improved Sevenhills Road.





It is agreed that this survey cordon collects data over all possible approaches to Pinewood Studios and ensures robust gathering of evidence to support the modelling.

The data collected has provided full turning counts and queue lengths at each surveyed junction, origin and destination data, and journey time information to assist with the assessment of route choices, and overall vehicle counts.

From this information network peaks and distributions have been derived and presented by the applicant. The network peaks have been identified as 07:15 and 08:15. Due to the operational hours and nature of activities taking place within the Studios it has been identified that Pinewood produces a traffic peak outside that of normal network peak hours.

Pinewood's traffic peaks have been identified as 07:00 and 08:00. The applicant has therefore assessed the network peak and Pinewood's traffic peak in both the morning and afternoon, giving a total of four separate assessment periods across the day. This methodology was agreed with the Highway Authority as the clearest way to present the results to avoid a requirement to manipulate any source data and is considered to be robust approach.

At the request of the Highway Authority data was also collected on the use of and the delay caused from two signalised pedestrian crossings, one being outside Pinewood Studios and the other on the A412 Church Road in Iver Heath, near to the junction with Thornbridge Road. These results are tabled in the Transport Assessment and show that there are low levels of pedestrian demand in both these locations and would therefore have a minimal impact on vehicular congestion.

## Pinewood Trip Generation

The trip generation of Pinewood Studios has been derived from survey data at the entry points to Pinewood east and Pinewood west. The detail of the methodology used is set out in appendix G of the Transport Assessment, and was agreed with the Highway Authority as being an appropriate and robust approach given the bespoke activities taking place at the site.

This methodology is known as first principles and is an alternative to the use of the TRICS® database, which in this circumstance contains only one comparable site. The use of this methodology presents an accurate representation of the traffic conditions found around the Pinewood site. Furthermore the methodology is broadly consistent with that previously used to inform the original application PL/13/00175/OUT.

Details of how the trip generation has been calculated is summarised below;

Classified turning counts were undertaken at each of the entry points (Pinewood east and Pinewood west) to establish a 2019 observed trip rate at the gate. To remove internal trips ANPR was used to identify vehicles moving between the two sites and u turning traffic at the access gates, this then produced a total that was removed from the gate figures.

During the survey period there were a number of temporary activities taking place on the Pinewood Site, which have been removed from the trip rate so as to not artificially inflate the future year trip generation, these are namely the trips associated with temporary workshops and construction activities on the Pinewood East site.

The site rates have then been derived for the arrivals and departures in each of the peak hours for all vehicles and for HGV's per 100sqm of floor space. The trip rates for 2019 are shown in the table below:

Trip Rates (per 100sqm)		Morning Peak Hour (0715 – 0815)			Evening Peak Hour (1715 – 1815)		
		Arr	Dep	2-Way	Arr	Dep	2-Way
Pinewood West Observed Trip Rates	Total Vehicles	0.608	0.053	0.661	0.104	0.498	0.602
	HGVs	0.023	0.006	0.029	0.003	0.006	0.009
Pinewood East Observed Trip Rates	Total Vehicles	0.637	0.057	0.694	0.050	0.480	0.530
	HGVs	0.000	0.009	0.009	0.009	0.006	0.016

Source: Consultant's Calculations. Note 1: HGVs comprise OGV1, OGV2 and PSV vehicle classes. Note 2: Numbers may not sum due to rounding.

*Applicants 2019 trip rates for peak hours per 100sqm.*

Gatehouse data has been submitted to show that the number of people attending the site during the survey period represents a period when the site had above average activity taking place, and therefore the trip rate is an above average rate and therefore robust for the purpose of this assessment.

The future trip rate is then shown based on the floor area that will be provided at the point of complete build out of the whole permitted scheme under application 13/00175/OUT.

The proposed future trip rates are shown in the tables below:

Time Period	Arrivals		Departures		Total	
	Total Vehicles	HGVs	Total Vehicles	HGVs	Total Vehicles	HGVs
<b>Fully Built Out PSDF Pinewood West Trip Generation</b>						
AM Peak Hour 1 (0700 – 0800)	822	27	74	7	895	34
AM Peak Hour 2 (0715 – 0815)	817	30	71	8	888	39
PM Peak Hour 1 (1715 – 1815)	140	4	669	8	809	12
PM Peak Hour 2 (1730 – 1830)	126	5	718	5	844	9
<b>Fully Built Out PSDF Pinewood East Trip Generation</b>						
AM Peak Hour 1 (0700 – 0800)	572	0	37	7	608	7
AM Peak Hour 2 (0715 – 0815)	462	0	41	7	503	7
PM Peak Hour 1 (1715 – 1815)	37	7	348	5	384	11
PM Peak Hour 2 (1730 – 1830)	27	0	444	0	471	0

Time Period	Arrivals		Departures		Total	
	Total Vehicles	HGVs	Total Vehicles	HGVs	Total Vehicles	HGVs
<b>Total Fully Built Out PSDF Pinewood Trip Generation</b>						
AM Peak Hour 1 (0700 – 0800)	1,394	27	110	14	1,504	41
AM Peak Hour 2 (0715 – 0815)	1,279	30	112	15	1,392	45
PM Peak Hour 1 (1715 – 1815)	177	10	1,016	13	1,193	23
PM Peak Hour 2 (1730 – 1830)	154	5	1,161	5	1,315	9

Source: Survey Data. Note 1: HGVs comprise OGV1, OGV2 and PSV vehicle classes. Note 2: Total vehicles excludes cyclists. Note 3: Numbers may not sum due to rounding.

*Applicants future year trip rates for each gate and the whole site.*

The Highway Authority has checked the analysis that has been undertaken by the Applicant to produce these trip rates and is satisfied that it is appropriate and the results provided are correct based on the survey data.

### **Traffic Distribution**

The distribution of trips relating to the complete build out of the permitted scheme (under application 13/00175/OUT) has been derived based on the ANPR traffic survey data for the existing Pinewood traffic. The detail of the methodology used is set out in appendix G of the Transport Assessment, and was agreed with the Highway Authority as being an appropriate and robust approach.

### **Route Selection**

The proposed upgrade of Sevenhills Road, will derive benefits in terms of the reassignment of both Pinewood and non-Pinewood traffic (local). The following assumptions have been made in the Transport Assessment:

- *That all Pinewood traffic routing between the studios and the A412 towards the M40 (junction one) will reassign to Sevenhills Road*
- *The all non-Pinewood traffic (local) travelling between Pinewood Road (north of the studios) and the A412 towards the M40 (junction one) will reassign to Sevenhills Road*

The Highway Authority considers this to be a fair assumption to make, as Sevenhills road will become an attractive and direct route to the A412, should the proposals be implemented.

The Transport Assessment has reviewed the routes currently available between Pinewood Road (north of the studios) and the A412 towards the M40 (junction one). Consideration has been given to current journey times and user reliability, which are integral to a driver's route selection. For ease of reference this summarised below:

- *Routing via the FPR results in demonstrably the slowest journey times at present; and,*
- *In general, average journey times via Sevenhills Road and Pinewood Green are broadly comparable, but there is significant variance in the journey time via Sevenhills Road, primarily due to the single track section, which often results in vehicles needing to reverse so that passing occur.*

The Highway Authority is satisfied that it is reasonable to conclude that should the proposal be implemented traffic would be likely to reroute onto Sevenhills Road leading to a material reassignment of traffic from both FPR and Pinewood Green.

### **Five Points Roundabout**

As part of existing planning permission 13/00175/OUT, there is a requirement for Pinewood Studios to deliver a traffic signals scheme at FPR in order to mitigate the traffic impact of the development. This proposal seeks to provide an alternative mitigation scheme in the form of an upgrade to Sevenhills Road and it's junction with Pinewood Road and Denham Road (A412).

An integral consideration of this application is therefore Pinewood Studios' residual impact on FPR following the reassignment of traffic to Sevenhills Road.

The proposal to upgrade Sevenhills Road would only be likely to address, approximately 30% of Pinewood Studios Traffic. This leaves the remaining 60% of Pinewood traffic, which would still be reliant on routes through FPR to reach other destinations. It should be noted that of the 30% of Pinewood traffic that has an origin or destination towards the M40, a very low proportion currently use FPR; 3% of AM arrivals, 14% of AM departures, 6% of PM arrivals and 5% of PM departures.

The applicant has shown an overall reduction in traffic for the year 2033 of 57 and 52 vehicles in the am peak and 66 and 75 vehicles in the pm peak at the FPR as a result of the reassignment of traffic to Sevenhills Road. These figures include both Pinewood traffic and Non Pinewood traffic (local). It is recognised that these figures represent low absolute vehicle numbers and the reassignment of Pinewood Traffic would therefore be unlikely to result in significant capacity improvements at the junction.

### **Pinewood Green**

The majority of traffic routing between Pinewood Studios and the A412 towards the M40 (junction one), which is expected to be mitigated through the scheme, is currently shown to route through Pinewood Green. It should be noted that this level of use had not been anticipated as part of the original planning permission, albeit as part of the S106 Agreement a 'Monitor and Manage' Strategy was secured.

Assessment of the distribution charts shows that there are a total of 246 journeys through Pinewood Green in the AM peak and 255 journeys in the PM peak, currently. It is not shown that with the FPR scheme that these journeys will reassign to Pinewood Road and the A412 Church Road. However with the Sevenhills Road scheme they are all removed from Pinewood Green on the basis of a shorter journey time being provided.

The reassignment and reduction of traffic using this route will represent a significant improvement to the place function and residential quality of life along this route, which is a consideration that needs to be weighed in the overall decision making process.

### **Strategic Traffic**

Fulmer Parish Council has raised concerns relating to the level of consideration to traffic impacts within Fulmer parish and the potential for traffic to reassign to other local roads.

The applicants have produced a separate technical note in relation to this dated 21 February 2020 in response to this and have demonstrated that the Sevenhills Road Scheme does not result in an increase in vehicles on Fulmer Common Road over and above that which would be generated under previously permitted scheme. This can be seen in the table below;

Scenario	2033 Vehicle Flows (Two-Way Movements)			
	AM Peak 1	AM Peak 2	PM Peak 1	PM Peak 2
	(0700 – 0800)	(0715 – 0815)	(1715 – 1815)	(1730 – 1835)
Scenario 2b – Approved Full PSDF (with FPR)	698	721	605	651
Scenario 3b – Full PSDF (with SHR Upgrade)	698	721	605	651
<b>Net Change</b>	<b>+0</b>	<b>+0</b>	<b>+0</b>	<b>+0</b>

Net Change in traffic (Pinewood Road – North of Sevenhills Road)

The Highway Authority is of the view that the assessment has been completed accurately and adequately, and has demonstrated that there are no additional traffic impacts that would be brought to bear on this section of the network should this permission be granted.

### Junction Assessments

The applicant has assessed key junctions on the Local Highway Network through industry standard models (Arcady, Picady and Linsig) to demonstrate both the current and predicted level of performance of those junctions.

During pre-application discussions the applicant agreed with the Highway Authority the junctions which were to be assessed as part of the Transport Assessment. These junctions are as follows;

- Pinewood Road/Pinewood East Access
- Pinewood Road/Pinewood West Access
- Pinewood Road/Sevenhills Road
- A412 Denham Road/Sevenhills Road
- Pinewood Road/Pinewood Green
- Five Points Roundabout
- A412 Church Road/Thornbridge Road
- A412 Church Road/Bangors Road North/A412 Denham Road

### 2019 Base Junction Models

Turning movements for each of the junctions has been derived from the traffic distributions provided within Appendix H of the Transport Assessment. These have been checked against the survey data and distributions provided as part of the pre-application process and appear to be consistent.

The base models have been validated using video queue length survey data for each of the junctions. The Highway Authority is therefore satisfied that the data used to inform the base modelling presents an accurate reflection of the current network operations.

The Highway Authority reviewed the construction of the base models within the Transport Assessment and provided comments to the applicant, which are appended to this report (appendix A). The Highway Authority was broadly satisfied that the models provided as part of the Transport Assessment were of a high enough quality that any further adjustments would not adversely affect the overall assessment of the performance of the network. Never the less, the applicant has provided an additional technical note dated 18<sup>th</sup> February 2020 that satisfactorily addresses each of the points raised by the Highway Authority.

## **2021 and 2033 Forecast Models**

It was agreed that the future years to be assessed would be 2021 and 2033, in line with the previous assessment for 13/00175/OUT and the current anticipated build out of the planning permission. As it has been found that the traffic peak for Pinewood Studios does not coincide with the network peak hour, it has been decided in agreement with the Highway Authority that the most transparent way of presenting this was to carry out analysis for two peak hours in both the AM and PM periods. While these hours overlap, they are each able to give a robust measure of the junction performance within each assessment hour.

Background traffic growth factors have been applied to the 2019 base surveys to develop the forecast years of 2021 and 2033. These have been calculated for the South Bucks Area using an industry standard tool TEMPRO. Manual adjustments have been made to the employment development assumptions in TEMPRO, as set out in section 8.2.8 of the Transport Assessment. The Highway Authority has no objections to this approach on the basis that Pinewood Studios is the principle employment site within the mid-output area. It should be noted that no adjustments were made to the residential assumptions in TEMPRO.

In addition to TEMPRO growth factors, committed development has been manually applied to the forecast years to provide a robust cumulative assessment. This includes permitted development that has not yet been implemented and therefore would not have been captured in the 2019 traffic surveys. The committed development, which is summarised in section 8.3 of the Transport Assessment, was agreed by the Highway Authority through the pre-application process.

### **The following scenarios have been modelled as part of the Transport Assessment:**

Scenario 1a: 2021 Do nothing – *this shows the network in the future year, 2021 with just the impact of background growth, and the existing traffic generated from Pinewood included in the model*

Scenario 1b: 2033 Do nothing – *this shows the network in the future year, 2033 again with just the impact of background growth, and the existing Pinewood traffic included.*

Scenario 2a: 2021 Do Something Approved full PSDF – *this shows the network in the future year, 2021, with the full development at Pinewood Studios completed including signals being provided at FPR*

Scenario 2b: 2033 Do Something Approved full PSDF – *this shows the network in the future year, 2033, with the full development at Pinewood Studios completed including signals being provided at FPR*

Scenario 3a: 2021 Do Something full PSDF with Sevenhills Road upgrade – *this shows the network in the future year, 2021, with full development at Pinewood Studios, with Sevenhills Road improvements and no changes to FPR.*

Scenario 3b: 2033 Do Something full PSDF with Sevenhills Road upgrade – *this shows the network in the future year, 2033, with full development at Pinewood Studios, with Sevenhills Road improvements and no changes to FPR.*

The Highway Authority is satisfied that this remains an appropriate suite of assessments to carry out in order to consider the transport impacts of the proposal. The Highway Authority has reviewed the construction of the future year models, which are considered to be acceptable.

### **Modelling Results**

The following section summarises the results of the modelling as submitted in the Transport Assessment and further modelling work undertaken by the applicant through subsequent technical notes submitted during the consultation period:

#### **Pinewood Road/Pinewood East Access Roundabout**

The modelling shows that this roundabout junction operates well within capacity currently within both the AM and PM peaks with minimal delay and queuing. In both the future years the junction continues to operate well within capacity with minimal delay and queuing.

The Highway Authority therefore concludes that the impact of the proposal on this junction is not considered to be severe in the context of paragraph 109 of the NPPF.

#### **Pinewood Road/Pinewood West Access Roundabout**

The current junction is operating well within capacity with the greatest delay on Pinewood Road north in the PM peak (17:30-18:30) being 66 seconds. In the future year this junction is approaching capacity with the Pinewood Road South approach exceeding practical reserve capacity in all scenarios during the AM peak, reporting an RFC greater than 0.85. Due to this sensitivity in the original results it was requested that this junction model be reviewed to address the Highway Authority's comments in relation to the base model.

An additional technical note has been submitted dated 18 February 2020 which provided an updated model addressing the Highway Authority's comments and demonstrated that these did not materially affect the outcome of the model. The Highway Authority is satisfied that the conclusions set out in the TA remain valid. The Highway Authority is of the view that the assessment of this junction is therefore acceptable.

#### **Pinewood Road/Sevenhills Road (Priority Junction)**

The results show that the junction currently operates well within capacity on all approaches during both peaks. In future years (with the Sevenhills Road scheme) during the AM peak, the Sevenhills Road arm is approaching the maximum Reserve Functional Capacity at 0.84.

In the PM peak (with the Sevenhills Road upgrade) the Pinewood Road approach from the South exceeds practical capacity, reporting an RFC of, 1.04 between the hours of 17:15 18:15 and 1.16 in the later peak of 17:30 – 18:30.

The above results suggest that the existing priority junction needs to be improved in order to facilitate the Sevenhills Road improvement and the associated changes in traffic volumes and turning movements.

#### **Pinewood Road/Sevehills Road (Roundabout)**

The proposed roundabout has been modelled and the results demonstrate that the junction will operate well within capacity during all periods in all scenarios.

The Highway Authority therefore concludes that the proposed roundabout would provide for the changes in traffic volumes and turning movements associated with the Sevenhills Road improvement and would not have a severe impact on the operation of the highway network in the context of paragraph 109 of the NPPF.

#### **Sevenhills Road/A412 Denham Road/A412 Southlands Road (Priority Junction)**

The analysis of this junction in the 2019 base year demonstrates that this junction is operating well in excess of its theoretical capacity. The results for the Sevenhills Road arm show that in two time periods within the peak hours, both morning and evening the model is not able to assign any movements out of Sevenhills Road. It is also showing that during the AM peak the right turn into Sevenhills Road is in excess of the theoretical capacity of the junction with and RFC of 1.10, leading to extensive queuing on the A412 southbound approach and high levels of delay being reported of the order of 200 seconds.

The future year results show that without a mitigation scheme the junction continues to operate well in excess of theoretical capacity both in 2021 and 2033. The results therefore indicate that the existing priority junction needs to be improved to facilitate the Sevenhills Road improvement and the associated changes in traffic volumes and turning movements.

#### **Sevenhills Road/A412 Denham Road/A412 Southlands Road (Signalised Junction)**

The proposed signalisation has been modelled, and the results are reported using a Degree of Saturation (DoS) which is different from the RFC value quoted for other junctions. This is due to the different type of software used to model signalised junctions. The results reported from the model show that the DoS does not exceed 85% indicating that the junction operates within theoretical capacity during all peak periods in both the future years.

The Highway Authority therefore concludes that the proposed signalised junction would provide for the changes in traffic volumes and turning movements associated with the Sevenhills Road improvement and would not have a severe impact on the operation of the highway network in the context of paragraph 109 of the NPPF.

#### **Pinewood Road/Pinewood Green (Priority Junction)**

The results for this junction show that it is currently operating well within capacity during all the assessment periods, however this picture changes in the future years.

Without the provision of Sevenhills Road (and with mitigation provided at FPR) the RFC value for movements out of Pinewood Green reach at least 1.18 in the AM peak, with delay increasing to at least 327 seconds in 2021 and 377 seconds in 2033. The greatest delay recorded is 607 seconds, representing a delay for vehicles exiting Pinewood Green in the AM peak of between 5 and 10 minutes. This is considered to be severe in the context of paragraph 109 of the NPPF, particularly when compared against the existing recorded delay of

16 seconds. In the PM peak this junction does not experience significant impact during any of the future year assessments.

When the mitigation proposal for Sevenhills Road is applied the issues shown in the AM peak are found to be removed and all arms of the junction return to operating well within capacity. This is a result of the reassignment of traffic from Pinewood Green to Sevenhills Road. The modelling results at this junction therefore fully support the provision of the proposed Sevenhills Road mitigation scheme.

#### **A412 Church Road/Thornbridge Road (Mini Roundabout)**

The 2019 assessment of this junction shows that it is currently operating at or above capacity in the AM and PM peaks with significant queueing and delay being experienced. The worst affected approach to the junction is the A412 Church Road (southern approach). This is found to be above theoretical capacity during all the assessment periods, with queues of the order of 150m and delays of between 120 and 150 seconds.

In the PM peak the Thornbridge Road approach also exceeds practical capacity with delays of 144 to 150 seconds in the two assessment hours respectively.

When the trip reassignment associated with the Sevenhills Road improvement is applied to the future years (2021 and 2033) the junction remains over capacity in the AM peaks, however it is to a lesser magnitude than against the background growth level. For the future years, in the PM peaks greater benefits are seen on the Thornbridge Road approach to the junction, with it performing significantly better than it does within the 2019 assessment. Against background growth the delay drops on this arm by 177 seconds, and against the development of Pinewood Studios (with the FPR Mitigation) without Sevenhills Road being upgraded by 671 seconds in the 2033 assessment. This represents an improvement of delay at this approach of a little more than 11 minutes when the Sevenhills Road scheme is implemented in place of the FPR scheme.

Benefits are also seen on the A412 Church Road southern approach, whilst these are not as large, they are significant. The delay reduction is between a third and a half of that which would be expected due to background growth alone and approximately half of that which would be experienced should the existing mitigation proposal be constructed, representing a reduction in delay of the order of three and a half minutes.

The modelling results at this junction therefore fully support the provision of the proposed Sevenhills Road mitigation scheme.

#### **A412 Church Road/Bangors Road North / A412 Denham Road (Mini Roundabout)**

The 2019 assessment of this junction shows that it is currently operating at or above the theoretical capacity in the AM and PM peaks. In particular significant delays are experienced on Bangors Road North in all four assessment periods.

The future year assessments of this junction show that with background growth alone the junction is operating in excess of theoretical capacity in the AM and PM periods. Delays peak in 2033 on Bangors Road North at 270 seconds in the AM and 412 seconds in the PM peak.

This represents a threefold increase in delay in the morning and a fourfold increase in the evening peaks by 2033. The total delay on the A412 Denham Road are less, but represent an increase in delay in excess of five times the current delay.

The existing permission (with the FPR mitigation) shows that in both the future years delay on Bangors Road North more than doubles in the early peak (07:00 – 08:00) to 488 (from 200) seconds in 2021 and 555 (from 270) seconds in 2033. Increases of this magnitude are considered to be severe in the context of paragraph 109 of the NPPF. Increases in the delay in the PM peak are present but not significant enough to be considered as severe.

With the application of the redistribution of traffic as a result of the Sevenhills Road upgrade this junction returns to being within operational capacity within the AM peaks in both the future assessment years. In the PM peaks the junction remains over capacity on two approaches, however this is to a lesser extent than is shown with just the background growth applied.

The modelling results at this junction therefore fully support the provision of the proposed Sevenhills Road mitigation scheme.

### **Five Points Roundabout**

This junction is shown to be operating at or above theoretical capacity on all approaches in the present assessment year (2019), with delays of up to 166 seconds in the AM peak (Pinewood Road arm) and up to 104 seconds in the PM peak (A412 Church Road arm).

Three scenarios for each assessment year (2021 and 2033) have been considered, as set out below:

- do nothing (background growth only)
- full build out of Pinewood development with the existing proposed signals scheme
- the full build out of the Pinewood development with the Sevenhills Road scheme

#### **Do nothing (background growth only)**

With background growth in traffic the junction is shown to be over practical capacity by 2021 with the situation worsening by 2033. For 2021 delays in the AM peak are shown to reach 300 seconds on Pinewood Road representing a doubling of queues, whilst the delays on the A412 Church Road are shown to increase to 165 seconds, an increase of 50% compared to current conditions. By 2033 these delays increase to 518 seconds and 201 seconds respectively. The situation in the PM peak shows delays on the A412 Church Road doubling by 2021 and by 2033 are predicted to be in excess of three times the current level of delay.

The FPR junction is shown to operate with significant delay and queuing in both 2021 and 2033, without the full build out of the Pinewood development.

#### **Full build out of Pinewood Development and the signalisation of Five Points Roundabout**

The modelling demonstrates that the previously approved signal scheme would enable the junction to operate within capacity in all the assessment hours in both the assessment years. The signalisation of FPR is therefore shown to both mitigate the impact of the full build out of the Pinewood Development, as well as background traffic growth, at the junction.

### **Full build out of the Pinewood development with the Sevenhills Road scheme**

With the Sevenhills Road scheme (and no mitigation provided at FPR) the reported delays at the junction are significant. This however needs to be considered against the 'do -nothing scenario' in order to assess whether the 'residual cumulative impact' of the Pinewood development at this junction is severe in the context of paragraph 109 of the NPPF.

In the 2021 AM peaks, delays on Pinewood Road decrease in the first peak hour from 299 Seconds to 166 seconds, and 295 seconds to 202 seconds in the second hour, a reduction is also seen on the A412 Church Road. Increases are however seen on the other approaches with the most significant being the Wood Lane, which shows an increases from 89 seconds to 249 seconds and 92 seconds to 211 seconds in each of the respective AM hours. This represents an increase in delay of between two and three minutes per vehicle on this arm. The scale of impact on Wood Lane could be considered severe in the context of paragraph 109 of the NPPF.

In the 2033 AM peaks, the situation follows the same pattern with delay on Pinewood Road reducing from 518 seconds to 278 seconds in the early peak and from 516 seconds to 350 seconds in the later peak. Again the greatest increase is in the delay on the Wood Lane approach from 113 seconds to 308 seconds and 120 seconds to 280 seconds in both the assessment hours. This is representing an increase in delay of between three and four minutes per vehicle. The scale of impact on Wood Lane could be considered severe in the context of paragraph 109 of the NPPF.

The full results for the AM peaks are shown below:

*It should be noted that the delays reported for priority junctions and roundabouts are reported as the greatest delay within a 15 minute period, whilst the delay reported for traffic signals junctions is the average delay over the modelled period.*

	AM Peak Hour 1 (0700-0800)			AM Peak Hour 2 (0715-0815)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<b>Scenario 1a: 2021 Do Nothing</b>						
Pinewood Road	1.21	33	299	1.20	36	295
A412 Church Road	1.08	43	166	1.08	41	169
A4007 Slough Road	1.00	17	91	1.00	18	89
Wood Lane	1.01	23	89	1.02	25	92
A412 Uxbridge Road	0.99	25	54	1.00	27	55
<b>Scenario 2a: 2021 Do Something Approved Full PSDF – SIGNALISED SCHEME</b>						
Pinewood Road	51.8%	4	34	56.9%	4	35
A412 Church Road	87.5%	9	44	84.3%	8	41
A4007 Slough Road	49.8%	3	8	53.2%	3	8
Wood Lane	85.9%	11	35	89.1%	12	39
A412 Uxbridge Road	85.4%	11	32	85.1%	12	30
<b>Scenario 3a: 2021 Do Something Full PSDF with Sevenhills Road Upgrade</b>						
Pinewood Road	1.05	17	166	1.10	24	202
A412 Church Road	1.05	33	133	1.05	31	136
A4007 Slough Road	1.04	26	127	1.03	24	112
Wood Lane	1.14	71	249	1.12	66	211
A412 Uxbridge Road	1.05	56	105	1.04	52	95

2021 AM peak assessment results

	AM Peak Hour 1 (0700-0800)			AM Peak Hour 2 (0715-0815)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<b>Scenario 1b: 2033 Do Nothing</b>						
Pinewood Road	1.35	52	518	1.34	57	516
A412 Church Road	1.11	52	201	1.12	53	225
A4007 Slough Road	1.06	32	149	1.06	34	157
Wood Lane	1.04	31	113	1.05	35	120
A412 Uxbridge Road	1.05	54	98	1.05	57	99
<b>Scenario 2b: 2033 Do Something Approved Full PSDF – SIGNALISED SCHEME</b>						
Pinewood Road	54.9%	4	35	60.2%	4	36
A412 Church Road	90.5%	10	51	87.0%	9	46
A4007 Slough Road	54.7%	3	9	59.0%	4	10
Wood Lane	87.6%	12	37	91.1%	13	42
A412 Uxbridge Road	90.9%	14	37	90.4%	4	14
<b>Scenario 3b: 2033 Do Something Full PSDF with Sevenhills Road Upgrade</b>						
Pinewood Road	1.14	29	278	1.18	38	350
A412 Church Road	1.08	42	161	1.09	42	173
A4007 Slough Road	1.11	46	210	1.10	44	185
Wood Lane	1.17	83	308	1.15	80	280
A412 Uxbridge Road	1.10	96	165	1.09	92	152

### 2033 AM peak assessment results

Turning attention to the PM peaks, the greatest delay increases are on Pinewood Road and the A412 Church Road in both the assessment hours and assessment years. The other three approaches to the junction show moderate changes in the delay.

In the 2021 PM peaks, delays on Pinewood Road increase in the first peak hour from 101 seconds to 257 seconds, and 113 seconds to 326 seconds in the second hour. In the 2033 PM peaks, the greatest increase is in the delay on the Pinewood Road approach from 142 seconds to 428 second between 17:30-18:30. This represents an increase in delay of just less than five minutes on the Pinewood approach and a threefold increase in delay when compared to the do-nothing situation. The scale of impact on Pinewood Road could be considered severe in the context of paragraph 109 of the NPPF.

The full results for the PM peaks are shown below;

	PM Peak Hour 1 (1715-1815)			PM Peak Hour 2 (1730-1830)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<b>Scenario 1a: 2021 Do Nothing</b>						
Pinewood Road	1.00	15	101	1.02	18	113
A412 Church Road	1.16	63	269	1.15	62	259
A4007 Slough Road	1.01	19	100	1.01	20	105
Wood Lane	1.06	36	138	1.07	36	159
A412 Uxbridge Road	1.01	28	73	1.01	28	78
<b>Scenario 2a: 2021 Do Something Approved Full PSDF – SIGNALISED SCHEME</b>						
Pinewood Road	71.5%	6	34	74.4%	7	37
A412 Church Road	71.7%	6	30	74.3%	7	31
A4007 Slough Road	51.7%	3	8	51.8%	3	9
Wood Lane	70.0%	7	33	71.6%	7	34
A412 Uxbridge Road	72.4%	8	28	74.1%	7	29
<b>Scenario 3a: 2021 Do Something Full PSDF with Sevenhills Road Upgrade</b>						
Pinewood Road	1.16	48	257	1.20	61	326
A412 Church Road	1.20	74	280	1.19	75	369
A4007 Slough Road	1.03	23	121	1.03	25	129
Wood Lane	1.07	39	147	1.07	38	156
A412 Uxbridge Road	1.02	33	83	1.02	32	86

*2021 PM peak assessment results*

	PM Peak Hour 1 (1715-1815)			PM Peak Hour 2 (1730-1830)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<b>Scenario 1b: 2033 Do Nothing</b>						
Pinewood Road	1.03	20	129	1.05	23	142
A412 Church Road	1.19	73	346	1.18	73	331
A4007 Slough Road	1.08	37	173	1.09	38	178
Wood Lane	1.11	54	206	1.12	54	226
A412 Uxbridge Road	1.07	62	137	1.07	58	140
<b>Scenario 2b: 2033 Do Something Approved Full PSDF – SIGNALISED SCHEME</b>						
Pinewood Road	73.9%	7	38	75.2%	7	37
A412 Church Road	73.0%	6	32	76.1%	7	33
A4007 Slough Road	56.8%	3	10	57.3%	4	11
Wood Lane	75.7%	7	34	72.1%	7	35
A412 Uxbridge Road	73.7%	8	27	75.2%	8	29
<b>Scenario 3b: 2033 Do Something Full PSDF with Sevenhills Road Upgrade</b>						
Pinewood Road	1.19	55	353	1.23	69	428
A412 Church Road	1.22	83	438	1.21	85	424
A4007 Slough Road	1.11	44	213	1.11	46	224
Wood Lane	1.12	57	218	1.12	55	230
A412 Uxbridge Road	1.09	69	151	1.08	63	152

### 2033 PM peak assessment results

The junction modelling demonstrates that the proposed Sevenhills Road scheme will not fully mitigate the impacts of the Pinewood development permitted under 13/00175/OUT on the FPR.

If the assessment was based on the evidence of the local junction modelling alone, then the Highway Authority would have to conclude that the residual cumulative impact on FPR was severe in the context of paragraph 109 of the NPPF.

Never the less in this instance there are considered to be other mitigating issues and exceptional circumstances that need to be weighed into the balance. In addition to the local junction modelling, the applicant has submitted evidence pertaining to the wider network performance, which must be taken into account before coming to a conclusion on the overall acceptability of the residual impacts on the highway network.

### Network Impact

To summarise the impacts on all the junctions assessed the following table has been extracted from Technical Note JCB/DF/LC/ITL15189-016A-TN dated 11 February 2020:

Junction	Do Nothing	Do Something with Five Points Roundabout signals	Do Something with Sevenhills Road improvement scheme	Effect of Sevenhills Road Upgrade
Pinewood Road / Pinewood East Access	Below Capacity	Below Capacity	Below Capacity	n/a
Pinewood Road / Pinewood West Access	Below Capacity	Over Capacity	Below Capacity	Net Benefit
Pinewood Road / Sevenhills Road	Below Capacity	Below Capacity	Below Capacity (with new roundabout)	n/a
A412 Denham Road / Sevenhills Road	Over Capacity	Over Capacity	Below Capacity (with new signals)	Net benefit
Pinewood Road / Pinewood Green	Below Capacity	Over Capacity	Below Capacity	Net benefit
Five Points Roundabout	Over Capacity	Below Capacity	Over Capacity	Less than severe impact more than outweighed by wider network benefits.
A412 Church Road / Thornbridge Road	Over Capacity	Over Capacity	Capacity Improvements (reduced queuing and delay)	Net Benefit
A412 Church Road / Bangors Road North / A412 Denham Road	Over Capacity	Over Capacity	Capacity Improvements (reduced queuing and delay)	Net Benefit

This table shows that in the do minimum scenario with only background traffic growth three of the eight junctions assessed are over capacity. The signalisation of FPR permitted under 13/00175/OUT only addresses capacity issues at this junction alone. Whilst the proposed Sevenhills Road scheme leaves FPR over capacity, it results in a net a benefit on all the other junctions within the assessment area.

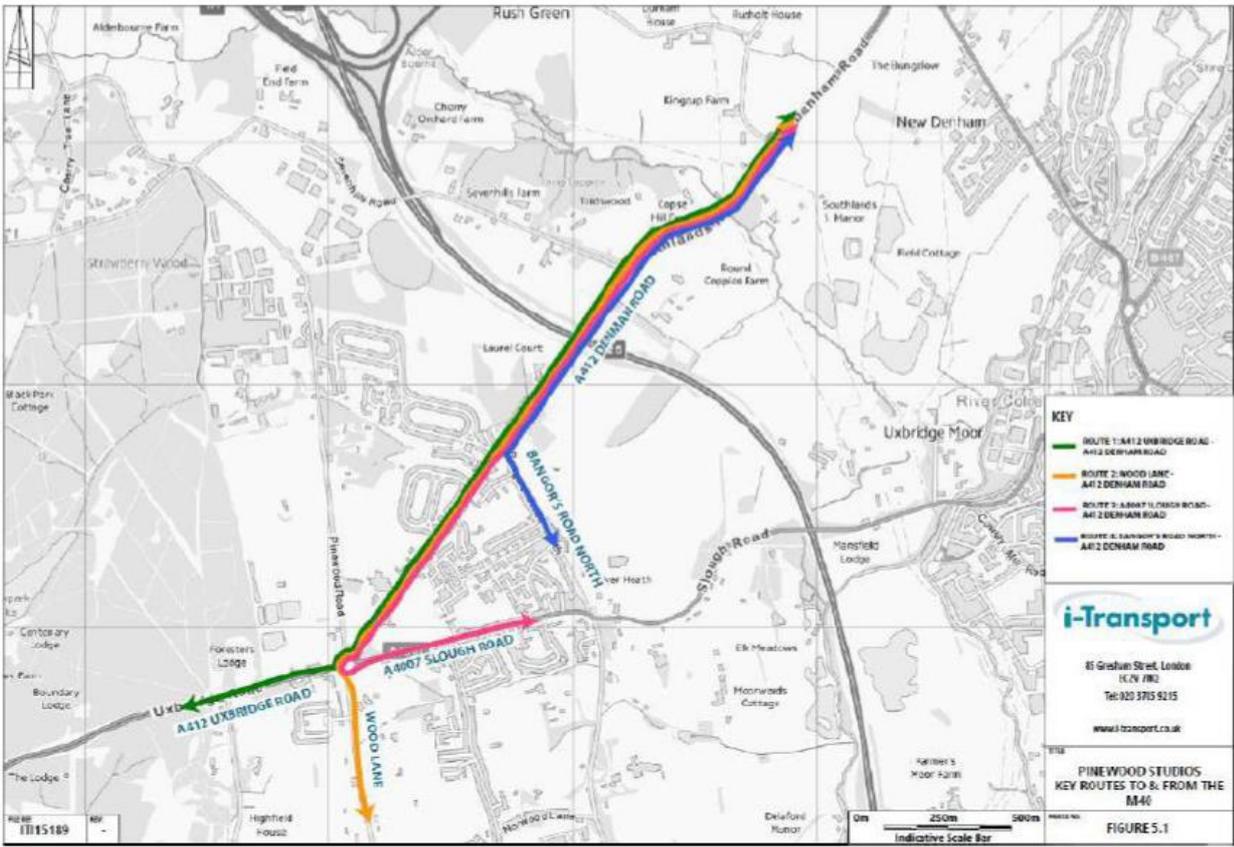
#### Network journey times assessment.

In order to assess the wider impacts of the Sevenhills Road scheme the Highway Authority requested that the applicant carry out further analysis of the network in the vicinity of Pinewood Studios and Iver Heath. This assessment has been presented in technical note ITL15189-016A dated 11 February 2020 and ITL15189-020 TN dated 25 February 2020.

This provides a comparison of overall delay for each junction and an analysis of routes along the A412 Church Road during each of the identified peaks in both directions. This assessment demonstrates that whilst some junctions may see an increase in delay (such as FPR), the benefit found at other junctions offsets this impact and leads to an overall journey time improvement. As such, the introduction of the Sevenhills Road scheme brings about journey time savings to users of the network overall.

The methodology for calculating the overall delay has been checked in detail and is considered to be acceptable. The analysis shows that in all four assessment periods there are overall benefits to the journey times on the network as a result of the scheme, despite increases at FPR as a local junction.

For ease of reference, I have included relevant extracts from the technical notes below.



The following tables set out the changes in the journey times for each of the routes in the future year of 2033 for both the AM and PM peaks. There are some increases in journey times, shown in red figures, however these are countered by the savings of other routes shown in green.

**Table 5.6: 2033 Route Junction Delay AM Peak 1 (0700 – 0800)**

Route	Route Junction Delay (Seconds per vehicle)				
	Scenario 1b – Do Nothing	Scenario 2b – Full PSDF with FPR Signals	Scenario 3b – Full PSDF with SHR Upgrade	Net Change Scenario 3b vs 1b	Net Change Scenario 3b vs 2b
<b>Route 1a</b> – A412 Uxbridge Rd to A412 Denham Rd	466	464	498	+32	+34
<b>Route 1b</b> – A412 Denham Rd to A412 Uxbridge Rd	630	1,073	201	-429	-872

Route	Route Junction Delay (Seconds per vehicle)				
	Scenario 1b – Do Nothing	Scenario 2b – Full PSDF with FPR Signals	Scenario 3b – Full PSDF with SHR Upgrade	Net Change Scenario 3b vs 1b	Net Change Scenario 3b vs 2b
<b>Route 2a</b> – Wood Ln to A412 Denham Rd	481	464	641	+160	+177
<b>Route 2b</b> – A412 Denham Rd to Wood Ln	630	1,073	201	-429	-872
<b>Route 3a</b> – A4007 Slough Rd to A412 Denham Rd	517	436	543	+26	+107
<b>Route 3b</b> – A412 Denham Rd to A4007 Slough Rd	630	1,073	201	-429	-872
<b>Route 4a</b> – Bangors Rd N to A412 Denham Rd	270	555	100	-170	-455
<b>Route 4b</b> – A412 Denham Rd to Bangors Rd N	385	980	25	-390	-955
<b>Number of Routes Improved 3b vs 1b</b>				<b>5</b>	
<b>Number of Routes Improved 3b vs 2b</b>				<b>5</b>	

**Table 5.7: 2033 Route Junction Delay AM Peak 2 (0715 – 0815)**

Route	Route Junction Delay (Seconds per vehicle)				
	Scenario 1b – Do Nothing	Scenario 2b – Full PSDF with FPR Signals	Scenario 3b – Full PSDF with SHR Upgrade	Net Change Scenario 3b vs 1b	Net Change Scenario 3b vs 2b
<b>Route 1a</b> – A412 Uxbridge Rd to A412 Denham Rd	446	418	498	+15	+43
<b>Route 1b</b> – A412 Denham Rd to A412 Uxbridge Rd	724	1,097	226	-498	-871
<b>Route 2a</b> – Wood Ln to A412 Denham Rd	467	446	589	+122	+143
<b>Route 2b</b> – A412 Denham Rd to Wood Ln	724	1,097	226	-498	-871

Route	Route Junction Delay (Seconds per vehicle)				
	Scenario 1b – Do Nothing	Scenario 2b – Full PSDF with FPR Signals	Scenario 3b – Full PSDF with SHR Upgrade	Net Change Scenario 3b vs 1b	Net Change Scenario 3b vs 2b
<b>Route 3a</b> – A4007 Slough Rd to A412 Denham Rd	504	414	494	-10	+80
<b>Route 3b</b> – A412 Denham Rd to A4007 Slough Rd	724	1,097	226	-498	-871
<b>Route 4a</b> – Bangors Rd N to A412 Denham Rd	258	447	99	-159	-348
<b>Route 4b</b> – A412 Denham Rd to Bangors Rd N	450	1,004	33	-417	-971
<b>Number of Routes Improved 3b vs 1b</b>				<b>6</b>	
<b>Number of Routes Improved 3b vs 2b</b>				<b>5</b>	

In the AM peaks there is detriment to routes starting on the A412 Uxbridge Road, A4007 Slough Road and Wood Lane, heading in the direction of the M40 Junction 1, however the savings on other routes heading in the opposite direction are significant, with the greatest journey time saving of the order of 15 minutes.

**Table 5.8: 2033 Route Junction Delay PM Peak 1 (1715 – 1815)**

Route	Route Junction Delay (Seconds per vehicle)				
	Scenario 1b – Do Nothing	Scenario 2b – Full PSDF with FPR Signals	Scenario 3b – Full PSDF with SHR Upgrade	Net Change Scenario 3b vs 1b	Net Change Scenario 3b vs 2b
<b>Route 1a</b> – A412 Uxbridge Rd to A412 Denham Rd	481	460	353	-128	-107
<b>Route 1b</b> – A412 Denham Rd to A412 Uxbridge Rd	700	441	693	-7	+252
<b>Route 2a</b> – Wood Ln to A412 Denham Rd	550	467	420	-130	-47
<b>Route 2b</b> – A412 Denham Rd to Wood Ln	700	441	693	-7	+252
<b>Route 3a</b> – A4007 Slough Rd to A412 Denham Rd	517	443	415	-102	-28
<b>Route 3b</b> – A412 Denham Rd to A4007 Slough Rd	700	441	693	-7	+252

Route	Route Junction Delay (Seconds per vehicle)				
	Scenario 1b – Do Nothing	Scenario 2b – Full PSDF with FPR Signals	Scenario 3b – Full PSDF with SHR Upgrade	Net Change Scenario 3b vs 1b	Net Change Scenario 3b vs 2b
<b>Route 4a</b> – Bangors Rd N to A412 Denham Rd	412	421	388	-53	-64
<b>Route 4b</b> – A412 Denham Rd to Bangors Rd N	306	361	205	-101	-156
<b>Number of Routes Improved 3b vs 1b</b>				<b>8</b>	
<b>Number of Routes Improved 3b vs 2b</b>				<b>5</b>	

**Table 5.9: 2033 Route Junction Delay PM Peak 2 (1730 – 1830)**

Route	Route Junction Delay (Seconds per vehicle)				
	Scenario 1b – Do Nothing	Scenario 2b – Full PSDF with FPR Signals	Scenario 3b – Full PSDF with SHR Upgrade	Net Change Scenario 3b vs 1b	Net Change Scenario 3b vs 2b
<b>Route 1a</b> – A412 Uxbridge Rd to A412 Denham Rd	452	426	335	-117	-91
<b>Route 1b</b> – A412 Denham Rd to A412 Uxbridge Rd	751	502	693	-58	+191
<b>Route 2a</b> – Wood Ln to A412 Denham Rd	538	432	413	-125	-19
<b>Route 2b</b> – A412 Denham Rd to Wood Ln	751	502	693	-58	+191
<b>Route 3a</b> – A4007 Slough Rd to A412 Denham Rd	490	408	407	-83	-1
<b>Route 3b</b> – A412 Denham Rd to A4007 Slough Rd	751	502	693	-58	+191
<b>Route 4a</b> – Bangors Rd N to A412 Denham Rd	412	421	388	-24	-33
<b>Route 4b</b> – A412 Denham Rd to Bangors Rd N	373	422	222	-151	-200
<b>Number of Routes Improved 3b vs 1b</b>				<b>8</b>	

Route	Route Junction Delay (Seconds per vehicle)				
	Scenario 1b – Do Nothing	Scenario 2b – Full PSDF with FPR Signals	Scenario 3b – Full PSDF with SHR Upgrade	Net Change Scenario 3b vs 1b	Net Change Scenario 3b vs 2b
<b>Number of Routes Improved 3b vs 2b</b>				<b>5</b>	

It is worth noting that the greatest increases in delay are found in the PM peaks for traffic traveling towards FPR, however in each peak hour the number of routes that are shown to see an improvement in the journey time is greater than the number of routes that will see an increase in delay.

Therefore on balance the Highway Authority considers that the results presented in these tables represent a material and significant benefit to the operation of the highway network in this area.

**20% Modal Shift (sensivity test)**

The modelling undertaken as part of the Transport Assessment does not take into account the potential modal shift resulting from further travel planning and sustainable transport measures at Pinewood Studios. Whilst this is considered to be a robust approach, it is recognised that, as part of the outline planning permission, the Planning Inspector in his findings stated “a reduction in single car occupancy car journeys of 20% by the time the full development takes place is challenging but achievable”.

As such, local junction modelling for FPR has been undertaken taking into account a 20% modal shift of Pinewood Studios traffic as a sensitivity test. The results are set out in technical note ITL15189-016A TN dated 11 February 2020 and show an improvement in junction performance when compared against the original assessment. In the future assessment year of 2033, delays are reduced. The table below presents a comparison of the results of the FPR modelling (with the Sevenhills Road scheme):

	Decrease in delay in the 2033 assessment year resulting from a 20% modal shift in seconds			
	AM peak 1	AM peak 2	PM peak 1	PM peak 2
Pinewood Road	-144	-133	223	283
Church Road	0	1	50	38
A4007 Slough Road	41	27	27	22
Wood Lane	216	127	17	12
A412 Uxbridge Road	44	35	12	12

*N.B – numbers shown as negative numbers (red) represent an increase in delay in the above table, green represents a decrease in the delay experienced.*

FPR remains over capacity in these results, however the extent of the delay is reduced, most significantly on Wood Lane in the AM peak and on Pinewood Road in the PM peak hours.

To verify the sensitivity test the Highway Authority requested that further information be provided by Pinewood Studios on their travel plan, which is set out in the technical note ITL15189-019 TN dated 21 February 2020. The information provided demonstrates that the measures in place at the site are delivering an increase in the use of sustainable modes and a reduction in single car occupancy use (currently a reduction of 5% as detailed by the most recently available data). In addition, further information provided by Pinewood demonstrates that they are committed to continuing to promote sustainable travel at the site through the continuation of the free shuttle bus service, delivering cycle infrastructure on-site as required and through the continuation of their Travel Plan. This supports the principle of a 20% modal shift as being achievable.

Whilst the modelling of FPR in the Transport Assessment is considered to be robust, it is likely that the impact of Pinewood on this junction will be less than that predicted as a result of continued proactive Travel Planning.

### **Sustainable Transport**

It is important to note that Pinewood Studios as part of their extant permission have constructed a footway cycleway along Pinewood Road between the site and FPR. This has been completed by Pinewood Studios under a Section 278 agreement and is currently within its maintenance period.

The existing permitted FPR scheme allows for this route to connect to Church Road, and Uxbridge Road via a series of Toucan Crossings. The proposal to upgrade Sevenhills Road in

place of the existing mitigation requirement therefore requires alternative pedestrian/cycle connections between Pinewood Studios and Iver Village to be provided.

As part of the existing S106 agreement circa £520k (with indexation) has been secured for the purposes of Sustainable Transport. The Iver Members Liaison Group have sought to improve cycle links from the site to Iver Village, building on from the pedestrian/cycle route provided by Pinewood. This will now need to be considered in light of the change in mitigation being proposed as part of this application. A potential route has been identified through Pinewood Green, Iver Heath and onto Iver Village. It is however accepted that more distant links beyond the village to the train station are a high priority for stakeholders but are not considered justifiable asks for this application.

The footway cycleway along Pinewood Road facilitates pedestrian and cycle access from the studios to Pinewood Green, which provides a 'quiet route' to local facilities within Iver Heath. In lieu of the signalisation of FPR, improvements to this route will be required if Pinewood Studios is to benefit from a sustainable travel link including signage, road markings, a pedestrian/cycle crossing on Pinewood Road and an appropriate tie-in with Church Road (service road). This can be secured by means of an addendum to the S106 Agreement. The previously secured funds can then be used by the Highway Authority in consultation with stakeholders to build upon the new route providing a link to Iver Village, if this is still deemed a priority.

The existing S106 agreement has provisions for permissive paths to be provided along the boundary area of the studios and Sevenhills Road. Through discussion with the applicant it has been agreed that part of the route around the new Pinewood Road/Sevenhills Road junction can be provided on the verge allowing onward connection into Black Park. The remaining sections should be provided as per the original agreement with their exact location identified through the detailed design process. This will need to be secured through an addendum to the S106 Agreement.

## **Conclusion**

The junction modelling demonstrates that the proposed Sevenhills Road scheme will not fully mitigate the impacts of the Pinewood development permitted under 13/00175/OUT on the FPR. If the assessment was based on the evidence of the local junction modelling alone, then the Highway Authority would have to conclude that the residual cumulative impact on FPR remains severe in the context of paragraph 109 of the NPPF.

Never the less, on balance the Highway Authority deems the Sevenhills Road scheme to be acceptable given the wider network benefits that are derived through traffic reassignment resulting in the release of capacity. These benefits include;

- A reduction in traffic through Pinewood Green.
- Junction improvements at Pinewood Road/Sevenhills Road.
- Junction improvements at Sevenhills Road/A412 Denham Road.
- Improvements to Sevenhills Road.
- Journey Time improvements along the A412 corridor through Iver Heath Village.
- The creation of a quiet route for walking and cycling between Pinewood Studios and the local centre in Iver Heath Village.
- Improved network availability and permeability.

The FPR remains problematic in its operation in future years and will continue to be a constraint. It is likely that improvements to this junction will be required at some point in the future, and this situation may be brought forward should there be any further development at Pinewood Studios or any other significant development sites within the local area.

Taking into account the overall network performance and wider benefits associated with this scheme, the Highway Authority recommends that the application be approved subject to the following conditions and obligations.

## **Obligations**

In order to make the application acceptable to the Highway Authority the following addendums are required to update the existing S106 agreement between the applicant and Buckinghamshire Council.

### **Amend the existing S106 agreement so that the Developer is able to deliver either:**

- (a) The existing mitigation at Five Points Roundabout
- (b) The upgrade to Sevenhills Road and the associated work to the junctions with Pinewood Road and A412 Denham Road

If the Developer is to proceed with the Five Points Roundabout mitigation then the existing obligations in the S106 will still take effect.

If the Developer proceeds with the Sevenhills Road mitigation then the existing S106 obligations relating to Five Points Roundabout, including the "Additional Mitigation" would cease and the following obligations would take effect:

1. To submit a scheme for approval in writing by the Highway Authority for a walking and cycling route between Pinewood Studios and Church Road (service road) via Pinewood Green to include but not limited to signing, lining and a crossing point on Pinewood Road. To enter into a Highway Works Agreement and construct the approved scheme prior to completion of the Sevenhills Road works
2. To enter into a Highway Works Agreement for the upgrade to Sevenhills Road and associated works to the junctions with Pinewood Road and A412 Denham Road to include the dedication of land to ensure that the entirety of the new route becomes public highway in perpetuity.
3. The stopping up of the existing section of Sevenhills Road will be carried out in such a way that vehicular rights will not be lost prior to the new route being brought into operation. In addition highway rights over this section of road shall not be extinguished until such time as the location, design and implementation of the permissive paths has been agreed in writing and completed.
4. The existing obligation to provide permissive paths shall be required to be amended to allow for those paths that are not currently provided (between Pinewood Road, and the M25 overbridge) to be implemented as part of this scheme. The exact location of and treatments of such paths shall be agreed in writing prior to implementation.

The above obligations are supported by South Buckinghamshire District council policy CP7, and are considered to be required to ensure that any permission granted delivers the scheme in its entirety as has been presented through the pre and post application process. These obligations also protect the highway to ensure that it remains available for use in perpetuity.

## **Conditions.**

Condition 1 The development shall not begin until a scheme has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and PROW officer for the detailed design of road side footpaths/wide level verges at the new junction of Pinewood Road/Sevenhills Road to the secondary vehicle access of Pinewood East, providing connections between existing Rights of Way and the permissive path network in general accordance with the routes outline in Technical Note ITB15189-022BTN. The approved paths are to be delivered in full prior to completion of the development hereby approved.

Reason To ensure that there is connectivity between existing public Rights of way and permissive footpaths required as obligations within the s106 agreement of 13/00175/OUT

Condition 2 The development shall not begin until a landscaping plan has been submitted to and approved in writing by the Local Planning Authority in consultation with Highway Authority, ensuring that visibility splays are maintained and verges are appropriate in width (between bridleway IVE/32/2 and the M25 overbridge a minimum width of 1.8m), gradient and surfacing to enable use for recreational walking routes. The development shall be constructed in accordance with the approved details.

Reason To ensure that amenity is maintained for recreational walkers and to minimise danger and inconvenience to highway users, and to ensure the development complies with South Bucks policy CP7 seeking to favour more sustainable modes of transport; and encouraging safe and attractive improvements to pedestrian and cycling routes and facilities.

Condition 3 The development shall not begin until details of the disposal of surface water from the highway has been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and Lead Local Flood Authority and the development shall be constructed in accordance with the approved details.

Reason: To minimise danger and inconvenience to highway users.

Condition 4 Prior to the commencement of any works on the site, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements, highway condition surveys and parking of site operatives vehicles) shall be submitted and approved in writing by the Planning Authority in consultation with the Highway Authority. Thereafter, the development shall be carried out in accordance with such approved management plan at all times unless otherwise agreed in writing.

Condition 5 The development shall not begin until details of the street lighting for the junctions of Pinewood Road/Sevenhills Road and A412 Denham Road/Sevenhills Road has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and the development shall be constructed in accordance with the approved details.

Reason To ensure that the junctions are adequately lit to ensure the safety of users of the highway in hours of darkness.

Condition 6 A complete traffic signals controlled junction shall be provided including a communications link and CCTV camera(s) compatible with and connected to the Highway Authority UTMC control room at the junction of A412 Denham Road/Sevenhills Road. The junction shall be sited and constructed in general accordance with drawing ITL15189-GA-018 rev C.

Reason To ensure that the appropriate junction form is provided with sufficient control to allow the Highway Authority to comply with their duties under the Traffic Management Act 2004 part 2 section 16 to secure expeditious movement of traffic on the authority's road network.

Condition 7 The junction of Pinewood Road with Sevenhills Road shall be sited and constructed in general accordance with the arrangement drawing ITL15189-GA-015.

Reason To ensure that the junction is sited and laid out to be of appropriate geometry to facilitate the turning and manoeuvring of large vehicles associated with the applicants activities.

Condition 8 The realignment and upgrade of Sevenhills Road shall be laid out and constructed in general accordance with drawings ITL15189-GA-014 rev C, ITL15189-GA-015 rev C, ITL15189-GA-016 Rev C, ITL15189-GA-17 rev C and ITL15189-GA-18 rev C, unless otherwise agreed in writing.

Reason To ensure that the highway works and new section of road are provided to a standard that ensures adequate provision for all road users and

## **Informatives**

I20CC 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  
6<sup>th</sup> Floor, Walton Street Offices  
Walton Street,

- I23CC 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.
- I25CC The applicant is advised to contact the Highways Development Management delivery team to determine the extent of pre-condition surveys.
- I09CC It is not the policy of the Council to approve the erection of signs or other devices of non-statutory nature within the limits of the highway. If such signs are erected the Council will remove them.
- I14CC This permission shall not be deemed to confer any right to obstruct the public footpath / bridleway now crossing the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990.

### **TRAFFIC SIGNALS Informatives**

- I27CC Traffic signals installations within Buckinghamshire must as a minimum have fault monitoring enabled and installed to link to the Council's monitoring systems including the developer providing an approved communications link.
- I28CC For traffic signals junctions CCTV cameras are required (unless the authority notifies the developer of an exception), these must be compatible with our existing systems. Early engagement with the Council's ITS team is recommended.
- I29CC All signals equipment must be capable of being monitored through the council's existing remote monitoring systems, any equipment that is outside the current contracted maintenance schedule may incur a requirement for an increased commuted sum for maintenance.
- I30CC All traffic signals installations require ducting throughout the extents of the works to incorporate two spare orange ducts and one purple communications duct, where reasonably possible these should also connect into the authorities existing duct network.
- I31CC Design checks require a copy of the model as well as a copy of the output reports to be provided to the authority.
- I32CC Designers of traffic signals installations should request a copy of the authorities guidance notes on the design of traffic signals installations at the commencement of any design process, this sets out the general requirements of the design and complements the appendix 12/5 which is also provided.
- I33CC At the point of commissioning the following documents must be provided: A current as built drawing (any updates subsequently will require these to be updated and provided) in both Auto CAD and PDF formats, and a full set of electrical test certificates.

I trust these comments have been of some assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'JD', with a horizontal line underneath.

James Duncan  
**Acting Team Leader**  
**Highways Development Management**  
**Highways Development Management**  
**Planning Growth & Sustainability**

A handwritten signature in black ink, appearing to read 'C Urry', with a horizontal line underneath.

Christine Urry  
Head of Highways Development Management  
**Highways Development Management**  
**Planning Growth & Sustainability**

## Appendix A

### Modelling comments

#### **Pinewood Road/Sevenhills Road Roundabout**

- *There is a discrepancy between the Inscribed Circle Diameter shown on the drawing and the diameter reported in the modelling of 2m, it is considered that this would not have a significant impact on the modelling results.*

#### **Pinewood Road /Pinewood East Access**

- *It is possible that the approach radii has not been input correctly, however this is not anticipated to have a material impact on the results of the model.*

*It is not clear how the conflict angle has been measured, however the junction is showing very significant spare capacity and a change in this measurement would not impact the operation of the junction.*

- *There is a discrepancy in the vehicle mix of HGV's, again this is expected to have a minimal impact on the output of the model.*

#### **Pinewood Road/West Access**

- *It is noted that the maximum queue used is less than the greatest surveyed, however the queues are small and two vehicles represent a minimal queue.*
- *Geometry discrepancies have been identified, however these are marginal and not expected to have a material impact on the overall capacity of the junction.*
- *Queues exceeded the survey camera view at times, which may lead to greater congestion than reported. However, it is likely to not have a material impact on the operation of the junction.*
- *Calibrations have been applied in each assessment period, these should not be changed between assessment periods. However to adjust it further would have a significant impact on the results, the Highway Authority is content that the models reflect the data currently available.*

#### **Pinewood Road/Seven hills Road**

- *Concerns are raised with the visibility used, however given that the junction is to be changed in form and location this is not considered to have a material impact on the assessment.*

#### **A412 Denham Road/Seven hills Road**

- *The minor arm of the junction has been modelled as single lane plus flare, however the geometry does not allow for this. It is predicted that the minor arm (Seven Hills Road) is over capacity in all scenarios, so to change this would not change the result overall. This junction is proposed to be replaced and so modification of the model is not considered appropriate.*
- *There are other geometry observations but these are not considered to be significant given that the junction is proposed to be replaced.*
- *The RFC value indicates that there is no movement from the side road in the central half hour of the modelled period, which does not replicate the observations in the surveys. However in line with the above comment, this is not considered material given the proposals.*

#### **A412 Church Road/Thornbridge Road**

- *The queueing capacity and available stacking space is questioned, as it appears that the model has considered a greater level of stacking than is available. This will have an impact on the model and it is considered that the model will be under reporting queues and delays.*

#### **A412 Church Road/Bangors Road North/A412 Denham Road**

- *The closeness to the A412 Thornbridge Road junction has not been included in the model and therefore the available stacking and interaction between the two junctions has not been covered in the model.*
- *The correction values applied have been applied to all the arms and not following the standard guidance.*
- *A 100% HGV vehicle mix has been applied, this will have a detrimental impact in the model.*
- *Not all the queueing has been replicated in the modelling as survey data shows the queueing extending beyond the extent of the camera survey view, however the model is not showing these longer queues.*

#### **Pinewood Road/Sevenhills Road**

*The review of the new roundabout junction model has identified some concerns with the way in which the geometry has been demonstrated, however these are considered to have very minor potential impacts on the modelling.*



www.buckinghamshire.gov.uk  
jonathan.clark@buckinghamshire.gov.uk  
01296 387695

Buckinghamshire Council  
FAO: Laura Peplow

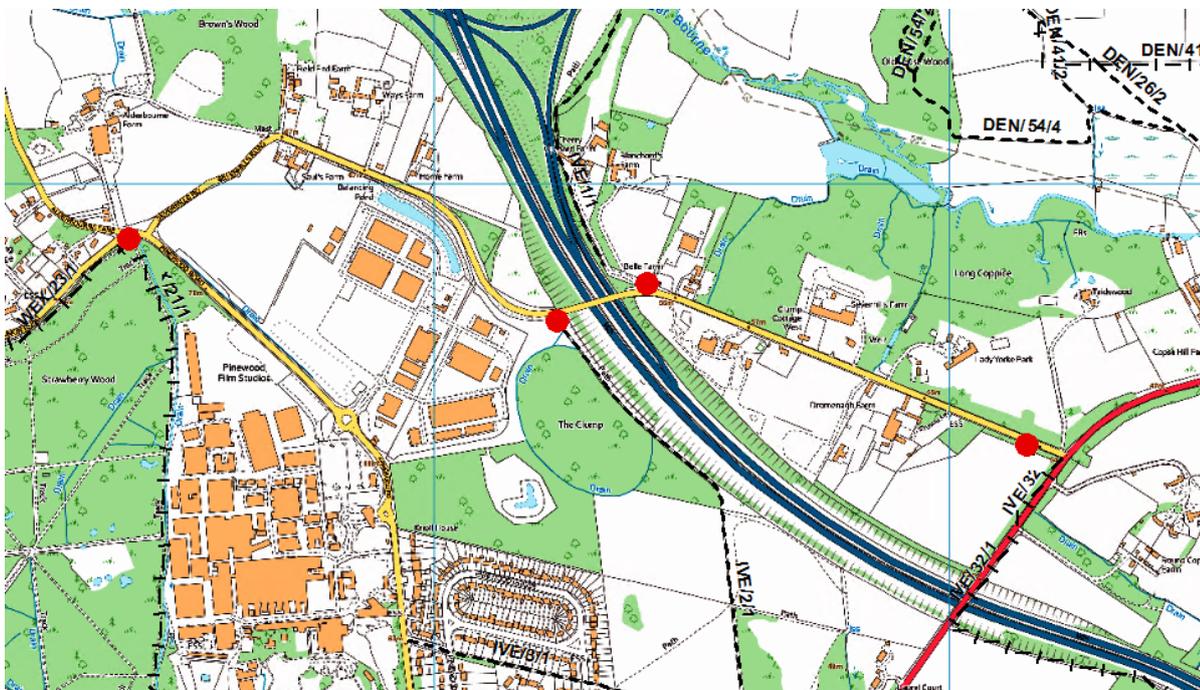
Date: 5<sup>th</sup> June 2020  
Ref: JC

Dear Laura,

PL/19/4430/FA | Realignment, resurfacing and improvement works, with associated landscaping and engineering works to Sevenhills Road, Iver Heath. Additional vehicular access to Pinewood Studios site | Sevenhills Road and Part Of Southlands and Pinewood Roads To The North & East Of Pinewood Studios Iver Heath Buckinghamshire

Thank you for your letter of 30<sup>th</sup> January 2020.

The local rights of way network is illustrated on Plan 1, with red dots marking road junctions close to and linking with Sevenhills Road. Two brideways emerge near the Pinewood Road / Alderbourne Road / Fulmer Common Road junction (WEX/21/1 and WEX/23/1) at the northern end of Black Park Country Park. Another (IVE/32/2) emerges directly onto Sevenhills Road 60 metres from the existing T-junction with Denham Road; while two footpaths meet Sevenhills Road either side of the M25 overbridge (IVE/2/1 and IVE/1/1) the latter via a short section of unclassified road adjacent to Belle Farm, leading Cherry Orchard Farm.



Plan 1

## Background

The s.106 legal agreement following Pinewood Studios expansion included public access related obligations at Schedule 6, copied below for information. The relevant map extract to which Schedule 6 refers is split into two, so the green dashed lines are legible.

### Schedule 6 – Footpaths

- 1 Subject to Paragraphs 2 – 4 below, upon and at all times following Commencement of the Development to permit public access along the Footpaths PROVIDED THAT such access is restricted to pedestrians, cyclists and wheelchair users but shall not extend to horses or any motorised vehicle.
- 2 The rights granted pursuant to Paragraph 1 above do not communicate an intention on behalf of the Owners to dedicate the Footpaths as public rights of way at common law or pursuant to section 31(6) of the 1980 Act.
- 3 The Owners reserve the right to take steps to prevent use of the Footpaths from creating public rights of way across the Site by installing appropriate signage to notify users of the Footpaths that such use is not a public right of way at common law or pursuant to section 31(6) of the 1980 Act.
- 4 Unless otherwise agreed in writing by the County Council, the rights granted pursuant to Paragraph 1 above shall only cease to have effect in the following circumstances:
  - (a) planning permission (other than the Outline Planning Permission) is granted and implemented for development which is inconsistent with public use of the Footpaths; and
  - (b) the Owners (acting reasonably) deem that the Footpaths are being regularly misused and/or damaged, evidence of which shall be submitted to the County Council

PROVIDED THAT if any of the events set out in this Paragraph 4 occur the rights provided pursuant to Paragraph 1 above shall absolutely cease and determine without any further act by (or on behalf of) the Owners PROVIDED FURTHER THAT if the rights do cease and determine pursuant to Paragraph 4(a) above, the Owners will use Reasonable Endeavours to grant Alternative Rights as soon as reasonably practicable.

Note in particular:

- 1) paragraph 1, stating permissive rights would not extend to horse riders;
- 2) paragraph 1, stating these should be provided following commencement of development; and
- 3) paragraph 4(b), stating the permissive rights would cease in the case of misuse.



**Sevenhill Road west of M25**

- Planning Application Boundary
- PROPOSED ROUTES AND LIMITS OF DEVIATION**
- Public Access Routes (+/- 10 m)
- Existing Public Right of Way (+/- 10 m)

**KEY**



**South of Sevenhill Road and West of Pinewood Road**

These permissive paths complement the existing rights of way, footway and cycleway network in the area by providing traffic-free connections. However, at the time of writing I understand the route parallel to and on the south side of Sevenhill Road has not yet been provided and there is no entry or exit for the public onto Pinewood Road north of Pinewood Green.

The aforementioned obligations appear to follow evidence at the public inquiry from P. Randall, who I understand was Pinewood's Landscape Architect. Selected extracts from that evidence are copied and highlighted below for information.

### **East Area Zone 2: Sevenhills Road boundary treatment**

4.44 The existing mature hedgerow and trees that run along the boundary with Sevenhills Road creates a well treed enclosure of the road. Between Langley Corner and Saul's Farm this will be supplemented by new hedgerow and woodland planting in an area varying in width from 18m to 35m to deliver a footpath corridor parallel to the road and a vegetative screen along the north-west boundary of the East Area, connecting to the woodland at Saul's Farm.

4.45 To the east of Saul's Farm a new 20m wide swathe of hedgerow and trees will broaden into a 50m wide area within which the landform will be remodelled behind the roadside hedge to create a new surface water attenuation basin. A hedged footpath corridor will again be created and around the surface water attenuation basin the woodland planting belt will continue to create a complete new length of woodland connecting The Clump to the areas of woodland around the junction of Pinewood Road and Sevenhills Road. This will be managed to enable it to act as a wildlife corridor.

- To deliver opportunities to provide for access, and outdoor sport and recreation; in the context of the CVP and the local area (Green Belt policy: NPPF section 9; and Policy GB1); and to consider the connecting links around the appeal site identified in CVRP and GI documents. (Natural Environment policy: NPPF sections 8 and 11 and Policy CP9); and
- To ensure that landscape is an integral part of the proposals, and meets the requirements of Policy EP4.

#### **Recreational amenity**

5.32 As set out at paragraphs 4.53-4.57 PSDF will deliver improvements to the network of recreational footpaths in the CVP in three ways. It will provide

- an alternative route to PROW IVE/2/1 which will allow access into The Clump and an escape from the severe adverse noise environment along the existing route adjacent to the M25;
- an attractive off-road landscaped footpath corridor alongside Sevenhills Road which will provide a safe link to the northern end of Black Park and will add to the wider network of CVP including links to the north towards the CVP Visitor Centre; and
- additional access to Iver Heath Fields and the southern fields of the appeal site.

#### **PSL4-1 P Randall**

- Have a slight adverse impact on landscape character of the Iver Heath Mixed use terrace landscape character area at a local level which would be ameliorated to some degree by the off-site management and maintenance works at Langley Park;
- Maintain all irreplaceable landscape features;
- Deliver new opportunities for access and provide connecting links in the CVP network of trails; and
- Deliver embedded landscape proposals and a high quality of landscape design.

5.34 The LVIA concludes that there will be no greater than slight adverse effects on residential visual amenity, views generally, or landscape character, and there would be a slight beneficial effect on landscape features. This conclusion was reached prior to BCCs agreement to proposals for the management of land at Langley Park which will deliver off-site biodiversity gains. I would expect the management works proposed to also deliver gains in landscape quality and character in this off-site location. The introduction of new public pedestrian access routes in and around the appeal site will also deliver new access for the enjoyment of the landscape and thus make an indirect contribution to visual amenity.

Environment policy: NPPF section 17

- To deliver opportunities to provide for access, and outdoor sport and recreation; in the context of the CVP and the local area (Green Belt policy: NPPF section 9; and GB1); and to consider the connecting links around the appeal site identified in CVRP and GI documents. (Natural Environment policy: NPPF sections 8 and 11 and Policy CP9)
- To ensure that landscape is an integral part of the proposals, and meets the requirements of Design Policy EP4.

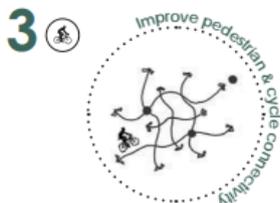
7.7 The appeal site makes no current contribution to countryside recreation except by way of unauthorised access. However PSDF will help create links between established recreational areas which would be beneficial for countryside recreation, and will provide an alternative to footpath IVE/2/1 which would have much higher level of amenity than the existing route alongside the M25. These elements of PSDF will contribute to meeting the CVP objective 4.

The inspector's report at Paragraph 675 states...

675. The proposal provides for a network of pedestrian routes through the southern part of the East Area and The Clump woodland, and along the southern and northeast boundaries, which would be for controlled public use. The existing public footpath alongside the M25 is affected by road noise. Although such noise is not unusual in this area of the Green Belt, the proposal would provide a part alternative to this. It would also create a new pedestrian route alongside Sevenhills Road. The footpaths would not be set in open countryside and the nature of the provision would reflect the security requirements of the Studios. In addition, the development is not an essential prerequisite for access to be allowed through permissive paths. Nevertheless, the certainty of provision would be a gain in terms of access and recreation that can be given some weight in favour of the proposal in line with this beneficial use. [24,96-97,331-332]

### Strategic background

The permissive paths in Schedule 6 strongly support key principles 3 and 6 of the Colne and Crane Valley Green Infrastructure Strategy (September 2019) and the recently published Buckinghamshire Rights of Way Improvement Plan 2020-2030 which identifies a lack of bridleway connectivity and the need to address route fragmentation and improve safety (albeit the permissive paths exclude horse riders).



- Create continuous, safe routes, encouraging active travel for commuting and recreation.
- Create identifiable gateways from stations and local centres to access open spaces.
- Restore routes severed by major infrastructure barriers.



- Enhance mental and physical health and wellbeing through access to nature.
- Encourage healthy lifestyles for all.
- Provide opportunities for recreation, natural play and sports activities.

### **Extract from Colne and Crane Valley Green Infrastructure Strategy (September 2019)**

#### Outline concern

At present walkers wishing to make connections between rights of way (the red dots on Plan 1) are likely to use the Sevenhills Road grass verge, while cyclists are likely to use the metalled carriageway - see Photo 1. Concern relates to the proposed road widening reducing the verge space for these users in an environment with greater volumes of traffic travelling at higher speeds. Cyclists are less of a concern as they are likely to use a widened, re-surfaced

carriageway with more space, though greater volumes and speed of vehicular traffic can be a deterrent to some cyclists.

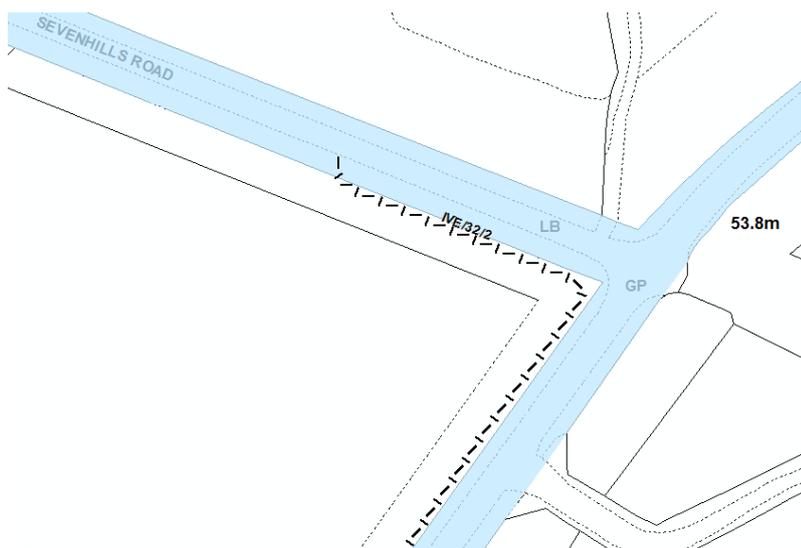
Since the application was made the Colne Valley Park Programme Manager and Iver Parish Council have voiced concerns to me with regard to recreational access, the latter's views reflected in comments during Pinewood's Community Engagement process and summarised within the application's community engagement report at paragraph 4.11.



**Photo 1 – Sevenhills Road facing north-west**

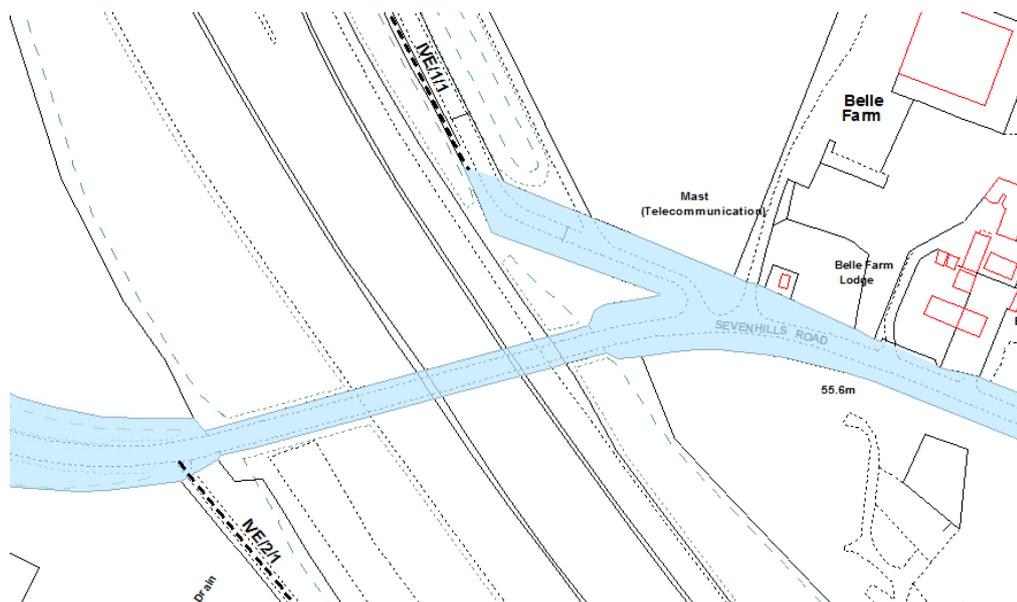
### The application

Turning to the application itself, the proposals do not impact directly on the footprint of the aforementioned rights of way. The carriageway widening around Sevenhills Road junction with Denham Road does not impact on Bridleway IVE/32/2, which remains behind the existing hedge. This bridleway then exits onto Sevenhills Road at a point 60m from Denham Road where the additional junction-related lane widening starts and ends. Bridleway IVE/32/2 is shown in more detail in Plan 2 for information.



**Plan 2 - Bridleway IVE/32/2 at the Denham Road - Sevenhills Road junction**

On the eastern side of the M25, pedestrians connect along the existing vehicular highway off Sevenhills Road leading to Cherry Orchard Farm to link with Footpath IVE/1/1 – see Plan 3. This is marked on Drawing ITL15189-GA-0 as 'PRIVATE ACCESS TO BE RETAINED' and the proposal appears satisfactory for walkers.

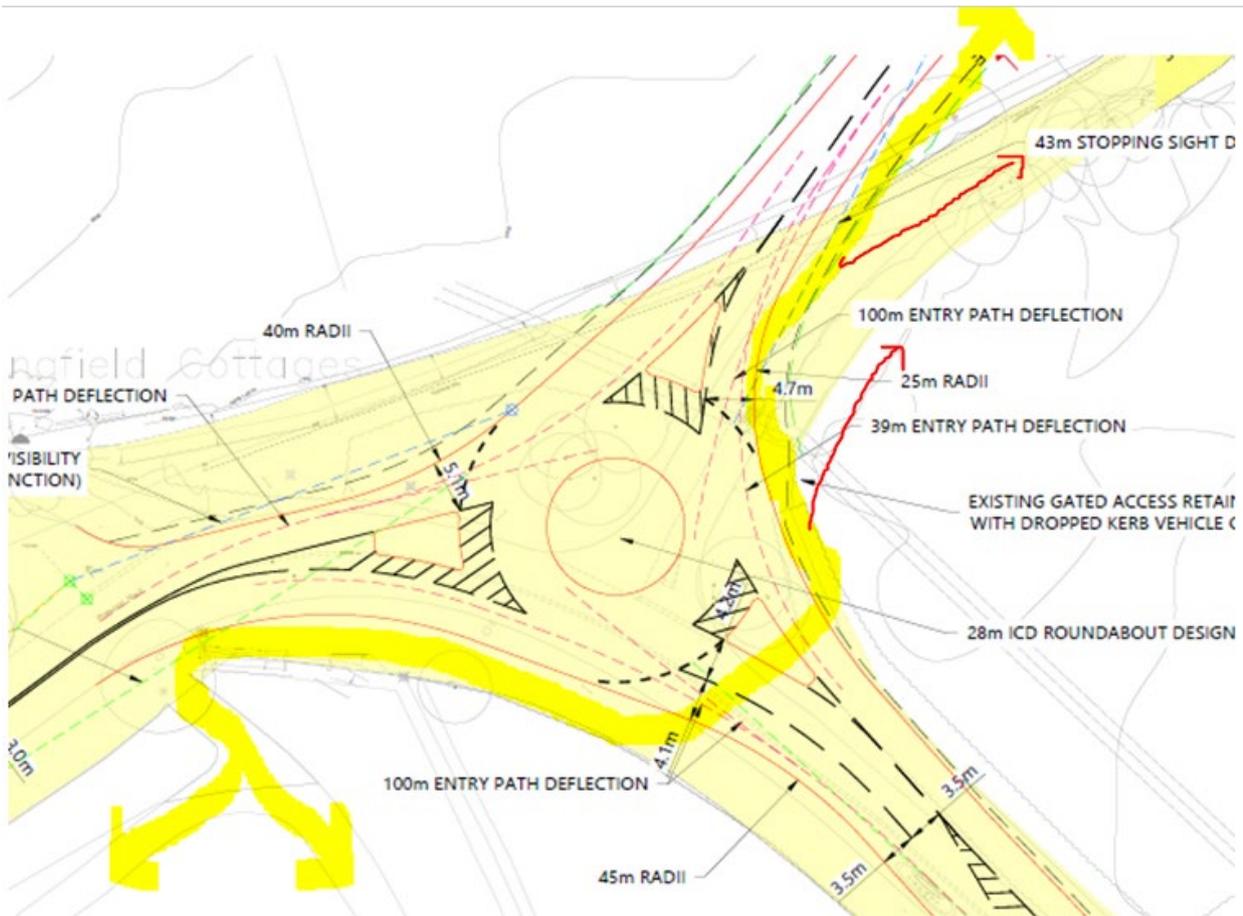


**Plan 3**

On the western side of the M25 pedestrians exit Footpath IVE/2/1 from The Clump woodland (see Plan 3 above) and join the Sevenhills Road to make onward connections west along the verge and east along the existing footway over the M25 bridge.

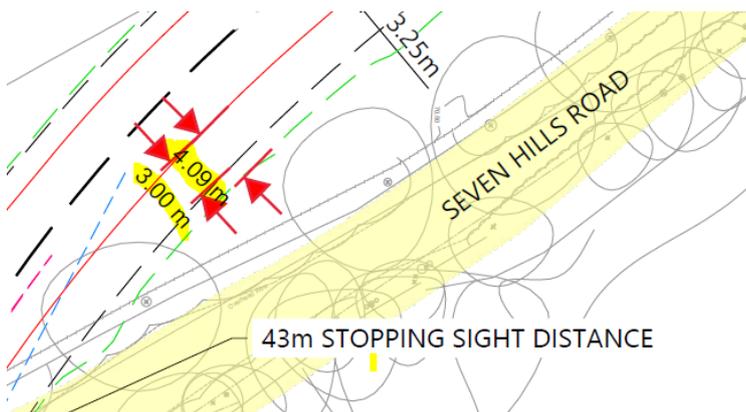
At the new Pinewood Road roundabout, walkers and cyclists, having emerged from Black Park's bridleways (WEX/21/1 and WEX/23/1) and wishing to connect with the permissive path alongside Sevenhills Road, when these are available, will need verge space to make onward connections. I have requested provision for users to navigate the southern side of the roundabout, as shown yellow on Extract 1. This also allows horse riders to continue their journey along the new Sevenhills Road verge (southern side) if they wish to do so. The proposal simply involves setting aside a flat, grass verge space, ideally at least 3m wide. Pinewood's Transport consultant has posted the council a Technical Note with a plan illustrating the above route can be provided and I trust this can be secured within detailed design. Please refer to Highways Development Management's response for further information.

*Note: within Extract 1 two further options are sketched red: (i) along the old road; and (ii) along the existing permissive path. See later discussion.*



**Extract 1**

With regard the new section of Sevenhills Road between Pinewood Road and Saul's Farm, it would appear that good verge space has been allowed (see Extract 2) where a 3m verge is illustrated on the southern side of Sevenhills Road. While being alongside and close to on-coming traffic is not ideal, it does provide an option for walkers and horse riders making on-wards connections between the rights of way network. I trust a flat, usable, grass surface can be secured by condition or through detailed design - please refer to Highways Development Management's response for further information.



**Extract 2**

Linked with the aforementioned discussion and with reference to 'Schedule 6 Footpaths' from the s106, a permissive footpath should run parallel to and on the southern side of Sevenhills

Road, between Saul's Farm and Pinewood Road (and east of Saul's Farm). In a scenario where public access to this permissive path is withdrawn due to the misuse clause being enacted, the route along the highway verge would become the only available option for walkers and cyclists, so it is important the 3m verge route is provided, but only as a backstop.

With regard to the section of Sevenhills Road between Footpath IVE/2/1 and the secondary access, Pinewood's Transport Consultant in the Technical Note confirms the intention to provide the route within Pinewood's land holding (behind the hedge) shown with a red dashed line in Extract 3, but only for pedestrians. Considering parents cycling with children are rarely confident sharing space with vehicular traffic, and this application proposes increasing traffic volumes long Sevenhills Road, I believe access should now include cyclists as well as pedestrians and should be added to a revised s106 Agreement.

Image 3.1: Route from Secondary Access to Footpath IVE/2/1



### Extract 3

The Technical Note states:

- 3.6 It is proposed that the permissive path will be provided as part of the contract for the SHR improvement scheme. This permissive path forms parts of the proposed revised S106 agreement between Pinewood Studios and Bucks County Council and will be delivered under that agreement, rather than a separate obligation or planning condition appended to this planning application.

With regard to the section of Sevenhills Road from Bridleway IVE/32/2 (near Denham Road) to the M25 bridge, I understand only limited widening of the bitumen carriageway occurs here. However, due to the relative narrowness of the existing verge, space becomes paramount for walkers. I would suggest some provision is made available – as wide as possible within the existing highway limits - for users to avoid walking within the live carriageway, something which

can be secured by condition. Please refer to Highways Development Management's response for further information.

I have made representation to Pinewood's Transport consultant regarding verge provision. They state low cycling numbers during traffic counts and that no concerns were raised by the road safety audit. However, while the council considers the surveys satisfactory for their purpose, I should point out their limitation in terms of recreational access rather than commuting to work.

The user surveys were undertaken during the morning and evening peak (one in mid-winter) which would not have recorded leisure use. Had they been undertaken during the middle of the day or at weekends in summer, the figures are likely to have been higher. In addition, the counting mechanism didn't record walkers and no counts were undertaken to record users emerging from the rights of way network and travelling *along* Sevenhills Road.

Local community engagement comments regarding pedestrian connectivity along Sevenhills Road were noted during Pinewood's Community Engagement Process (Extract 4). With reference to Pinewood's response (4.12), these early stage discussions with the then county council on walking and cycling noted '*no notable desire line to the studios for those modes*'. Leisure and recreational connectivity between rights of way were not considered at the time.

#### **Pedestrian and cycle provision**

- 4.11 It was suggested by a number of residents from Sevenhills Road, that it would be beneficial to include pedestrian and cycle pathways with the road upgrade. It was highlighted that the road is unsafe in its current state and that, if the road was widened, it may encourage vehicles to travel faster which could impact on pedestrian use.

#### **Applicant response**

- 4.12 The Applicant has undertaken engagement with Buckinghamshire County Council. These ongoing conversations have shaped proposals.

#### **Extract 4**

The current proposal is to delete highway rights along the old section of Sevenhills Road west of Saul's Farm and return this spatial area to the applicant as private land. Moreover, recent correspondence from Pinewood proposes to replace the existing s.106 permissive footpath alongside and south of the old Sevenhills Road with a route alongside and south of the *new* Sevenhills Road, following the proposed 3m-wide grass verge route beside the carriageway. I believe this weakens the original s.106 obligations, bringing users close to and alongside on-coming traffic, which is less attractive and less safe. Considering the local community have not yet had the benefit of the Sevenhills Road permissive path for a number of years; and the commitments made by Pinewood to the inspector at the public inquiry included provision of "*an attractive off-road landscaped footpath corridor alongside Sevenhills Road which will provide a safe link to the northern end of Black Park*", set within a corridor "*varying in width between 18 and 35m*" (see p.4 above), I suggest the original Schedule 6 obligation should remain in place and be strengthened in favour of allowing cyclists and set within an attractive, wide corridor. Such a permissive path following the general alignment of the old Sevenhills Road would be an attractive route choice for the community considering other permissive connections provided by Pinewood combined with rights of way through Black Park and the surrounding countryside.

Nevertheless, considering the possibility of losing the permissive path due to misuse, consideration should be made of replacing the permissive path south of the old road with a new public bridleway to replace the existing vehicular highway in order to secure rights in perpetuity and meet objectives in the Rights of Way Improvement Plan and Colne Valley GI Strategy. This would, I hope, benefit Pinewood by removing their commitment to provide the 18 to 35m corridor into a more narrow, hedge-lined, (but still attractive) space along the old vehicular highway.

In this regard and from a rights of way perspective, I would therefore recommend the s.106 Heads of Terms include a statement that either of the following options are provided (in order of preference):

- 1) a public bridleway along the old section of Sevenhills Road;
- 2) a relocated permissive path for walkers, cyclists and horse riders along the old section of Sevenhills Road, between Saul's Farm and Pinewood Road, or
- 3) the original Schedule 6 route alongside Sevenhills Road should be provided 18-35m wide.

In the case of other concerns raised, these have been addressed by Highways Development Management within their recommended conditions.

Yours sincerely,

**Jonathan Clark**  
Strategic Access Officer

## Tree Officer

There are a number of designated Ancient Woodland that are either adjacent to Seven Hills Road or are within 500m so the Forestry Commission is a non-statutory consultee on developments in or within 500m of an AW <http://www.forestry.gov.uk/forestry/infd-98uh7n>. Joint standing advice by FC and NE can be found on the following link <https://www.gov.uk/guidance/ancient-woodland-andveteran-trees-protection-surveys-licences> which outlines what LPA's should consider when development is near ancient woodland or/and veteran trees. Forestry Commission Area Office contact details <http://www.forestry.gov.uk/england-areas>.

An Area designated Tree Preservation Order known as no. 23, 2009 covers the Pinewood site south of Seven Hills Road and a Woodland designated Tree Preservation Order known as no.3, 1950 which is situated on part of the northern side of Seven Hills Road.

The submitted Tree Constraints Plan drawing 412.3-01.1 Rev A outlines that no dig construction is to be undertaken for the path to minimise ground disturbance/damage to the adjacent trees but clarification is required that this type of construction is possible because of highway specification requirements as otherwise it may require more trees to be removed (Tree report chapter 5.5). The submitted tree schedule outlines a number of trees to be removed as well as a number of trees that have veteran characteristics and no ancient trees surveyed. There are a number of visually important landscape trees along the length of this road that are covered by a TPO status which includes oaks T72 & T73 located opposite the property known as Hillview.

The Arboricultural Impact Assessment by SJ Stephens Associates (5 December 2019) which incorporates an Arboricultural Method Statement is in accordance with BS 5837 guidance. The recommendations outlined in the report need to be adhered to ensure no future litigation if a tree fails and causes injury to people and property especially in 'no dig and hand dig areas' (chapter 5.5- 5.6) with arboricultural supervision (chapter 5.10). Chapter 6.1 outlines tree removal (55 trees with additional removal of groups or part of groups of trees) and Chapter 6.3 outlines possible future tree work including possible felling depending on any work within the Root Protection Area of visually important trees which I hope is avoided with outlined arboricultural supervision.

No information has been submitted outlining any tree replacement planting to ensure in biodiversity terms no net loss so clarification is required if any tree replacement planting is being proposed as part of biodiversity net gain requirements.

If planning permission is permitted I recommend planning condition ST18 to ensure trees are fully considered and protected as outlined in the Arboricultural Method Statement.

## **Landscape Officer**

I would make the following comments about the proposed landscaping shown on application number PL/19/4430/FA - Sevenhills Road and Part Of Southlands and Pinewood Roads, to The North & East Of Pinewood Studios, Iver Heath:

The Illustrative Landscape Proposals drawing 10135\_LD\_PLN - 900 Rev A, by LUC, shows indicative tree and hedgerow planting along the realigned road and proposed roundabout. In addition, the Planning Application Summary has a plan (page 5) which shows some more planting detail with proposed 'new woodland planting' and 'scattered native tree planting' at the proposed roundabout and along the realigned Sevenhills Road – this is more suitable as the groups of trees would offer more screening than single lines of trees along the fence line. I would expect the drawing with the more detail to take precedence. Confirmation is required.

The 'Outline Plant Schedule and Specification' shows indicative plant details (species and planting sizes) which are suitable for the site.

The 'Response from Applicant to Concerns Raised' document states that "...There will be some impact on existing trees and hedgerows along the edges of the exiting highway. Where losses occur there will be appropriate replacement planting to ensure that there is a significant net gain in tree/hedgerow across the application site as a whole." Improvements to trees and hedgerows are welcome. Drawing 10135\_LD\_PLN - 900 Rev A shows proposed trees – if further trees have to be removed during site operations, details should be submitted of replacement trees.

The indicative tree and hedgerow planting is generally acceptable. However - Concerns have been raised about the impact of the proposals on the Springfield Cottages, near the site of the proposed roundabout. It is important that adequate additional tree and hedgerow screening is provided in this location to screen and soften the proposed development from the cottages. The proposed 'new woodland planting' and 'scattered native tree planting' in this area is generally acceptable but detailed planting designs should be prepared to ensure good quality screening in this location.

## **Archaeology**

We maintain the local Historic Environment Record and provide expert advice on archaeology and related matters. The nature of the proposed works is such that they are not likely to significantly harm the archaeological significance of any assets. We therefore have no objection to the proposed development and do not consider it necessary to apply a condition to safeguard archaeological interest.

## **SUDS**

### *Original Comments*

Buckinghamshire County Council as Lead Local Flood Authority has reviewed the information provided below:

- Technical Note: Drainage Information (ITL15189-015 TN, 17th January 2020, iTransport)
- Planning Statement (PINS3002, December 2019, Turley)

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

#### Flood risk

The Flood Map for Surface Water (FMfSW) provided by the Environment Agency shows that an area of the existing road is at low risk of surface water flooding (meaning there is between 0.1% and 1% likelihood of flooding occurring in a given year). This is anticipated to have a flood depth of 0.6m. An online version of this mapping data is available to view through the Environment Agency's Long term flood risk information mapping. Groundwater emergence potential mapping, provided by Jeremy Benn Associates 2016, shows the groundwater level in the location of the proposed development to be 5m below the ground surface for a 1 in 100 year return period.

The Planning Statement (paragraph 2.1) states that the application area is 4.83ha and therefore the applicant is required to provide a Flood Risk Assessment (FRA) as stated in the section 14 of the National Planning Policy Framework (Footnote 50). A site-specific flood risk assessment is required for proposals for new development (including minor development and change of use) where the site area is greater than one hectare.

#### Surface water drainage

The above application requires further detail regarding surface water management. From the information provided within the planning application documents submitted online, we consider that this is not sufficient in meeting our requirements to complete a SuDS Appraisal.

An indicative surface water drainage scheme must be submitted before detailed design; we request that the applicant visit our website, where our requirements are clearly stated. Useful documents include our Developer Pack and Minor Applications Sustainable Drainage Guidance. Our minor guidance includes templates which should be completed and submitted alongside supporting documents; FAQs can also be found within this guidance which should also be reviewed. Our website also contains our Local Flood Risk Management Strategy (LFRMS) and Preliminary Flood Risk Assessment (PFRA) which are strategically important documents that should be reviewed.

Please take this letter as a formal request for information regarding management of surface water in the form of a comprehensive Drainage Strategy and accompanying Drainage Statement and Flood Risk Assessment.

#### *Amended Comments*

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

- Flood Risk Assessment and Drainage Strategy (1249-02, 12th March 2020, Civic Engineers)
- Indicative Highway Drainage Plan (1249-02-CIVIC-DR-001-P01, April 2020, Civic Engineers)

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

#### Flood Risk

The Flood Map for Surface Water (FMfSW) provided by the Environment Agency shows that an area of the existing road is at low risk of surface water flooding (meaning there is between 0.1% and 1% likelihood of flooding occurring in a given year). This is anticipated to have a flood depth of 0.6m. An online version of this mapping data is available to view through the Environment Agency's Long term flood risk information mapping.

Groundwater emergence potential mapping, provided by Jeremy Benn Associates 2016, shows the groundwater level in the location of the proposed development to be 5m below the ground surface for a 1 in 100 year return period.

#### Surface water drainage

The proposals include the widening of an existing road which will increase the impermeable area of the road and will result in additional surface water runoff generated by the road. It is understood that the existing road has a limited drainage scheme at present and therefore as part of the application a surface water drainage scheme will be provided. It is proposed to incorporate infiltration trenches to manage surface water runoff from the highway.

The drainage scheme relies on infiltration as a means of surface water disposal; however infiltration rate testing has not been completed to support this approach. The applicant is required to complete testing in accordance with BRE 365. Tests must be completed in the location (or as close as practically possible) and to the effective depth of the proposed infiltration component. Tests must be completed a minimum of three times and water should drain until nearly empty. The average time taken for the trial pit to drain from 75% full to 25% full is then used to calculate the infiltration rate. The worst calculated rate from the three tests is then used to inform the storage calculations.

In line with Chapter 25 of the CIRIA SuDS Manual, full infiltration based schemes which are reliant on a rate of less than  $1 \times 10^{-6}$  m/s are not permissible. For rates slower than this the LLFA may accept a partial infiltration (Type B) drainage schemes. If site specific ground investigations demonstrate that infiltration techniques are not viable then an alternative discharge method must be demonstrated.

An indicative surface water drainage layout has not been provided to demonstrate where there proposed infiltration trenches will be located, a drainage layout showing the proposed surface water drainage showing the location of the SuDS components as well as the connectivity between the components and the proposed highway is required.

The applicant must demonstrate their compliance with the water quality assessment criteria

(Section 26, CIRIA SuDS Manual, 2015) to ensure that pollution is adequately managed. Often a combination of various SuDS components are required to meet the criteria.

We require 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 40% climate change storm event should be safely contained on site. These calculations must include details of critical storm durations, and demonstrate how the proposed system as a whole will function during different storm events. If any flooding occurs for the 1 in 100 year plus 40% climate change event, then we require details of where this flooding will occur and the volume of the flooding. Calculations must also demonstrate that the half drain down time for the 1 in 30 year storm event is within 24 hours.

A maintenance schedule for the surface water drainage system needs to be provided; it should include what maintenance tasks will be completed, who will be responsible for undertaking maintenance and how often the maintenance tasks will be completed.

I would request the following condition(s) be placed on the approval of the application, should this be granted by the LPA:

Condition 1 Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Assessment of SuDS components as listed in the CIRIA SuDS Manual (C753) and provide justification for exclusion if necessary
- Demonstrate that water quality, ecological and amenity benefits have been considered
- Existing and proposed discharge rates and volumes
- Ground investigations including:
  - Infiltration in accordance with BRE365
  - Groundwater level monitoring over the winter period
  
- Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the drainage hierarchy as outlined in paragraph 080 of the Planning Practice Guidance.
- SuDS components agreed in the outline application
- Full construction details of all SuDS and drainage components
- Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- 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.

- Flow depth
- Flow volume
- 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 163 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

## Condition 2

Prior to the use of the highway a whole-life 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 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: The reason for this prior occupation condition is to ensure that arrangements have been arranged and agreed for the long term maintenance of the drainage system as required under Paragraph 165 of the NPPF.

## **Environmental Health: Contaminated Land**

The historical maps show that there has been a road at the site since the 1869-1888 epoch, the surrounding area appears to have had an agricultural use, inferred by the presence of field boundaries and a number of farms, Sevenhills Road is shown on the historical map for the 1955-1974 epoch, various farms and a caravan park are shown adjacent to the site, a tank and filter beds are shown at Dromenagh.

Two areas of historic landfill intersect the site boundary. These are as follows:

- Sauls Farm, Seven Hills Road, Iver Heath, EAHL12505, Tarmac National Construction Limited, first input 31/12/1984, last input 31/12/1987, inert, industrial, commercial, household, leachate control;
- Dromenagh Farm, EAHL12506, Drinkwater Sabey Limited, first input 31/12/1983, last input 31/07/1988, inert, industrial, commercial, household.

An assessment of the risks associated with the site is therefore required.

Based on this, the following contaminated land condition is recommended on this and any subsequent applications for the site. The application requires the following condition(s):

1. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning

Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

i) A preliminary risk assessment which has identified:

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

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

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

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

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

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. The above must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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

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

INFORMATIVE: Information for Developers and guidance documents can be found online at [http://www.southbucks.gov.uk/information\\_for\\_developers](http://www.southbucks.gov.uk/information_for_developers)  
<http://www.chiltern.gov.uk/article/2054/Information-for-Developers>

### **Environmental Health: Air Quality**

I have read the Transport Assessment and in particular the section on Traffic Distribution, Assignment and Reassignment. The increase in traffic numbers for the upgrading of Seven Hills Road is not sufficient to trigger an Air Quality Assessment under both the DMRB guidance PART 1 HA 207/07 Air Quality.

The IAQM Guidance on the assessment of dust from demolition and construction does trigger the requirement for an assessment of potential dust and air quality issues during construction and a dust management plan. A condition to request that Air Quality and Dust is considered during the construction phase is required.

### **Ecology**

*Initial comments:*

Recommendation: Objection. Further Information Required

Comments I have reviewed the documents provided in support of this application and further information is requested in respect of biodiversity.

The submitted ecological report is lacking in sufficient detail of the ecological impacts of the scheme and it is unclear what protected species and habitat surveys have actually been completed within the site and the zone of influence of the development.

While several species surveys have, for example, been scoped in for detailed assessment, the reports have not been provided. An insufficient desk study appears to have been undertaken for this site, with no up to date desk study obtained from the local environmental records centre.

While it is understood that ongoing monitoring is required at Pinewood Studios, this report would also be insufficient to provide an evaluation of the ecological impacts of this scheme. The ecological impact assessment will also need to evaluate the cumulative impacts of this scheme alongside existing development at Pinewood.

Overall a measurable net gain in biodiversity must be demonstrated. A biodiversity impact calculator must be provided for review. The DEFRA 2.0 calculator shall be used.

*Final comments:*

Recommendation: No objection; if minded to approve please attach the following conditions and informative.

I have reviewed the additional ecological information provided in support of this application and am satisfied that the presence of protected species and habitats has been given due regard.

If minded to approve, please include the following conditions and informative.

Construction Environmental Management Plan (Biodiversity)

Condition: No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following:

- a) Risk assessment of potentially damaging construction activities;
- b) Identification of "biodiversity protection zones" including off-site receptors;
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- d) The location and timing of sensitive works to avoid harm to biodiversity features;
- e) The times during construction when specialist ecologists need to be present on site to oversee works;
- f) Responsible persons and lines of communication;
- g) The role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person; and
- h) Use of protective fences, exclusion barriers and warning signs.

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

Reason: The prevention of harm to species and habitats within and outside the site during construction in accordance with Core Policy 9: Natural Environment of the South

Buckinghamshire Core Strategy.

#### Landscape and Ecological Management Plan (LEMP)

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

The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed within and outside the scheme boundary;
- b) Ecological trends and constraints on site that might influence management;
- c) Aims and objectives of management;
- d) Appropriate management options for achieving aims and objectives;
- e) Prescriptions for management actions;
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
- g) Details of the body or organization responsible for implementation of the plan; and
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: The prevention of harm to species and habitats within and outside the site during construction in accordance with Core Policy 9: Natural Environment of the South Buckinghamshire Core Strategy.

#### Ecological Enhancements

Condition: Prior to the commencement of development, a scheme of ecological enhancements shall be submitted to and approved by the Local Planning Authority to ensure an overall net gain in biodiversity will be achieved. The scheme will include details of landscape planting of known benefit to wildlife and provision of artificial roost features, including, but not limited to, bird and bat boxes.

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

#### Lighting design strategy for light-sensitive biodiversity

Condition: Prior to occupation, a "lighting design strategy for biodiversity" for features or areas to be lit 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 bats that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly

demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

Reason: The prevention of disturbance to species of conservation concern within the site during operation in accordance with Core Policy 9: Natural Environment of the South Buckinghamshire Core Strategy.

Vegetation clearance outside the bird nesting season

All wild birds, their nests and young are protected during the nesting period under The Wildlife and Countryside Act 1981 (as amended) and I therefore recommend the following informative is included if minded to approve:

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

## Representations

### Amenity Societies/Residents Associations

#### **Iver Heath Residents Association:**

'On behalf of Iver Heath Residents' Association I would like to offer our support for the Sevenhills Road planning application. Here are four reasons why.

1. The number 3 bus was rerouted away from the A412, Church Road because traffic conditions at busy times caused buses to be late. As a result Elderly residents from Heatherden Green and other parts of Iver Heath no longer have a bus to take them to Uxbridge or Slough.
2. We recently produced a "Plan for Iver Heath" as a contribution to the Ivers Neighbourhood Plan and the SBDC Local Plan. In response to our surveys residents expressed major concerns about traffic congestion and parking in the village.
3. We have been monitoring air pollution at 10 sites in Iver Heath over the past 18 months and the results are included in our recent Air Quality Report. Six of these sites regularly have nitrogen dioxide levels above recommended safe levels.
4. Pinewood Studios now have 3000 parking places and, due to congestion on Church Road, many cars use the Pinewood Residential Estate as a cut through to get to work. To conclude Sevenhills Road is totally inadequate at the moment and the single track section is dangerous. Widening it will not cure our problems but it will ease the above

situation.

Therefore we support the application.'

**British Horse Society:**

'Equestrians who live in this area are expressing much concern about this planning application to widen the roads and speed up traffic. As far as horse riders are concerned the roads are already very dangerous and this plan only aggravates the problem.

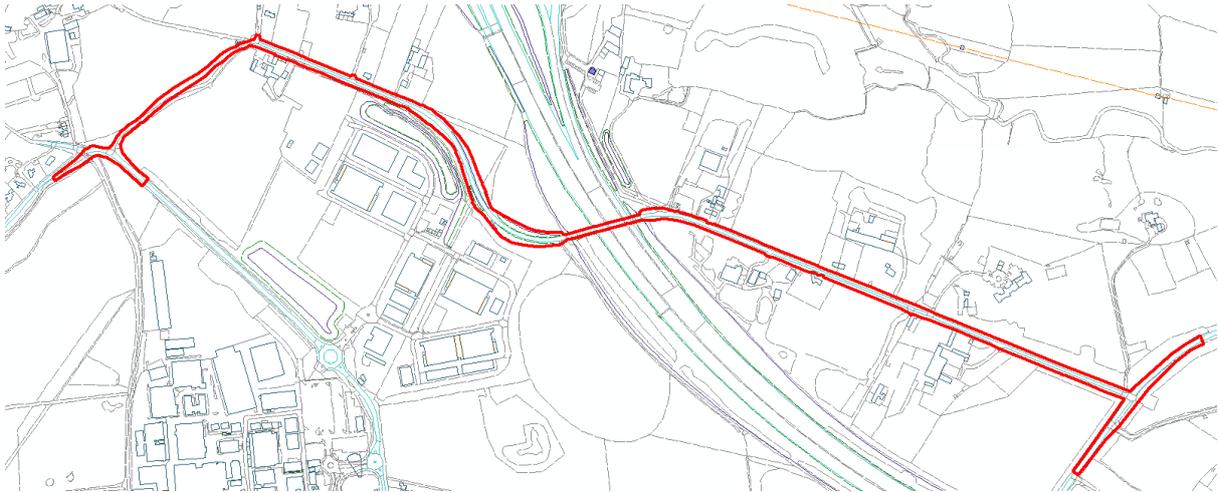
In particular notice must be taken of its effect on vulnerable road users and their access to the bridleway IVE/32. The plan allows for the widening of the road between Denham Road and the M25 leaving a verge of only 1.8 metres in places. The absolute minimum should be 3 metres all along. To have a verge of only 1.8 metres is really dangerous especially where horse riders are concerned.

I understand a permissive footpath along Sevenhills Road is being re-negotiated but currently horse riders are excluded. We strongly object to this exclusion as the road gives access to two important bridleways in Black Park, WEX/21/1 and WEX/23/1. We urge that horse riders are included when s1.06 is renegotiated in mitigation for the widening of the road. Again, it is important that all vulnerable users, especially horse riders, should be able to access the park in safety.'

**Other Representations**

Summarised within body of report.

## APPENDIX B: Site Location Plan



Do not scale – this map is indicative only

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