



Report to Strategic Sites Planning Committee

Application Number:	PL/20/3280/OA
Proposal:	Outline planning permission with all matters reserved (except for principal points of access) for the phased development of a screen industries global growth hub of up to 750,000 sq ft (70,000 sq m) comprising: <ul style="list-style-type: none">- A visitor attraction of 350,000 sq ft comprising a series of buildings- 350,000 sq ft of film production buildings (including sound stages, workshops, offices and an external film backlot)- Education and business hub (50,000 sq ft)- Associated parking and servicing- Green Infrastructure
Site Location:	Land South of Pinewood Studios, Pinewood Road, Iver Heath, Buckinghamshire SL0 0NH
Applicant:	Pinewood South Limited
Case Officer:	John Fannon
Ward(s) affected:	Iver
Parish-Town Council:	Iver Parish Council
Date valid application received:	1 October 2020
Statutory determination date:	7 January 2022
Recommendation	That the application is delegated to the Director of Planning and Environment for APPROVAL subject to: referral to the Secretary of State to consider whether to call-in the planning application on Green Belt grounds; and, the recommended planning conditions and the satisfactory completion of an agreement under s106 of the Town and Country Planning Act (as amended) in relation to the Planning Obligations broadly in accordance with the details set out in the main body of the report or if a satisfactory S106 Agreement cannot be completed, for the application to be refused for such reasons as the Director of Planning and Environment considers appropriate.

1.0 Summary & Recommendation

The Planning Application

- 1.1 The application seeks Outline planning permission, with all matters reserved except for principal means of access, for the Screen Hub UK (SHUK) scheme. The proposed development comprises three elements: a Visitor Attraction (The Pinewood Studios Experience); Film Production Studios (expansion of the existing Film Studios); and Education and Business Growth hubs (Centre Stage). This would be an extension to the cluster of film-related uses based at Pinewood Studios with links to other screen based uses in Buckinghamshire and beyond.
- 1.2 The site to the west of Iver Heath is approximately 33ha in area and located to the south of the existing studios, west of Pinewood Road and east of Black Park Country Park. It extends southwards to Uxbridge Road (A412). The former quarry site is in the process of being restored to agricultural use and comprises a number of open fields.

Planning Issues

Green Belt Very Special Circumstances

- 1.3 The proposed development would constitute inappropriate development in the Green Belt and will result in substantial spatial and visual harm to the openness of the Green Belt. In addition, the proposals will lead to a conflict with three out of the five purposes of including land in the Green Belt. This harm is attributed substantial weight. Paragraph 147 of the National Planning Policy Framework ('the NPPF') states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in 'Very Special Circumstances' (VSC). As a result, it is necessary to establish whether there are any 'Very Special Circumstances'. The NPPF states at paragraph 148 that VSC will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any 'other harm' resulting from the proposal, is clearly outweighed by other considerations.
- 1.4 Harm includes the harm arising from inappropriate development in the Green Belt and the impact on openness and conflict with the purposes of the Green Belt which attracts substantial weight; the harm to the landscape that is afforded moderate weight; the less than substantial harm to the setting of the heritage asset, Little Coppice to which great weight is afforded; the harm to residential amenity, and air pollution which are all attributed limited weight; and, and loss of BMV agricultural land is afforded very limited weight. There are a number of factors which are neutral.
- 1.5 The benefits centre on the national significance of what is proposed in terms of developing the strengths of Pinewood Studios in UK film production and delivering a complimentary nationally significant visitor attraction, both delivering a significant economic benefit. The proposals take advantage of the global asset and anchor institution of Pinewood, realising significant benefits to the national, regional and local economy. The expansion of studio space meeting demand will aid local, regional and national recovery. The visitor attraction will significantly boost tourism and aid the visitor economy in the county and region. The benefits are very significant and clearly align with local and national economic growth and recovery strategies. These are attributed very significant weight. The proposed Screen Hub UK is considered to be strongly related to the specific Pinewood site/location. This is attributed significant positive weight. The contribution to culture and the arts is attributed

significant weight. Environmental benefits to BGN is afforded limited weight and community benefits are afforded very limited weight.

- 1.6 In considering the Green Belt balance and setting out all of the harms on one side and all of the benefits and other material considerations on the other side of the balance, officers have concluded that all of the harms are clearly outweighed by the benefits. 'Very Special Circumstances' do exist in this case.

The Listed Building

- 1.7 Special regard has been given to the desirability of preserving the setting of nearby listed buildings and the conclusion is that the proposal would amount to 'less than substantial harm' at the lower end of the spectrum to the significance of Little Coppice to which great weight is given under paragraph 199 of the NPPF. There would be public benefits in relation to the economic, social, community and environmental benefits as set out above. The view of officers is that the potential public benefits of the scheme set out above would very significantly outweigh the harm identified to the setting of the heritage asset.

Other matters

- 1.8 The proposal complies with the policy and other objectives of the NPPF relating to trees and hedgerows, parking and access, sustainable transport, cycling and walking, permissive footpaths, meeting the challenges of climate change and flooding, conserving and enhancing the natural environment, archaeology, well designed places and design, contamination, air quality and residential amenities.

Planning balance

- 1.9 In considering the very special circumstances balance, officers have concluded that all of the harms are clearly outweighed by the benefits. 'Very Special Circumstances' do exist in this case. It is considered that other material considerations substantially outweigh the conflict with the development plan. Had it been appropriate to apply the tilted balance, there would have been no clear reason for refusal on this ground under paragraph 11(d)(i) of the NPPF. In consequence officers have concluded that, subject to the recommended conditions and the completion of a section 106 agreement securing the necessary obligations that planning permission should be granted.

Consideration by Strategic Planning Committee

- 1.10 Officers consider that given the nature and scale of the development and issues it raises it would be appropriate for this application to be reported to committee. This application falls within the Terms of Reference of the Strategic Sites Committee. It is also noted that Cllr Griffin has requested that the application be considered by Committee.

Recommendation

- 1.11 That the application is delegated to the Director of Planning and Environment for APPROVAL subject to: referral to the Secretary of State to consider whether to call-in the planning application on Green Belt grounds; and, the recommended planning conditions and the satisfactory completion of an agreement under s106 of the Town and Country Planning Act (as amended) in relation to the Planning Obligations broadly in accordance with the details set out in the main body of the report or if a

satisfactory S106 Agreement cannot be completed, for the application to be refused for such reasons as the Director of Planning and Environment considers appropriate.

2.0 Description of Site and Proposed Development

Site and Context

- 2.1 The site to the west of Iver Heath is 32.6ha and located to the south of the existing studios, west of Pinewood Road and east of Black Park Country Park. It extends southwards to Uxbridge Road (A412). The land comprises a number of open fields, which have been the subject of quarrying and subsequent land fill.
- 2.2 The boundaries of the site are marked principally by hedgerows and trees. This has been supplemented by bunding in some locations associated with the storage of topsoil during the working of the quarry. Along the boundary to Pinewood Road, there are several agricultural field gates. The boundary to Uxbridge Road is marked by a wooden rail fence with some larger trees and hedgerow intermittently along its edge, and a single existing field access.
- 2.3 The site is predominantly flat, save for some large temporary earth mounds which are a direct result of the mineral extraction and which are being used to backfill and restore the land. These will be removed as the restoration is being completed, with levels being aligned with those that are currently present on site to the north and south.
- 2.4 The site sits immediately to the south of the existing Pinewood Studios, with part of the site overlapping into the studio estate. This overlapping area includes a number of existing workshop structures, which will be retained. Along the boundary with the application site there is a large backlot (known as Paddock Lot), a number of workshops buildings and an area of car parking. There is currently a permissive footpath (The Peace Path) that runs along the southern edge of the existing studios and through the northern part of the site.
- 2.5 The site abuts a number of residential properties on Pinewood Road. Part of the northern boundary of the site abuts the curtilage of Park Lodge Farmhouse, a residential property with generous grounds. The existing Park / Royal Lodge effectively divides the site in 2, leaving a narrow connecting neck between the two parts to the rear of the lodge towards the Black Park boundary. The site surrounds this property on three sides. Firtree Cottage is located on Pinewood Road within the site's redline boundary. This will be retained.
- 2.6 The roads bounding the site are the A412, a dual carriageway and Pinewood Road, a single carriageway connecting Five Points Roundabout (FPR) with villages to the north including Fulmer and Gerrards Cross. Pinewood Road provides access to Pinewood Studios.
- 2.7 Pinewood Studios, to the north of the application site, including Pinewood West and Pinewood East are accessed from Pinewood Road and provide a range of production facilities including sound stages, workshops, post production facilities and backlots.
- 2.8 To the west, Black Park Country Park is a 500 acre site including woodland, heathland and open space. The park area immediately adjoining the application site comprises woodland with formal paths.

Proposed development

- 2.9 The development comprises three elements which, in order of scale, are: a Visitor Attraction (The Pinewood Studios Experience); Film Production Studios (expansion of the existing Film Studios); and, an Education and Business Growth hub (known as Centre Stage). This would be an extension to the cluster of film-related uses based at Pinewood Studios, with links to other screen based uses in Buckinghamshire and beyond.
- 2.10 It is stated that the overall Screen Hub UK development concept takes the existing strategic economic asset of Pinewood Studios as a foundation and proposes an expansion of its role and scale to deliver an integrated screen/film-inspired growth hub at the heart of the Buckinghamshire and West London creative clusters. The growth hub is intended to provide links between content producers/providers and the wider business, education/skills and cultural networks in support of growth of the creative and digital sector.
- 2.11 The description of development is as follows:
- “Outline planning application with all matters reserved (except for principal points of access) for the phased development of a screen industries global growth hub of up to 750,000 sq ft (70,000 sq m) comprising:
- A visitor attraction of 350,000 sq ft comprising a series of buildings
 - 350,000 sq ft of film production buildings (including sound stages, workshops, offices and an external film backlot)
 - An education and business growth hub (50,000 sq ft)
 - Associated parking and servicing
 - Green Infrastructure”
- 2.12 The application Parameter Plans are:
- PP1A Site context 3770-FB-XX-00-DR-A-01-120 Rev P1
PP1B Site context 3770-FB-XX-00-DR-A-01-121 Rev P1
PP2 Development zones 3770-FB-XX-00-DR-A-01-122 Rev P2
PP3A Land use 3770-FB-XX-00-DR-A-01-123 Rev P3
PP3B Land Use 3770-FB-XX-00-DR-A-01-124 Rev P3
PP4 Green infrastructure 3770-FB-XX-00-DR-A-01-125 Rev P3
PP5 Access and movements 3770-FB-XX-00-DR-A-01-126 Rev P1
PP6A Building heights 3770-FB-XX-00-DR-A-01-127 Rev P2
PP6B Building heights 3770-FB-XX-00-DR-A-01-128 Rev P2
PP7 Development numbers and yield 3770-FB-XX-00-SC-A-01-000 Rev P3
- 2.13 The principal points of access plans are:
- A412 access - ITL16184-GA-002D
 - Pinewood Road accesses ITL16184-GA-007B, ITL16184-GA-005B and ITL16184-GA-006B

Visitor Attraction

- 2.14 The visitor attraction development zone is on the southern larger portion of the site, with two access points from Pinewood Road and one from the A412 Uxbridge Road. The parameter plans allow for two layout options. Option A has the buildings located towards the western part of the site with a movement zone (parking and roadways) surrounding to the south and east. Option B has the Buildings located across the width of the site with the movement zone (parking and roadways) located to the south of the building zone.
- 2.15 The visitor attraction will comprise one or more individual or interconnected main buildings (up to 10), together with smaller scale structures to accommodate related support / service facilities. The parameters allows for buildings up to 21.5 m high and with provision of 1,400 car parking spaces.

Film Studios

- 2.16 The film production studios zone is on the northern portion of the site with an access point from Pinewood Road. The production space (buildings and backlot) are located towards the western part of the site with a movement zone (parking and roadways) to the east, closest to Pinewood Road. The production studio will be a series of buildings of different forms as required by the needs of film production. In addition to the identified floorspace, there will be an area of backlot for external filming. The parameter plans allow for buildings up to 21.5 m high and with provision of 715 car parking spaces.
- 2.17 An area to the rear of Park Lodge / Royal Lodge is proposed as shared / joint zone or a flexible use area for either visitor attraction or production studios or joint use.

Centre Stage

- 2.18 The education and business growth hub (Centre Stage) would be located within the production studio movement zone close to Pinewood. This will be one or more individual or interconnected buildings (up to 5 main structures) sited within the movement zone adjacent to Pinewood Road. The parameters allow for buildings up to 14.5 m high and with provision of 226 car parking spaces.
- 2.19 Centre Stage could also accommodate co-working space, community use (discretionary shared use of building(s) at the facility subject to availability) and a screening theatre. It is explained that Pinewood would facilitate the definition and delivery of the hubs but they are not planned as part of the commercial development, and will not be funded by Pinewood, apart from making the land available. It is not clear on what basis/tenure the land would be offered to a third party.

Green Infrastructure

- 2.20 A minimum of 10.7 ha of the application site will comprise Green Infrastructure (GI) and the parameter plan defines the proposed areas, which are principally contiguous with the site's boundaries. The green infrastructure within the parameters will accommodate access routes. Boundary landscaping will generally be between 10m and 30m in depth (subject to detailed design and reserved matters approvals).
- 2.21 The Amended Parameter Plans PP7 provide (development numbers as set out in the table below.

Element	Area ha (acres)	Floorspace (Sq m)	Parking	Notes
Site (Full)	32.6 (80.5)	Existing buildings – 4,873 New – 67,354 Total – 72,227	Cars – 2,341 Coach / bus – 25 Cycle - 269	
Visitor Attraction	Building (Option A) – 5.4 (13.3) (Option B) - 6.1 (15) Movement (Option A) – 6.5 (16) (Option B) – 5.9 (14.6)	New – 32,516	Cars – 1,400 Coach / bus – 25 Cycle - 70	Maximum attendance figures 5,000 non peak day 6,500 mid peak day 8,500 peak day
Production Studio	9.8 ha (24.2) Building – 7.3 (18) Movement – 2.5 (6.2)	Existing Buildings – 4,873 New Buildings – 32,516	Cars – 715 Cycle - 150	The production studio building area will include a backlot of c2ha
Education and Business Hubs		New – 4,645 (50,000 sqft)	Cars – 226 Cycle - 49	
Green Infrastructure	10.7 (26.5)			Black Park buffer – up to 30m wide Amenity buffer – up to 25 m wide

2.22 A permissive footpath, The Peace Path that runs along the southern edge of the existing studio connecting Pinewood Road with Black Park, is to be re-provided in a different location to the south of the site as a consequence of the development.

2.23 In terms of designing to reduce crime, it is noted that the development will be a secure site with no general public access apart from along the route of the relocated Peace Path.

2.24 The application included an Environmental Statement (ES) as required under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The ES provides an overview of the likely environmental impact of the proposals and assesses “likely significant effects” with a summary of mitigation measures proposed and contains a methodology for assessing the significance of the environmental effects and the cumulative impact. A series of technical chapters within the ES consider the range of environmental factors. The ES contains the following chapters addressing each of the following topics:

- Consideration of Alternatives
- Socio Economics and Human Health
- Landscape and Visual
- Biodiversity
- Transport
- Climate Change
- Air Quality
- Noise and Vibration
- Cumulative Effects Assessment

2.25 An Addendum to the ES was submitted in October 2021. The Addendum is considered alongside the originally submitted ES within this report.

Very Special Circumstances

2.26 On the basis that the proposals constitute inappropriate development within the Green Belt, the application submission identifies material considerations which would comprise very special circumstances to justify a grant of planning permission. These considerations are:

1. The geographically fixed location of Pinewood Studios (there is not a choice of location)
2. The implementation of Government/LEP approved Industrial Strategy
3. The economic benefits in support of economic recovery predominantly new employment, retraining/reskilling, growth of the local economy, tourism boost
4. The environmental benefits, predominantly a significant gain in ecological asset and biodiversity and furtherance of Colne Valley Park objectives
5. The social/community benefits, opportunity for shared facilities and extensions to permissive path network
6. The enhancement of arts, culture and tourism

Community Engagement and Public Consultation:

2.27 The applicant has submitted a Consultation Statement summarising details of a programme of stakeholder engagement undertaken in September 2020, prior to the submission of the outline planning application.

2.28 It is reported that over 300 people were engaged through activities carried out, which included:

- A series of 9 virtual briefings with key local stakeholders, residents, studios staff and tenants.

- Launching of a project website, including details of the scheme and feedback facilities.
 - Issuing of a press release to local, national and international news outlets.
 - Sharing of project details on social media.
- 2.29 This advises that the feedback has enabled the project team to build an understanding of the local context and knowledge of what the local community's concerns and aspirations are relating to Screen Hub UK.
- 2.30 A number of pre application meetings with the Local Planning Authority preceded the application submission.

3.0 Relevant Planning History

- 3.1 The majority of the site was most recently a quarry which has been restored to agricultural land. The northern part of the site including the Peace Path is within the existing Pinewood (West) Studios site.

Park Lodge Quarry, Pinewood Road – Most recent consents

- 3.2 CM/34/17 Variation to condition 1 of planning permission CM/38/16 to provide for the continuation of mineral extraction and processing and site restoration until 31 October 2017, with the exception of Phase 11 which is to be restored by 31 December 2020. Conditional Permission August 2017.
- 3.3 CM/33/17 Variation to condition 2 of planning permission CM/37/16 to provide for the continuation of mineral extraction and processing and site restoration until 31 October 2017, with the exception of Phase 11 which is to be restored by 31 December 2020. Conditional Permission August 2017.
- 3.4 CM/32/17 Variation to condition 1 of planning permission CM/36/16 to provide for the continuation of mineral extraction and processing and site restoration until 31 October 2017, with the exception of Phase 11 which is to be restored by 31 December 2020. Conditional Permission August 2017.
- 3.5 CM/35/17 Variation of condition 1 of planning permission CM/39/16 to provide for the continuation of mineral extraction and processing and site restoration until 31 October 2017, with the exception of Phase 11 which is to be restored by 31 December 2020. August 2017.

Pinewood Studios

- 3.6 13/00175/OUT (Refused, and Appeal Allowed by the Secretary of State, June 2014) 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 (known as PSDF) by the Applicant, Pinewood Studios Limited (PSL). A copy of the appeal decision is attached.

- 3.7 The northern part of the site which is included within the red line boundary for this application is identified as backlot within application 13/00175/OUT where temporary structures are permitted. A number of structures have been erected in this location.
- 3.8 13/00176/FUL Highway improvements to the Five Points roundabout. Conditional Permission July 2013. Consent expired, unimplemented.
- 3.9 14/01992/REM Application for approval of first reserved matters comprising details required by conditions 2, 11, 12 and 14 of outline planning permission 13/00175/OUT, including details of sound stages, offices, workshops and associated infrastructure, landscaping and other works.
- 3.10 17/00744/REM Approval of Reserved Matters for Phase Two comprising details of sound stages, offices, workshops, ancillary building and associated infrastructure, landscaping and other works (following Outline Application 13/00175/OUT).

Standalone Planning Consents (some of which are within the PSDF red line but differ from the parameter plans)

- 3.11 PL/19/3794/FA North Dock Demolition of existing buildings and the erection of a replacement building comprising two sound stages on the North Dock Site. Conditional Permission March 2020.
- 3.12 PL/19/3858/FA Plot 1.04 Demolition of existing building and replacement with a single sound stage. Conditional Permission March 2020.
- 3.13 PL/19/3932/FA Plot 1.03 Demolition of existing buildings and replacement with 2 sound stages on Plot 1.03. Conditional Permission April 2020.
- 3.14 PL/20/3179/FA Construction of 4 sound stages and a workshop building on PSDF development zone 4 and 4a at Pinewood Studios, Iver Heath. Conditional Permission March 2021.
- 3.15 PL/21/4074/FA Enlargement, improvement and signalisation of the Five Points Roundabout and its approaches. Pending determination.
- 3.16 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. Conditional Permission August 2021. In order to mitigate the impacts arising from development granted under application reference 13/00175/OUT for the Pinewood Studios Development Framework (PSDF) a number of highways/traffic improvements were required and secured by S106 agreement including works to Five Points Roundabout. The works to Sevenhills Road were proposed as an acceptable alternative to the Five Points Roundabout Scheme. As part of the Sevenhills Road consent the legal agreement for the PSDF was varied to allow the applicant to decide which improvement works to provide – either Five Points Roundabout or Sevenhills Road. The applicant has confirmed that the Five

Points Roundabout works will be implemented to mitigate the impacts of the PSDF.

4.0 Summary of Representations

- 4.1 The application was subject to the relevant consultation, notification and publicity. An initial round of consultation was undertaken in Autumn 2020 and a second round of consultation in Autumn 2021.
- 4.2 In response to the initial round of consultation over 210 individual letters of objection from the local community and letters from other bodies have been received. Approximately 185 comments of support have also been received.
- 4.3 In response to the second round of consultation approximately 33 comments of objection and 2 comments of support were received.
- 4.4 The most frequently mentioned concerns/benefits are summarised at Appendix A of the Committee Report.
- 4.5 Support: The grounds of support include the beneficial effects, culturally, economically, to education, job creation and training opportunities, as well as contributing to tourism and reinforcing the global reputation of the UK in TV/film production.
- 4.6 Objection: The grounds of objection include the urbanising effect on character of area, harm to the Green Belt, highways impacts and congestion, impact on residential amenity, environmental concerns, the Peace Path location, and failure to deliver local jobs.
- 4.7 All representations received from statutory consultees, non-statutory consultees and other interested individuals, groups and organisations are also set out in Appendix A of the Committee Report.

5.0 Statutory Duties, Policy & Guidance

Statutory Duties

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004) requires that applications are determined in accordance with the development plan unless other material considerations indicate otherwise.
- 5.2 Section 66 of The Planning (Listed Buildings and Conservation Areas) Act 1990 requires that when considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The Development Plan:

- 5.3 The adopted development plan comprises the saved policies of the South Bucks District Local Plan (adopted 1999, consolidated 2007 and 2011), South Bucks Core Strategy (2011), Buckinghamshire Minerals and Waste Local Plan (2019).
- 5.4 The Local Plan policies relevant to the proposals include:
 - Policy GB1 Green Belt
 - Policy GB4 - Employment Generating and Commercial Development in the Green Belt (excluding Green Belt Settlements)

Policy L10 Trees covered by TPO
Policy EP3 Use, design and layout of development
Policy EP4 Landscaping
Policy EP5 Sunlight and daylight
Policy EP6 Designing to reduce crime
Policy T4 New built development to provide tourist facilities
Policy E2 Pinewood Studios
Policy TR4 Provision for those with special needs
Policy TR5 Accesses, Highway Works and Traffic generation
Policy TR7 Parking provision

5.5 The Core Strategy sets out the Spatial strategy which aims to protect the Green Belt by focussing new development on previously developed land within existing settlements. The policies relevant to the proposals include:

Core Policy 6 Local infrastructure needs
Core Policy 7 Accessibility and transport
Core Policy 8 Built and historic environment
Core Policy 9 Natural environment
Core Policy 10 Employment
Core Policy 12 Sustainable energy
Core Policy 13 Environmental and resource management

5.6 The site is a former quarry and subject to restoration. Minerals and Waste plan policies relevant to the proposals include:

Policy 25: Delivering high quality restoration and aftercare
Policy 27: Minimising Land Use Conflict.

Guidance other Material Considerations

5.7 Key policy and guidance documents include:

- Landscape Capacity Assessment for Green Belt Development Options in the emerging Chiltern and South Bucks Local Plan November 2017
- Chiltern and South Bucks Townscape Character Study 2017
- South Bucks District Landscape Character Assessment 2011
- Chiltern and South Bucks Community Infrastructure Levy (CIL) Charging Schedule (2020)
- Chiltern District Council Sustainable Construction and Renewable Energy SPD (2015)
- Local Transport Plan: Buckinghamshire Local Transport Plan 4, (April 2016)
- Chiltern and South Bucks Economic Development Strategy (August 2017).
- Burnham Beeches SAC Strategic Access Management and Monitoring (SAMMS) SPD 2020
- Colne Valley Regional Park objectives.

5.8 Other key material considerations:

- National Planning Policy Framework (2021) (NPPF)
- Planning Practice Guidance (PPG)
- National Design Guide (2019)

Withdrawn Chiltern and South Bucks Local Plan (2020)

- 5.9 On 21 October 2020 Buckinghamshire Council resolved to withdraw the Chiltern and South Bucks Local Plan 2036. There is currently no set timetable for the preparation of a new local plan although the Council has stated its intention to have a Buckinghamshire-wide local plan in place by April 2025.

6.0 Principle and Location of Development, Green Belt

Local Plan Saved Policies:

Policy GB1 Green Belt Boundaries and Control of Development in the Green Belt

Policy GB4 - Employment Generating and Commercial Development in the Green Belt (excluding Green Belt Settlements)

- 6.1 The site lies in the Green Belt. Saved Local Plan policy GB1 states that most development in the Green Belt is inappropriate. There is a general presumption against inappropriate development. The policy then goes on to set out categories of development (a – h) in Green Belt that would not be considered to be inappropriate. The proposed development is not captured within any of these exceptions. It is therefore contrary to this policy.
- 6.2 The level of consistency between Policy GB1 and the NPPF is sufficient to enable the saved policy to continue to be given weight. Although policy GB1 sets out the categories of development that are inappropriate, these do not correspond entirely with those in the Framework and there is no reference to very special circumstances. Paragraph 219 of the NPPF 2021 states that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF. As such moderate weight is afforded to Policy GB1 itself although substantial weight must be accorded to the protection of the Green Belt from inappropriate development as required by the NPPF.
- 6.3 Local Plan policy GB4 states that proposals to establish new employment generating or other commercial sites or extend the curtilages of existing sites will not be permitted in the Green Belt. Where the proposal involves the re-use of buildings in the Green Belt new employment generating development may be acceptable subject to the provisions of Policy GB2 (Re-use of Buildings in the Green Belt). Extensions or additional buildings for existing employment generating or other commercial development will not be permitted in the Green Belt, unless, in the case of extensions, they are in connection with the re-use of buildings subject to Policy GB2 (Re-use of Buildings in the Green Belt). Although policy GB4 sets out the categories relating to employment development that are inappropriate, these do not correspond entirely with those in the Framework and there is no reference to very special circumstances. As such moderate weight is afforded to Policy GB4 although substantial weight must be accorded to the protection of the Green Belt from inappropriate development as required by the NPPF.
- 6.4 The Government attaches great importance to Green Belts. NPPF paragraph 137 states that 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.
- 6.5 Paragraph 138 of the NPPF 2021 sets out that Green Belt serves the following five purposes:
- (a) to check the unrestricted sprawl of large built up areas;

- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns: and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

- 6.6 NPPF paragraph 147 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 148 confirms that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 6.7 The NPPF states that that development should be regarded as inappropriate in the Green Belt except in specified exceptions as set out in Paragraph 149 (a – g). The proposed development does not fall within any of the exceptions (a – g) listed in paragraph 149. The proposals are therefore inappropriate development based on this paragraph of the NPPF.
- 6.8 As the proposed development amounts to inappropriate development within the Green Belt the applicant has provided a case for very special circumstances. This is considered in detail at section 20 in this report.
- 6.9 The factors that can be taken into account when assessing the impact of a proposal on the openness of the Green Belt may include the spatial and visual aspects of the development (NPPG update June 2021, 001 Ref ID: 64-001-20190722). This is considered further below.
- 6.10 Background documents to the withdrawn Local Plan include analyses which help inform the assessment of the impact on openness. As part of that evidence it was determined that insufficient land outside the Green Belt was available to meet identified housing and economic development needs. Therefore, the Councils undertook a Green Belt review in two parts. The first was countywide and this recommended that a number of areas be further considered for Green Belt release. These areas were selected for further consideration because they least met the purposes of including land in the Green Belt. The second part of the Green Belt review focused on those areas in Chiltern and South Bucks which had been recommended for further assessment. While the local plan has been withdrawn and carries no weight, the evidence base can be considered material where relevant although the weight to be accorded to it must reflect the fact that it was not tested at examination.

Spatial aspects - Green Belt Assessment 2016 and 2018

- 6.11 The Green Belt Assessment 2016 Buckinghamshire Green Belt Assessment Report: Methodology and Assessment of General Areas 242378-4-05 Issue 7 March 2016, in considering the area in which the site is located (General Area 74), identified 2 sites suitable for release, RSA 23 (land to the north of Pinewood Green where Pinewood East is located) and RSA 24 (land to the east of Pinewood Road, adjoining Pinewood Green to the south) and otherwise concluded that in general Area 74, should not be considered for any further release, because it was deemed to be important to the strategic integrity of the Green Belt in the wider area.

- 6.12 The Stage 2 Green Belt Assessment 2018 (Chiltern & South Bucks Stage 2 Green Belt Assessment Strategic Role of the Metropolitan Green Belt in Chiltern & South Bucks 2018) provides further evidence around the broader strategic roles of different areas of Green Belt noting in particular that the South Bucks area has a fragmented Green Belt and faces significant development pressures from the south and the east.
- 6.13 The site lies within Strategic Zone A – London Fringe, this Zone is characterised by relatively narrow bands of Green Belt between settlements. Overall, while varying in degree of openness and the prevalence of built form, Strategic Area A forms a strategic arc of open spaces separating the large built-up areas of Greater London and Slough, and smaller settlements such as Iver, and Iver Heath, and contributes to maintaining the existing settlement pattern. The study notes that ‘West of the M25, managed open spaces such as Richings Park Golf Course and Bangors Park are interspersed with contained employment uses, such as Ditton Park or Pinewood Studios at Iver.’
- 6.14 From the assessment undertaken it can be concluded that the application site is found to contribute to Green Belt purposes in an area vulnerable to development pressure.
- 6.15 The proposed development is on a site of over 32 ha. The proposed buildings to provide up to 70,000 sq m in floor area will occupy approximately 13 ha and c2,300 parking spaces will occupy approximately 9 ha. This is a large scale development within the Green Belt that will result in a significant impact on openness. This impact would be substantial given the scale and extent of built form and the land take involved. There will therefore be harm to the spatial role of openness, as a large area of existing open land would be removed from the Green Belt, which would be a permanent loss of openness.

Visual aspects - LVIA

- 6.16 The site is a former quarry that is in the process of being brought back to open agricultural fields. The open character and restored agricultural fields provide the setting to the adjacent Black Park. This is experienced in views across the sites from the east where the heavily wooded Black Park is the backdrop with open fields in the foreground, and in views out over the restored open ground from Black Park’s eastern boundary, views that add significantly to the feel and quality of this part of the park. The scale of development in this location given the land take involved and with the significant built form proposed, hardstanding, areas of car parking, associated highways infrastructure and structural landscaping proposed will have a detrimental impact by very significantly reducing the openness of the countryside/Green Belt in this location.
- 6.17 A Landscape and Visual Impact Assessment has been undertaken as part of the Environmental Impact Assessment (EIA). This reports the outcome of the assessment of likely significant environmental effects including significant adverse effects arising from the proposed development in relation to landscape and visual amenity. This is addressed at section 9 of this report below.

Green Belt purposes

- 6.18 The Green Belt purposes are listed in para. 138 of the NPPF. These are considered in turn below.
- a) To check the unrestricted sprawl of large built up areas

- 6.19 The Stage 2 Green Belt Assessment 2018 finds that Strategic Zone A plays a strong role in meeting the Purpose. 'Overall, while the Green Belt is fragmented in places, it plays a strong role both in the south of the Strategic Zone by preventing the sprawl of Slough and Greater London (Uxbridge / West Drayton) and preventing the sprawl of built-up areas in the north (Rickmansworth, Gerrards Cross / Chalfont St Peter) and further east towards Watford.' The proposal would clearly result in a sprawl of development which would fill in what is effectively a gap between the existing extent of the Pinewood studios site and the Uxbridge Road to the south, but as the site does not abut 'large built up areas', there is no clear conflict with this purpose.
- b) To prevent neighbouring towns merging into one another
- 6.20 The Stage 2 Green Belt Assessment 2018 finds that Strategic Zone A plays a strong role in meeting the Purpose. 'While the east-west merging of settlements is the key risk the Green Belt in this Strategic Zone acts to prevent, it also plays a role in preventing the north-south merging of smaller settlements, including Rickmansworth and Maple Cross, Iver and Iver Heath, and South Harefield and Harefield, by protecting essential gaps between them.'
- 6.21 Iver Heath is an urban break in the Green Belt approximately 2km from Uxbridge and Slough. The scale and extent of the development represents an expansion of the urban development on the edge of Iver Heath and will result in north-south merging of development across the Uxbridge Road. The village of Fulmer lies a distance to the north west of the existing Pinewood development, this gap would not be eroded. The development to the south of Pinewood would not result in a perception of merging Iver Heath with Fulmer.
- 6.22 The applicant's case is that as the containment provided by Black Park to the west and by the existing Pinewood Studios to the north, limits the erosion of the gap between settlements concluding that there is limited harm to this Green belt purpose, and officers agree with this conclusion.
- 6.23 It is considered that there is some conflict but the proposal will result in only limited harm to this Green Belt purpose
- c) To assist in safeguarding the countryside from encroachment
- 6.24 The Stage 2 Green Belt Assessment 2018 finds that Strategic Zone A plays a moderate role in meeting the Purpose. The proposed development will result in significant physical encroachment into the open countryside and the loss of 32 ha of land restored to agricultural use. The harm to this purpose is therefore apparent. Given the open character of the site and the contrasting setting this provides to the adjacent densely wooded Black Park, the harm is considered very significant.
- d) To preserve the setting and special character of historic towns
- 6.25 The Stage 2 Green Belt Assessment 2018 finds that Strategic Zone A plays no role in meeting the Purpose. As the site is not within proximity to a historic town there is no conflict with this purpose.
- e) To assist in urban regeneration, by encouraging the recycling of derelict and other urban land
- 6.26 The Stage 2 Green Belt Assessment 2018 finds that Strategic Zone A plays a strong role in meeting the Purpose as there are a significant number of settlements enclosed by, or abutting, the Green Belt within this Zone. 'Within Chiltern and South

Bucks Districts, the 2017 SHLAA7 shows some limited opportunities for development within the non-Green Belt settlements within Strategic Zone A, including Richings Park, Iver and Iver Heath.'

- 6.27 The applicant's case is that this purpose will not be compromised because the proposed development is geographically fixed at Pinewood and there are no non-Green Belt sites that could be used as a preference and so support urban regeneration and recycling of derelict and urban land.
- 6.28 It is accepted that the opportunity to deliver the overall proposals only exists at Pinewood, because it is established in this location and its importance to film making nationally. The Visitor Attraction in particular seeks to exploit the existing studio legacy that includes some of the most celebrated and successful movies. It is stated that 'the creation of a visitor attraction, built around this geographic connection will provide an authentic experience that has world wide appeal. This appeal only exists because it sits at the Pinewood home, where the movies are made.' It is accepted that this is geographically fixed and not "footloose"
- 6.29 The provision of additional floorspace for film production represents an expansion of existing capacity at Pinewood, whilst also creating an opportunity to deliver a working film studio that has a relationship with the visitor attraction. This link adds to the authenticity of the attraction. Further film production space would respond to the substantial demand that exists in both the West London Cluster and at Pinewood itself. It is accepted that this is geographically fixed and not "footloose"
- 6.30 The business and education hubs comprise a relatively small part of the proposal and while they are envisaged as being closely related to the existing film studio, having advantages of co-location with direct interrelationships with the presence and skills, opportunities and facilities present within Pinewood, it is not clear that a strong argument exists to locate these facilities within the Green Belt. The delivery of these facilities and the benefits is also uncertain.
- 6.31 Notwithstanding the close and interconnected relationship the main elements of the proposals have with the existing Pinewood Studios adjacent, it is considered that the business and education hubs do raise some conflict with this purpose. The harm is considered very limited.
- 6.32 In summary, the proposed development would constitute inappropriate development and will result in substantial spatial and visual harm to the openness of the Green Belt. In addition, the proposals will lead to a conflict with three out of the five purposes of including land in the Green Belt. The proposal would be contrary to policy GB1 of the Local Plan. In accordance with NPPF paragraph 148 local planning authorities should ensure that substantial weight is given to any harm to the Green Belt and 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. The consideration of any 'other harm', benefits and other material considerations to be weighed in the Planning Balance are assessed in subsequent sections of this report.

7.0 Economic

Core Strategy Policies:

CP10 (Employment)

Local Plan Saved Policies:

E2 (Pinewood Studios)

- 7.1 Core Policy 10: Employment states that new employment development will be accommodated in in the District and Local Centres, on the Opportunity Sites and through appropriate intensification on existing employment sites excluded from the Green Belt, where there is good access by a variety of transport modes. It further states that the Council will seek to increase the presence of high value and knowledge based businesses in South Bucks. Local Plan Policy E2 (Pinewood Studios) supports the existing Pinewood Studios for film studio use.
- 7.2 The NPPF includes economic policy guidance which places significant weight on the need to support economic growth through the planning system. Paragraph 81 states that: “Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”
- 7.3 Paragraph 82 places emphasis on the need for a clear economic vision and strategy which positively and proactively encourages sustainable growth, with regard given to Local Industrial Strategies. Paragraph 83 goes on to recognise that there are specific locational requirements for different sectors and that planning policies and decisions should make provision for clusters of, amongst other things, creative industries.
- 7.4 The Framework references the Government’s Industrial Strategy, which promotes five key areas to boost the productivity and earning power of people throughout the UK. The Creative Industries – a group of sectors which includes film and tourism are two of the five chosen pillars within the Industrial Strategy. Government policy targets growth in the sector requiring substantial increases in studio capacity and skills. The submitted Planning Statement cites the Creative Industries Sector Deal 2018 “Pinewood Studios Group is investing in a major extension of its studio facility in Buckinghamshire, adding six new soundstages, to be ready in 2019. This is phase two of an expansion programme which saw five new stages opened in 2016, and which is currently operating at 100% capacity. All of this amounts to a £200m investment initiative. The group also has plans for a major expansion at its Shepperton Studios, where it has recently acquired a new plot of land adjacent to the existing site.”
- 7.5 The Tourism Sector Deal was approved by Government in 2019 with an objective of building a world-class experience economy. A specific theme is ‘investment in attractions’ including ‘film and TV tourism’ with case studies cited of: Harry Potter Studios Tour. The proposed Visitor Attraction (Pinewood Studio Experience) accords with the type of investment in attractions envisaged in the Deal.
- 7.6 The Buckinghamshire Local Enterprise Partnership (LEP) Local Industrial Strategy places substantial emphasis on, and support for, the creative industries. Pinewood

Studios and the National Film and Television School are recognised as a centre of excellence for film and TV production. The Creative and Digital sector in Buckinghamshire is identified within the LEP's ambition for growth, including 'develop and enhance the Screen Industries Global Growth Hub at Pinewood Studios to improve links between creative content providers and the wider business and specialist education networks both on and beyond the Pinewood lot'.

- 7.7 The LEP has prepared an Economic Recovery Strategy (ERS) with a focus on short term interventions to help with the recovery of local economies and employment. This includes support for new studio development at Pinewood. The Chiltern and South Bucks Economic Development Strategy acknowledges the important economic contribution made by Pinewood Studios, being amongst the local area's biggest employers.
- 7.8 While the proposals are for employment generating uses and are associated with the existing Pinewood Studios site, the site of the application is within the Green Belt. The proposed development would therefore conflict with the local plan's employment policies.
- 7.9 However, this proposal will take advantage of the global asset and anchor institution of Pinewood, realising significant benefits to the national, regional and local economy. The delivery of this proposed facility is one of the priorities and key actions of Buckinghamshire's Local Economic Recovery Plan, enabling the expansion of studio space where there is considerable demand and which Pinewood is well placed to find in order for it to meet its target of being at the forefront of screen-based production and which will aid local, regional and national recovery.
- 7.10 The Screen Hub UK proposes the expansion of Pinewood Studios to deliver an integrated screen/film-inspired growth hub. The proposed development is an extension to the cluster of film-related uses based at Pinewood Studios with links to other screen based uses in Buckinghamshire and beyond. The growth hub is intended to provide links between content producers/providers and the wider business, education/skills and cultural networks in support of growth of the creative and digital sector. The proposed Screen Hub UK is consistent with the industrial and recovery strategies and economic priorities of HM Government and Buckinghamshire LEP. It represents economic development, bespoke to the opportunity that exists at Pinewood and part of a national and regional context.
- 7.11 The application includes an Economic and Social Benefits Assessment, which covers: jobs (construction and operational); increase in economic activity value (GVA); tourism effects; business growth and education/skilling. The estimated construction cost/involvement is £450m. The estimate of construction jobs is 1,648 pa over a three year construction period. The estimated number of jobs created total 3,567 (FTE) and are made up of: 1,438 direct jobs within the development, 1,230 jobs indirect and 899 arising from spill over effects. For the completed development the increase in GVA is estimated at £230m pa. The additional tourism spend is estimated at £124m pa.
- 7.12 The education hub is intended to provide for all ages, although with a short-term focus upon reskilling of the local workforce following the permanent impact on some sectors (e.g. aviation). The application identifies a minimum target for reskilling of 500 people pa in the first three years from set up. The business growth hub is

targeted to support the set-up and growth of 50 new businesses in the first three years from set up.

- 7.13 The Environment Statement includes Chapter 6 Socio-Economics and Human Health. The assessment has found that there will be a major beneficial impact on the labour force and the population, workforce and businesses that form the economy as a result of the proposed scheme, the creation of direct, indirect and induced employment (employment generated through 'spillover' benefits from film industry employment and additional expenditure from visitors); access to work and training; economic productivity effects and additional visitor expenditure which will support jobs in tourism.
- 7.14 There will be beneficial in-combination effects with regard to employment, access to work and training and productivity generated by the schemes.
- 7.15 The Council's economic development officers note that the application submission includes commentary on the alignment with relevant strategies at national, regional and local level and consider it to be clear that this proposal will deliver towards a number of these strategic aims. One of the four world leading assets and sectoral strengths of Buckinghamshire, and a cornerstone of the LIS, is Pinewood Studios, the home of the British film industry and centre of excellence for film and TV production. Pinewood Studios, alongside the National Film and Television School, is at the heart of the creative industries sector cluster.
- 7.16 The development of a new Screen Industries Global Growth Hub at Pinewood Studios is specifically promoted in the Local Industrial Strategy (LIS) "to better link creative content providers with open access technical resources and with businesses and education networks, enhancing collaboration and providing opportunities for inspiration between businesses and education providers on skills development". The submission of this outline application is an important step to realising the goals in this strategy. It represents a significant commitment to, and investment in, delivering a further world class facility of scale with a global reach, building on the reputation and heritage of Pinewood.
- 7.17 The visitor attraction will significantly boost tourism as up to 2 million visitor numbers are expected. This is likely to become a valuable and popular year-round attraction and provide a much needed boost to the visitor economy in the county and region, as visitors also take in other attractions as part of their visit as well as use restaurants, hotels etc. This will have an overall positive effect and at a time when this sector has been particularly negatively impacted.
- 7.18 Within objections to the application questions have been raised over the jobs forecast and their reliability. Officers are satisfied that both the Economic and Social Benefits Assessment and the ES Chapter 6 Socio Economics and Human Health, set out a clear approach and methodology and draw on appropriate published references, and do not considered that the estimates are incorrect.
- 7.19 The Council's economic development officers advises that this is a project of national significance that aligns with National priorities and commitments. The project has received support from members of the House of Commons and House of Lords, including written endorsement from the Secretary of State for Digital, Culture, Media and Sport supporting the exciting proposal which has the potential to form an important part of the government's work in championing the success story of British

film to a global audience. Letters of support from the British Film Commission, Film London, Creative England, UK Screen Alliance and the Royal Television Society all highlight the significance of this investment and confirm the role it can play in boosting the creative industries sector, skills base and visitor economy. They also demonstrate the core existing networks already in place between Pinewood and these key institutions and which will only be further enhanced as a result of this proposed expansion. Buckinghamshire Growth Hub (BBF) and Buckinghamshire LEP have also offered their support to the proposal. Letters of support are included as an appendix to the Planning Statement and the submitted Summary of Support Nov 2021.

- 7.20 This proposal represents a substantial private investment from one of Buckinghamshire's anchor institutions. It will help to realise the potential of this economic asset to make a further significant contribution to the national drive to raise productivity, enable economic growth and further place Buckinghamshire as the focus and heart of the UK creative industries sector. It aligns with the aims and objectives of the Local Industrial Strategy for Buckinghamshire as well as the Economic Recovery Plan and proposed Growth and Recovery Deal proposition to Government.
- 7.21 In summary, it is the proposal is of national significance and will be of significant benefit to the national, regional and local economies. Whilst this is especially valuable at this time of economic uncertainty, the long term, permanent economic benefits are very substantial. They will have both direct and indirect benefits, retaining and creating thousands of jobs, attracting visitors and spend to the area, and contributing to GVA. It will build on existing educational and business networks in the region, opening up opportunities to train, work and grow businesses in this sector. This investment will cement Pinewood at the heart of the UK film industry and build on the wider reputation of the UK as a world-class visitor destination. The Council's Economic Development Officers are in full support.
- 7.22 The economic benefits of the proposed development are considered to be very substantial and weigh positively in favour of the proposals in the planning balance. Whilst there is conflict with the Core and local plan policies, the proposal is consistent with the industrial and recovery strategies and economic priorities of Government and Buckinghamshire LEP, and is consistent with the NPPF. A development of the scale and type proposed has the potential to bring significant economic benefits directly and indirectly and locally to nationally. The level of job creation and wider suite of economic benefits is a significant and substantial material consideration. Because of the national significance of Pinewood and the national benefits to the film industry and visitor economy as well as the regional and local economy, the economic benefits are attributed very significant weight. Positive impacts on social wellbeing derive from the economic benefits and these are benefits that can be attributed very significant weight.

8.0 Design (Raising the quality of place making and design)

Core Strategy Policies:

CP8 (Built and historic environment)

Local Plan Saved Policies:

EP3 (The Use, Design and Layout of Development)

EP4 (Landscaping)

EP6 (Designing to Reduce Crime)

EP7 (Signs and advertisements)

- 8.1 Saved Local Plan policy EP3 states that development will only be permitted where its scale, layout, siting, height, design, external materials and use are compatible with the character and amenities of the site itself, adjoining development and the locality in general. Poor designs which are out of scale or character with their surroundings will not be permitted. The policy states that the layout should not be dominated by large areas set aside for parking, servicing or access, and where extensive space is required for such activities, it should be sub- divided by landscaping. It further states that the layout of new development should, where possible, create attractive groupings of buildings and spaces between buildings. Saved Local Plan policy EP6, states that development should be designed and laid out to reduce the opportunity for crime against both people and property.
- 8.2 Core Strategy policy 8 states that all new development must be of a high standard of design and make a positive contribution to the character of the surrounding area. It states that new development should be designed to help tackle the causes of, and be resilient to the effects of, climate change.
- 8.3 The NPPF (2019) at paragraph 126 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 states that developments, among other requirements, should function well and add to the overall quality of the area, should be visually attractive as a result of good architecture, layout and landscaping, and should be sympathetic to local character and history including the landscape setting.
- 8.4 Paragraph 134 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, any local design guidance and supplementary planning documents such as design guides and codes. The National Design Guide has been introduced and this places great importance on context and detailing, stating, for example that 'well-designed new development responds positively to the features of the site itself and the surrounding context beyond the site boundary. It enhances positive qualities and improves negative ones'.
- 8.5 The application has been submitted in outline form with all matters reserved except for principal points of access. The scheme detailed design is for consideration at the Reserved Matters Stage. However the proposals include development parameters for approval. The Parameter Plans fix key elements in terms of the maximum scale and quantum allowed for but do provide flexibility at the detailed design / reserved matters stage. These include:
 - Defining the key zones of development – visitor attraction and production

- Setting out the green infrastructure framework.
 - Creating building zones to identify where built form will be located
 - Identifying areas for movement and parking
 - Indicating the location of vehicular access
 - Providing an indication of floor levels and building heights.
- 8.6 The parameter plans will provide the basis for control over the design quality that comes forward at Reserved Matters stage. The Development Framework & Design and Access Statement has set out the design rationale for the proposed development including the development parameters. The scheme is substantial in scale and reflects the scale of development that exists at Pinewood. It also makes provision for extensive green infrastructure, which is a dominant feature, particularly on the outer edges of the site. An illustrative masterplan is provided which illustrates how the parameter plans could be interpreted at detailed design stage.
- 8.7 The Development Framework and Design and Access Statement contains a design guidance section to illustrate how elements of the development could be taken forward. Central to this is a landscape strategy which illustrates some key green infrastructure elements, reinforcing, extending and enhancing landscape screening around the perimeter of the site as well as landscape / ecological connectivity. The car parking areas are to be substantially landscaped and sub divided by tree lines and hedgerows.
- 8.8 The guidance identifies the defining features for the different building uses proposed. For the Visitor Attraction this includes the creation of a high-quality arrival experience including entrance plaza; with the scale and form of buildings informed by the existing Pinewood production facilities to create a development that has the look and feel of a working production lot. The Production studios would be similar to those existing. The Business and Education Hubs (Centre Stage) will be one or more individual or interconnected buildings (up to 5 main structures, up to 3 storey high) sited adjacent to Pinewood Road, a space that allows for multiple functions to take place, whilst balancing the desire for a high quality building with the functional requirements of its potential business, education and community user.
- 8.9 The design guidance is proposed to be advisory to inform the preparation of reserved matters detail over which the planning authority holds rights of approval in the normal manner. A condition would provide for the development to be carried out substantially in accordance with the content of the Development Framework and Design and Access Statement.
- 8.10 At present the site is restored open farmland with trees at the perimeter, including Black Park woodland as a backdrop. The fundamental characteristics of the site would change significantly as a result of the proposed development including significant loss of open space and loss of the verdant and semi rural landscape character. This is addressed in the landscape and visual impact section [below].

Layout and grain

- 8.11 The development elements and their layout and access arrangements are described at paragraphs 2.14 – 2.20 above.

- 8.12 The majority of the built form is grouped towards the central and western portions of the site with parking to the southern and eastern areas. Both illustrative masterplan options identify large groupings of buildings of a more regimented grain and scale than Pinewood West, but somewhat less formulaic than Pinewood East. The morphology would therefore indicate a character of development somewhere between the two existing complexes.
- 8.13 The clustering of mixed building heights and volumes provides greater visual interest and richness to the environment, rather than depending on formulaic and prescriptive development which cannot easily be broken or layered. Given the closer relationship of the site to Pinewood West, aligning the design cues and development typology here would offer a greater sense of connection and contextual reaction.
- 8.14 A design concern is the large expanse of surface level car parking which risks dominating the site. The masterplan provides a sense of containment through the use of green/blue infrastructure boundary treatments and buffers. These buffers and the extensive use of integrated landscaping throughout the site is imperative to ensuring any sense of the site's verdant character is retained, as well as to mitigate the extensive surface car parking.

Scale and massing

- 8.15 The outline buildings heights provided offer a degree of variation. Along the edges of the visitor attraction and production studio that border the central element of the site, the maximum height will be 9.2m. The maximum height of the education and business hub will be 14.5m. This arrangement will maximise the distance between buildings and viewer from the south and east with the potential to reduce their visual impact as a result. This broad approach is likely to have a lesser adverse impact than tall buildings close/adjacent to the public road. This is borne out by the ES LVIA. However the tallest building up to 21.5 m high would be close to the boundary with and impact on views from within Black Park and together with a working backlot would the affect the character of the eastern edge of the Park. The proposed woodland planting along this northern boundary and siting of buildings as indicated on the parameter plans would help to reduce the impact. Full details of scale and massing will form part of the reserved matters submission.

Landscaping

- 8.16 The landscaping design is for consideration at the reserved matters stage. The supporting ES and green infrastructure parameter plans defines the existing landscaping to be retained and identifies the opportunities for new planting including woodlands planting buffers within and around the boundaries of the site. The Council will need to ensure that the landscape is appropriate in mitigating the impacts of the development and securing the landscape strategy objectives. The design of the buffer to Black Park and other important routes for wildlife will need to be ecology led. The public entrance to the site should be focused on a high-quality landscaped approach to the visitor centre. A high quality landscape within the site will help mitigate the visual impact of the extensive car parking but also maximise the amenity of workers and visitors to the site and aid the incorporation of habitats and biodiversity, contributing to sustainable development.

The Peace Path

8.17 The Peace Path is a long established route that is well used. The loss of the Peace Path in its current location is a design and placemaking consideration, particularly in light of Section 12 of NPPF Achieving well designed places, with emphasis on taking the opportunities available for improving the character and quality of an area and the way it functions, with clear references to creating accessible links to public space and achieving high standards of amenity.

8.18 The applicant has stated that public access cannot be maintained through an operational film production site and comments:

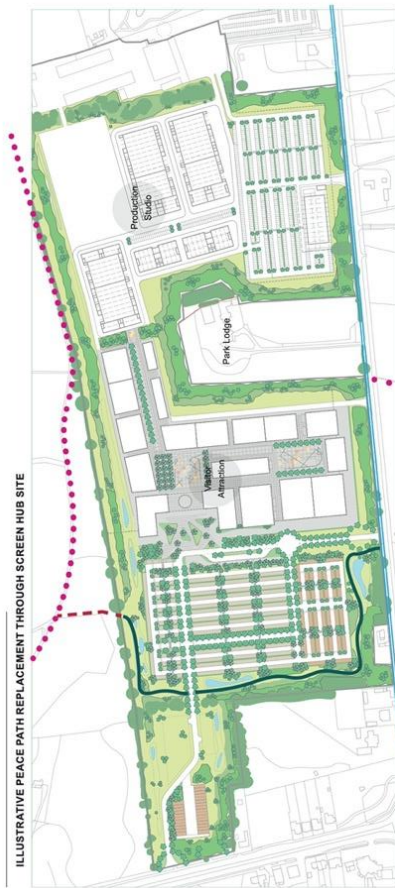
- a. the existing PP is provided at the discretion of Pinewood Studios and can be closed temporarily or permanently at any time. The base-line for decision is the existing status. It cannot be that of a permanently available public path
- b. the environmental condition of the path is poor and it is at times unpleasant to use (arising from anti social behaviour amongst others)
- c. the location of the PP is not the most convenient or accessible to the majority of the adjacent residential area of Iver Heath (contrary to the view expressed by BC officers)
- d. the applicant has offered a replacement path that is a substantial improvement being more accessible to more residents and of far higher quality
- e. the replacement path is of equivalent status (discretionary) to the existing
- f. BC has requested the new PP to be provided on a permanent (in perpetuity) basis ie. a public right of way. This has been declined by Pinewood Studios.

The basis for determination of the application is therefore a new path of equivalent status to the existing, with improved accessibility to the widest area users and of a suitably better environmental standard ie. a pleasant landscaped footpath and cycleway. This is objectively a benefit and should be given weight as such.



Blue = Existing Peace Path

Yellow = Proposed 'A new Peace Path'



Illustrative masterplan showing 'A new Peace Path' in green.

- 8.19 The accessibility of the proposed relocated Peace Path is addressed in section 11 Highway Safety, Transport and Access. The proposed Peace Path would be longer connection between Pinewood Road and Black Park in distance but has the potential to be of higher quality than the existing, and therefore considered acceptable in design terms.

Conclusion

- 8.20 The Parameter Plans establish the framework for future design development when sensitivities in relation to design, visual appearance and the amenity of adjoining users can be addressed. The proposed Parameter Plans and Development Framework and Design and Access Statement including design guidance should serve to support good design outcomes at Reserved Matters stage. Good design should include mitigating adverse impacts particularly in relation to Black Park and its setting, and also creating attractive groupings of buildings and spaces between buildings as well as breaking up the expansive surface parking effectively with trees and landscape. Approval would be subject to appropriate conditions to agree the design and specific details of materials, boundary treatments, landscaping, and lighting etc. It is considered that the proposed development therefore accords with planning policy and the principles of good design set out within the NPPF.

9.0 Landscape, Visual and Trees

Core Strategy Policies:

CP8 Built and historic environment

CP9 Natural environment

Local Plan Saved Policies:

EP3 The use, design and layout of development

EP4 Landscaping

L10 Proposals involving felling or other works affecting trees covered by a Tree Preservation Order

9.1 Core Strategy policy 8 states that all new development must be of a high standard of design and make a positive contribution to the character of the surrounding area. Policy CP9 places the highest priority to the conservation and enhancement of the natural beauty of the Chilterns Area of Outstanding Natural Beauty, and the integrity of Burnham Beeches Special Area of Conservation. More generally, it seeks to ensure the landscape characteristics and biodiversity resources within South Bucks will be conserved and enhanced by:

- Not permitting new development that would harm landscape character or nature conservation interests, unless the importance of the development outweighs the harm caused, the Council is satisfied that the development cannot reasonably be located on an alternative site that would result in less or no harm and appropriate mitigation or compensation is provided, resulting in a net gain in biodiversity.
- Seeking the conservation, enhancement and net gain in local biodiversity resources within the Biodiversity Opportunity Areas, on other non-designated land, on rivers and their associated habitats, and as part of development proposals.
- Maintaining existing ecological corridors and avoiding habitat fragmentation.
- Conserving and enhancing landscapes, informed by Green Infrastructure Plans and the District Council's Landscape Character Assessment.
- Improving the rural/urban fringe by supporting and implementing initiatives in the Colne Valley Park Action Plan.

9.2 Saved Local Plan Policy EP3 requires the layout and siting of development to be compatible with the character and amenities of the site itself, adjoining development and the locality. Saved Local Plan Policy EP4 details the importance of incorporating appropriate landscaping within development proposals and the need to take account of, and retain, existing planting and landscape features, which are or may become important elements in the character and appearance of the site and wider area. Policy L10 relates to proposals involving felling or other works affecting trees covered by a Tree Preservation Order.

9.3 The NPPF at Paragraph 174 advises that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, and by recognising the intrinsic character and beauty of the countryside. Paragraph 130 c) emphasises the importance of ensuring new developments are sympathetic to local character, including the landscape setting. Paragraph 134 states that trees make an important contribution to the character and quality of urban

environments and can also help mitigate and adapt to climate change and that existing trees should be retained wherever possible.

- 9.4 The application is accompanied by a Landscape Strategy, which seeks to retain and extend the key existing landscape features, predominantly located around the perimeter of the site, to provide new and enhanced green/ blue infrastructure that surrounds the development and provides screening and landscape/ ecological connectivity in keeping with local landscape character. The parameter plans and design strategy seeks to keep building heights lower in proximity to visual receptors, retaining trees of value, replacement trees, management of green infrastructure, and lighting design to minimise light spill. The green infrastructure is an integral feature of the development and this plays a role in mitigating the impact of the development. This includes creating a green buffer of 25-30m depth around the majority of the site and retaining all high and medium value trees.
- 9.5 A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the ES, (Chapter 7 Landscape and Visual) and includes an appraisal of the main landscape and visual issues and reports the outcome of the assessment of likely significant environmental effects arising from the proposed development in relation to landscape and visual amenity. It is noted that lighting has been scoped out of the ES and night-time effects have not been. It is stated that all effects associated with lighting will be avoided through good design measures the supporting Framework Lighting Strategy.

Landscape character

- 9.6 The Site is referred to within the Colne Valley Regional Park Landscape Assessment (2017) as the LCA O4: Iver Heath Mixed Used Terrace, as described in the South Bucks District Landscape Character Assessment. The characteristics of the area include: the hedgerow network which connects fragmented habitats; in-field trees; open long views over arable fields; and undeveloped spaces, in between developed areas. The Colne Valley Regional Park landscape objective is to "maintain and enhance the landscape, historic environment and waterscape of the park" and its countryside objective is to "safeguard the countryside of the Park from inappropriate development. The ES recognises that the LCA has a degree of susceptibility to new development, because, although the site lies within a discordant landscape that is highly influenced by development and dominated by settlement, the undeveloped areas are noted as sensitive. Landscape sensitivities set out in the Colne Valley Landscape Character Assessment include: the hedgerow and woodland network which provides visual unity and a wildlife corridor, connecting fragmented habitats; and undeveloped spaces/fields between areas of development which provide reminders of the former land use and origins of this landscape. Overall, the landscape sensitivity is judged to be medium.
- 9.7 The ES reports that there will be an inevitable landscape effect resulting from the change on site from open fields to a developed area, within the Iver Heath Mixed Use Terrace LCA. The scale and extent of the development is such that the character of the site will fundamentally change as a result of the loss of open land and presence of new large scale buildings, increased built nature of the area, access points and road widening works and the open setting to Black Park will be largely lost. This will be a permanent and significant moderate adverse effect at year 0 and the residual long terms effect at year 15 remains a moderate adverse effect which is significant.

- 9.8 The applicant states that the landscape strategy aligns with the aims and objectives associated with the Colne Valley Regional Park Action Plan, to protect, manage and enhance habitats, on the basis that the proposed green infrastructure and landscape features are significantly more valuable than the existing site. The Colne Valley Regional Park do not agree and have objected to the application, arguing that the proposals are inappropriate development in conflict with their objectives to 'maintain and enhance the landscape, historic environment and waterscape of the park' and "safeguard the countryside of the Park from inappropriate development'. CVRP also cite impacts on Black Park and the failure to take the opportunity to improve connectivity to it, in particular. These are matters that have been considered in the GB section above and here. Temple, appointed by the council as independent consultants, reviewed the effects in the ES on landscape character and officers are satisfied that this has been correctly assessed.
- 9.9 The scale and extent of the development is such that the character of the site will fundamentally change and the open setting to Black Park will be largely lost and significant moderate adverse effect on landscape character of the site and this part of Iver Heath LCA which lies within the CVRP at year 15. It is considered that this would represent significant harm to the localised area including the character of that part of the LCA. It is also considered that the proposals in this respect are in conflict with CVRP objectives.

Visual

- 9.10 In terms of impact on views, LVIA assessment viewpoints have been selected from publicly accessible locations (Pinewood Road, Uxbridge Rd and Black Park) to illustrate the visual effect of the maximum building parameters that will be experienced. It is reported that visual receptors are likely to be in close proximity to the site (due to existing buildings and roadside vegetation screening views from further afield). The ES assessment is that there will be significant moderate to major adverse impacts on a number of views in the short term, until planting has matured to screen the development. For the residents at Royal Lodge / Park Lodge there will be a longterm / permanent significant moderate to major adverse visual impact as a result of being surrounded by new woodland belts beyond which are relatively large buildings, potentially at a minimum of 50-80m away. It is considered that these conclusions are correct.
- 9.11 Views from the existing Peace Path have not been considered as this is to be relocated. The effects on recreational users of footpaths in Black Park have been considered. It is noted (ES 7.65) that: Views from the PRoW along the eastern edge of the park are directed predominantly along the route of the path (north/ south) with oblique views through to fields and active/ restored mineral workings, with a backdrop of trees and the occasional building nestled within vegetation'. It is concluded within the ES that overall the sensitivity of this receptor is medium and that while there will be a long-term adverse effect (minor-moderate), this is considered to be not significant. This conclusion is not accepted. Under the Heritage section of the report (11.6) it is reported that there are a number of key viewpoints of the listed building Little Coppice from the public right of way within Black Park across the open site, which will be impacted or lost.
- 9.12 In addition the introduction of lighting associated with the development would represent a change in the nighttime character and visual effect which would have

potential adverse impact, although would be viewed in the context of the existing development. Conditions can be imposed to seek to minimise the impact.

9.13 Temple, appointed by the council as independent consultants, reviewed the effects in the ES on landscape visual effects and officers are satisfied that this has been correctly assessed.

9.14 A summary of residual significant landscape and visual effects is provided below.

Receptor	Residual Effect	Significance
<i>Landscape</i>		
Iver Heath Mixed Used Terrace LCA	Year 0: Moderate adverse	Significant
	Year 15: Moderate adverse	Significant
<i>Visual</i>		
Residents at Park Lodge Farm	Year 0: Moderate adverse	Significant
	Year 15: Minor neutral	Not significant
Local community to the east of Pinewood Road	Year 0: Moderate adverse	Significant
	Year 15: Minor neutral	Not significant
Residents at Royal Lodge/Park Lodge	Year 0: Moderate adverse	Significant
	Year 15: Moderate (Moderate-major for layout PP3B) adverse	Significant
Local community to the west of Pinewood Road	Year 0: Moderate adverse	Significant
	Year 15: Minor neutral	Not significant
Users of Pinewood Road	Year 0: Moderate adverse	Significant
	Year 15: Minor – moderate neutral	Not significant

Coalescence and settlement identity

9.15 The proposed development will inevitably result of built development on this site and expansion of the urban development on the edge of Iver Heath. It will result in north-south merging of development across the Uxbridge Road. The village of Fulmer lies a distance to the northwest of the existing Pinewood development on the opposite side to the application site and thus the gap between existing and Fulmer, this gap would not be eroded. The development to the south of Pinewood would not result in a perception of coalescence between Iver Heath and Fulmer and would maintain the settlement identity and sense of place of these settlements.

Trees

9.16 The ES advises that features of the proposals that have been included with the specific purpose of minimising impacts on landscape and visual receptors include retaining all high and medium value trees with appropriate root protection buffers where possible, as identified by the Arboricultural Impact Assessment (AIA). The submitted AIA outlines that if any trees are removed, tree loss will be limited and will be identified as part of detailed design/reserved matters. Retained tree features will be protected and current proposals do not result in the need to prune any trees.

- 9.17 It is noted that the proposed parameters providing for Green Infrastructure around the perimeter of the site will be between 10m and 30m in depth with appropriate landscaping provision where building zones are close to adjacent residential properties (typically a 15m depth of woodland planting). As long as these buffers are not reduced there should be the flexibility to ensure that when final design is considered in collaboration with arboricultural consultant, ecologist, landscape architect, engineers etc the root protection areas (RPAs) of retained trees are not significantly affected. The positioning of SUD's and any ground levels changes as part of the creation of bunds need to respect the RPAs of adjacent trees. This can be secured by condition.
- 9.18 The tree officer advises that the proposed development would benefit from a minimum 15m zone for planting/screening along Pinewood Road instead of the suggested minimum 10m buffer and that the landscape scheme at reserved matters stage will need to consider the ultimate sizes (height/spread) of new trees being proposed throughout the site (car parks as well as GI buffers) to ensure they can attain a mature size as envisaged and to achieve ecological net gain. Details of tree planting and other landscaping would be secured by condition. There would also be conditions requiring a landscape management plan and Tree protection.

Summary

- 9.19 The scale and extent of the development is such that there will be a significant adverse effect as the character of the site will fundamentally change and the open setting to Black Park across this site will be largely lost and this will be harmful to the local context and is in conflict with CVRP objectives. There would also be significant adverse impacts on a number of views in the short term until planting has matured to screen the development. For the residents at Royal Lodge / Park Lodge there will be permanent significant adverse impact. Views across the site from Black Park will be impacted, including to Little Coppice.
- 9.20 The development seeks to retain important landscape features as required by local plan policy L10. It would also result in significant moderate harm to the landscape character of the area, and harm in terms of visual effects and therefore the proposals are considered to conflict with Core Strategy policies C8 and CP9. Overall this results in localised harm which would be carried forward to the planning balance.

10.0 Residential amenity

Core Strategy Policies:

Core Policy 13 Environmental and resource management

Local Plan Saved Policies:

EP3 (The use, design and layout of development)

EP5 (Sunlight and daylight)

- 10.1 Core Policy 13 Environmental and resource management requires new development to be directed away from existing sources of noise.
- 10.2 Saved Local Plan Policy EP3 states that development will only be permitted where its scale, layout, siting, height, design, external materials and use are compatible with the character and amenities of the site itself, adjoining development and the locality in general. Poor designs which are out of scale or character with their surroundings will not be permitted. It states that layout should not be dominated by large areas set

aside for parking, servicing or access, and where extensive space is required for such activities, it should be sub- divided by landscaping. The layout of new development should, where possible, create attractive groupings of buildings and spaces between buildings. Saved Local Plan Policy EP5 states that development will only be permitted where its design and layout would not result in a significant loss of daylight or sunlight to adjacent buildings or land.

- 10.3 The NPPF at paragraph 130 states that planning decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 10.4 NPPF paragraph 174 states that decisions should contribute to and enhance the natural and local environment by amongst other things, preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution.
- 10.5 Paragraph 185 states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should identify and protect tranquil areas which have remained relatively undisturbed by noise.
- 10.6 The proposed development is substantial in scale and reflects the form and nature of the existing Pinewood Studios. It is in contrast with the character of the wider locality. There are five existing residential properties on the western side of Pinewood Road that will be in close proximity to the proposed development.
- 10.7 Park Lodge Farm is located to the north of the site abutting the Pinewood West site and would be contiguous to its rear with the Production Studios development zone and to its south with the Movement (parking) zone.
- 10.8 Park Lodge and Royal Lodge are located centrally – the site surrounds them on three sides. These properties are set within an extensive shared curtilage, extending to approximately 2.45ha and are accessed via a shared driveway from Pinewood Road. The existing residential buildings are set deep within the site and would be contiguous to the north with the Production Studios development zone and to the west and south with the Visitor Attraction zone. The curtilage towards Pinewood Road would be contiguous to the north with the Movement (parking) zone and Centre Stage is also to be located in this zone. To the south would be either the Visitor Attraction building or parking, depending on the layout option proposed.
- 10.9 Firtree Cottage, Pinewood Road is located to the south and is within the site curtilage. It would be located within / surrounded by the Green Infrastructure buffer and the Visitor Attraction Movement / parking zone.
- 10.10 Pinewood Manor is located to the south of and adjoining the site. Its northern boundary would be adjacent to the Visitor Attraction Movement / parking zone.
- 10.11 As previously explained this is an outline application with matters of layout, appearance and scale reserved for approval at a later stage. Within the ES, based on the parameter plans consideration is given to the visual impact of the proposed development. This includes a range of visual receptors, some of which are within

adjacent to residential areas. The assessment concludes that the only properties where there would be an impact of significance are Park Lodge and Royal Lodge. For all the other properties, it is stated that the impacts are mitigated by the provision of landscaping within the green infrastructure framework. The visual impact assessment concludes on these two properties that the impact would be moderate or moderate to major, depending on the Visitor Attraction layout option.

10.12 This ES conclusion is not accepted and it is considered that in addition to Park Lodge / Royal Lodge the development would also impact outlook and visual amenity to Firtree Cottage, which has a shallow curtilage and therefore be in relatively close proximity to an expansive car park. With larger curtilage and greater separation Park Lodge Farm and Pinewood Manor would also be impacted but to lesser extent.

10.13 The proposed mitigation around Park Lodge and Royal Lodge will include a landscape buffer of at least 25m in depth, which will filter views of the development. In addition, there will be a greater depth of buffer to the east of the properties and lower height parameters in all directions around the property. These features would mean that the nearest buildings could be 60-90m away from the properties. The scale of change from the existing base line is significant however, the impact on the amenities of these dwellings would be mitigated by the extent of green infrastructure and buffer provisions. These dwellings also retain an open aspect eastwards to Pinewood Road, across their own residential curtilage. Given the separation between the proposed building and these dwellings it is not considered that any concerns arise in terms of overshadowing or loss of privacy. However it is considered that there will be a detrimental impact on outlook.

10.14 The ES Chapter 12 assesses the potential noise and vibration impacts of the proposed development. Construction of the proposed scheme will generate noise from construction activities on site and construction traffic on the surrounding road network. Proposed mitigation is through the implementation of good practice measures, and it is concluded that all construction phase effects will not be significant. During operation, road traffic will generate noise on surrounding roads and within the car parks of the proposed scheme itself. The assessment found that, whilst road traffic noise will increase in the locality, including on Sevenhills Road, this is as a result of the completion of the Sevenhills Road improvements (which may take place independently of this development), which will redistribute traffic on the local road network. The contribution of the Proposed Scheme to this increase is not considered significant.

10.15 Following the implementation of measures, including the potential for noise barriers (a fence and/or earth bund), noise from the use of the car parks within the Proposed Scheme will be controlled and is not considered to be likely to be significant. The Production Studio soundstages will be designed to provide a very high level of sound reduction. Filming in backlots will be controlled through the adoption of a Backlot Management Plan that provides control mechanisms in line with the relevant standards. Operational noise from filming activities is not considered to be significant.

10.16 The Environmental Health Officer advises that the noise impacts of the proposed development can be addressed by way of condition. These conditions will require the submission of further information around the means of control and mitigation of activities that generate noise and vibration, with specific reference to construction

(via a Construction Environment Management Plan) and operational activity (including the operation of the backlot).

10.17 The proposals, through the parameter plans and supporting documents have sought to take into account the policy objectives designed to protect amenities. Through the detailed design and reserved matters process the Council would seek to minimise impacts and secure appropriate mitigation. It would however be reasonable to conclude that the development would have an adverse effect in terms of the outlook and visual amenity as described at 10.12. It is also likely that the extensive areas of car parking would generate noise and require artificial lighting which would also impact the amenities of five properties on Pinewood Road. However, these impacts would to an extent be mitigated by the proposed landscape and woodland buffers. Approval would be subject to appropriate conditions to agree the specific details necessary to secure controls over external lighting, noise generating plant and machinery and potentially hours of operation to protect the amenities of these most adjacent residential occupiers. Such controls would also serve to protect the residential amenities of occupiers to the east of Pinewood Road.

10.18 It is concluded that the scale of development is not wholly compatible with the character and amenities of the adjoining developments, the five residential properties located on the west side of Pinewood Road in particular, and therefore there is a conflict with local plan policy EP3. However the impacts would be mitigated, the harm to residential amenities is limited and refusal of permission on these grounds would not be justified. The weight to be attributed to the limited harm would be carried forward to the planning balance.

11.0 Heritage

Core Strategy Policies:

CP8 (Built and historic environment)

11.1 The application proposals have been assessed in relation to the relevant statutory duty contained in section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. This has the effect of establishing a strong presumption in favour of the preservation of the settings and significance of listed buildings. Any harm to the significance of a listed building should be given considerable importance and weight.

11.2 Core Policy 8 Built and Historic Environment places paramount importance on the protection and, where appropriate, enhancement of the historic environment. It states that all new development must be of a high standard of design and make a positive contribution to the character of the surrounding area. This policy is not entirely consistent with the language of the NPPF set out in paragraphs 199 and 202 as they apply in this instance, how this harm should be quantified, and the balancing of harm against public benefits, and can only be afforded limited weight.

11.3 The NPPF at paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed

against the public benefits of the proposal including, where appropriate, securing its optimum viable use. In that balance, considerable importance and weight should be accorded to the harm to the heritage asset.

- 11.4 Archaeology and Built Heritage have been scoped out of the Environmental Statement on the basis that it was not considered that the proposed development would result in significant effects. In relation to archaeology, it is stated that a small margin at the boundary of the site was not subject to mineral workings, however this very limited area falls outside built development zones.
- 11.5 In relation to built heritage, there are two listed buildings which need to be considered, one of which is within Pinewood Studios (Heatherden Hall) and the other is Little Coppice, which is a Grade II listed cottage located to the east of Pinewood Road. Other designated heritage assets in proximity to the development site are: Langley Park – Grade II Registered Park and Garden & associated Listed Buildings; and, St Margaret’s Church, Iver – Grade II Listed Building. These have sufficient separation distance and the presence of intervening development to ensure the setting of these assets will not be affected by the proposed development.
- 11.6 Little Coppice lies c.100m east of the development site on the east side of Pinewood Road and set back from the highway along a private driveway. The Voysey’ inspired design is characterised by the whitewashed roughcast render with feature pyramid roof and central brick stack. The building carries significance through its historic value, aesthetic value, architectural value and rarity, its setting contributes to this because of the views and sense of isolation. There are a number of key viewpoints of the listed building from across the development site and from the public right of way within Black Park. The driveway to Little Coppice also creates a well defined channelled vista towards the development site. The listed building’s prominence makes it a local landmark and a strong visual receptor from the parkland. The building’s heavily treed backdrop and verdant open and semi rural setting to the east give it a sense of isolation.
- 11.7 The heritage officer raises concerns that the proposed development would obscure long distance viewpoints of the listed building and its associated outbuildings from Black Park. The development would sit in the foreground of the buildings driveway vista and erode the currently open verdant views looking westwards from the building’s frontage. The development would therefore truncate the buildings sense of isolation, its semi rural setting and obscure one of the building’s key public vantage points, to which it is currently enjoyed and experienced. The applicant considers that this is a long distance view which has been over stated by the heritage officer and that there will be a minor change in view and visibility which is agreed as less than substantial at the very lowest end of that scale. Officers agree with the heritage officer that the proposed development would result in less than substantial harm to the setting of the listed building, which is at the lower end of the spectrum of less than substantial harm.
- 11.8 Heatherden Hall lies to the south of the original Pinewood East complex and is a Grade II Listed archetypal late-Edwardian country mansion. The Hall is located c.300m north of the development site separated by a mature tree belt and the formal gardens. The house dates to c.1865 and is a key site in the history of the British film industry. The building carries significance through its architectural, historic, aesthetic and social and communal value and through its rarity. Its setting

contributes as identified above; due to the formality of the grounds and close interrelationship with the studios as a functional entity.

- 11.9 The northern boundary of the application site contains a tree belt with mature oaks to the west and some newly planted trees to the east. This provides sufficient visual separation between the Hall and the site to ensure there will be no direct visual impact on the setting of the heritage asset from the proposal development. The masterplans does indicate improved linkages between the development site and Heatherden Hall which could potentially open up views and access, however, through careful consideration at reserved matters stage any harm can be avoided.
- 11.10 Objections to the application have alleged harm to other designated heritage assets, including Heatherden Hall. The Heritage Officer has addressed these assets and any impact and advises that the northern boundary of the site contains a tree belt and provides sufficient visual separation of the Hall to the wider site to ensure there will be no direct visual impact on the setting of the heritage asset from the proposal development. It has also been alleged that there would be harm to Langley Park which lies to the south side of Uxbridge Road c250m south west of the site and St Margaret's Church which lies c. 350m south-east of the development site but the Heritage Officer advises that there is sufficient separation distance and the presence of intervening development which ensures the setting of these designated assets will not be affected by the proposed development.
- 11.11 Non designated heritage assets: There are no non designated heritage assets identified. It has also been suggested that Black Park deserves heritage consideration but it is not a designated heritage asset nor has it been identified as a non-designated heritage asset by the Council's Heritage advisor.
- 11.12 In summary, the development would result in less than substantial harm to the setting of Little Coppice a designated heritage asset to which great weight is given in accordance with NPPF paragraph 199 and this should be balanced against the public benefits of the scheme in line with national policy, and this will be dealt with later in the report. In relation to other heritage assets it is considered that the development proposals preserves their setting and does not result in harm. In relation to potential archaeological interest, a condition could be attached requiring archaeological evaluation in form of trial trenching in areas of previously undisturbed ground. It is considered that the less than substantial harm identified represents a conflict with development plan Policy CP8 (Built and Historic Environment) and as set out above policy CP8 can only be afforded limited weight.

12.0 Highway Safety, Transport and Access

Core Strategy Policies:

CP7 (Accessibility and transport)

Local Plan Saved Policies:

TR4 (Provision for those with special needs)

TR5 (Access, highways work and traffic generation)

TR7 (Parking Provision)

TR10 (Heavy goods vehicles)

TR12 (West Drayton to Poyle railway line)

TR13 (Freight facilities)

- 12.1 Core Policy 7 Accessibility and Transport, seeks to improve accessibility to services and ensure a safe and sustainable transport network by supporting the rebalancing of the transport system in favour of more sustainable modes of transport, including by encouraging safe and attractive improvements to pedestrian and cyclist routes and facilities.
- 12.2 Saved Local Plan Policy TR5 Access, highways work and traffic generation, addresses the effect of development on safety, congestion and the environment and states that where off-site improvements to the highway are required to serve a development, permission will not be granted unless the applicant enters into a planning obligation to secure the implementation of those works.
- 12.3 NPPF Paragraph 110 advises the following: “In assessing specific applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport can be, or have been taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users; and
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.
- 12.4 Paragraph 111 of the NPPF states that: “Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” Paragraph 113 states that “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”
- 12.5 All matters are reserved apart from the principal points of access. Three primary vehicular and pedestrian access points are proposed; one from the A412 Uxbridge Road and two from Pinewood Road. The Visitor Attraction is accessed from Uxbridge Road and Pinewood Road with a secondary vehicular access from Pinewood Road for service vehicles. The new studio production space and business and education hubs are to be served from Pinewood Road. The application seeks detailed approval of the proposed means of vehicular access into the application site from the public highway. The proposals include the following:
- Main access - a proposed ‘left in / left out’ junction off the A412 Uxbridge Road
 - Main accesses – 2 no. all access junctions off Pinewood Road; and
 - Secondary access – from Pinewood Road, including a low key all access junction.
- Internal access arrangements within the application site are reserved for subsequent approval.
- 12.6 It is proposed to deliver highway mitigation works as part of the proposed development. These include the Five Points Roundabout (FPR) and Sevenhills Road (SHR) improvement schemes (which are the subject of a separate application and, in

the case of SHR, permission, respectively) and a signing strategy. It should be noted as part of a permission (13/00175/OUT) granted in 2014 for the Pinewood Studios Development Framework (PSDF), there was a requirement for mitigation to be provided at Five Points Roundabout (FPR), at the southern end of Pinewood Road. The agreed and approved mitigation at that time was the provision of a signalisation scheme of the roundabout, providing signals on four out of five arms of the junction; the provision of additional lanes on the inside of the roundabout, and a displaced pair of Toucan Crossings on the A4007 Slough Road. This scheme has not been delivered. A proposed alternative, Sevenhills Road PSDF mitigation strategy, was approved (PL/19/4430/FA), following completion of a S106 agreement to vary the original PSDF s.106. This scheme provides improvements to Sevenhills Road along with upgrades to the junctions of this road with both Pinewood Road and the A412 Denham Road and replacement of the western most part of the road. Under the PSDF consent Pinewood Studios has the option of which of the two scheme to deliver and has formally notified the Council that it will be the FPR scheme.

- 12.7 The proposed development in full is reliant on both of these schemes being implemented to mitigate the impact on the highways network. This will be secured by planning condition. One of the schemes will need to be implemented prior to any use commencing and the applicant has confirmed that it will be the FPR scheme. The applicant will be required to demonstrate at reserved matters application stage whether the second (SHR) scheme, is required to be completed before occupation of any element of the development and not to occupy that element until it is delivered.
- 12.8 A Transport Assessment (TA) and Framework Travel Plan (FTP) has been submitted in support of the application. The TA concludes that as a result of the proposed highway mitigation strategy, that includes Five Points Roundabout (FPR) and Sevenhills Road (SHR), the traffic impact of the scheme through motorised traffic trip generation will be mitigated, and there will be some improvement in the operation of some of the local network. The TA states in reference to NPPF paragraph 111 that the 'The impact will certainly be well below the 'severe' level that could make the proposal unacceptable in transport terms (as provided by the Framework)'.
- 12.9 Transport has been considered within the Environmental Statement (ES) Chapter 9 Transport, which reports on the outcomes of the assessment of likely significant environmental effects arising in relation to transport. The assessment methodology considers severance, driver delay, pedestrian delay, pedestrian amenity and accidents and safety. In terms of the in combination environmental effects with other existing or approved projects, the other projects which have been considered alongside the proposed development include the Sevenhills Road scheme (PL/19/4430/FA) and PSDF scheme (13/00175/OUT). The transport modelling has also considered:
- High Speed 2 (Construction);
 - M4 Smart Motorways;
 - Heathrow Express Depot;
 - Cemex (Land North of North Park Road) – ref: CM/51/16;
 - Iver Station Car Park – ref: 17/00428/FUL; and
 - Hillingdon Outdoor Activities Centre (HOAC) ref: CM/22/16.

12.10 Construction phase impacts would be mitigated through a Construction Environmental Management Plan (CEMP) and impacts arising from the development mitigated by the highway schemes noted above. A number of minor adverse impacts are reported affecting pedestrians, local communities, drivers and road users but these are not considered significant. A non-significant minor beneficial severance effect for pedestrians / local communities as well as a significant moderate beneficial severance effect for drivers / other road users are also reported. The summary of effects as reported with the ES Chapter 9 Transport: Table 9.10 are set out below.

Effect	Receptor	Residual Effect	Is the Effect Significant?
Construction Phase			
Severance	Pedestrians / Local Communities	Minor Adverse	No
Driver Delay	Drivers / Other Road Users	Minor Adverse	No
Pedestrian Delay	Pedestrians	Minor Adverse	No
Accidents and Safety	All Road Users	Minor Adverse	No
Operational Phase			
Severance	Pedestrians / Local Communities: Pinewood Road and Sevenhills Road	Minor Adverse	No
	Pedestrians / Local Communities: Pinewood Green	Minor Beneficial	No
Driver Delay	Drivers / Other Road Users	Moderate Beneficial	Yes
Pedestrian Delay	Pedestrians: Fulmer Common Road, Pinewood Road and Sevenhills Road	Minor Adverse	No
	Pedestrians: Pinewood Green	Minor Beneficial	No
Pedestrian Amenity	Pedestrians	Minor Adverse	No
Accidents and Safety	All Road Users	Minor Beneficial	No

12.11 The in-combination assessment of transport effects identifies that with the inclusion of additional flows on the network, there will still be a direct permanent long-term effect which is considered to be moderate beneficial and significant on driver delay. The positive impacts in journey time are expected to be seen along the A412 corridor and roads adjoining it resultant from reductions in queuing and delay as a result of the implementation of the entire mitigation scheme. In this context reductions in queuing are experienced at Five Points and the mini roundabouts at Bangors Road/Thornbridge Road.

12.12 The application seeks to provide access to the site via four points. There is a Left In/Left Out arrangement from and onto the A412 Uxbridge Road, located between the most easterly of the existing laybys and the first residential property. This impacts an existing layby, necessitating re-provision of parking spaces (to be secured as part of any permission). The remaining access points are proposed to be simple priority junctions spaced along Pinewood Road, as follows:

- One located in the north of the site to provide direct access into the new studio production space, business hub and education hub uses.
- One located in the south of the site to provide direct access into the visitor attraction (for staff and visitors); and
- One located between the other two accesses for use as a service access (for use by either the Production uses or Visitor Attraction.)

12.13A total of 2,341 car parking spaces are indicated in the parameter plans (PP7 Development Numbers and Yield). For the visitor attraction, 1,400 spaces are proposed taking account of the sustainable transport strategy to achieve a sustainable mode share of 50%. For the film studio production area, 715 car parking spaces are proposed based on experience in relation to both Pinewood and Shepperton Studios. Cycle provision, including lockers and changing rooms, and bus parking are also to be provided on site.

12.14The provision for sustainable travel set out in the FTP includes augmenting the operation of the shuttle bus services by PGL from Pinewood Studios to nearby stations, and the provision of a Visitor Attraction coach shuttle bus service connecting with the Elizabeth Line at Slough Rail Station.

12.15The existing Permissive Peace Path from Pinewood Road to Black Park through the site is to be closed and an alternative route provided towards the south of the site, on the same permissive basis.

Vehicular access

12.16The proposed accesses to the Visitor Attraction from the Uxbridge Road A412 is a Left In/Left Out arrangement and the Highway Authority is satisfied that this can be achieved safely. The existing laybys will need to be re-provided and this will be secured by condition. There are three access points proposed on Pinewood Road and these will be priority junctions spaced along the road. One to the north will serve the new studio production space, business hub and education hub uses. One located in the south will provide direct access into the visitor attraction. The third located centrally will be for use as a service access. These arrangements are considered acceptable.

Parking

12.17Pinewood Studios is long established at this location and the development seek to build on its success and have presented proposals for parking provision to meet the needs of the various elements of the development while taking appropriate opportunities for non-car access. Within that context the provision allows for the parking requirements of the site to be met without causing impact on the highway. Aligned with this is the high proportion of trips to the Visitor Attraction proposed to be undertaken by sustainable modes which at 50% is of a significant level greater than the normal levels expected from development.

12.18The visitor attraction parking provision of 1,400 spaces is based on a sustainable mode share of 50% of visitors arriving by car and is considered acceptable. The film studio production area provision of 715 car parking spaces is based on provision made at both Pinewood and Shepperton Studios, to meet requirements while taking into account Travel Plan measures to promote sustainable access and the provision

of a shuttle bus service. This is considered acceptable. Cycle provision, including lockers and changing rooms, and bus parking are also considered acceptable.

12.19 In response to concerns raised, the applicant has undertaken a survey regarding parking pressures on Pinewood Green. The Highway Authority has reviewed the results of the parking survey and is satisfied that the results demonstrate that the parking that is taking place on Pinewood Green is not related to the operation of Pinewood Studios. The quantity of proposed parking provision on site to serve the development has been further reviewed and the Highway Authority is satisfied that it has been demonstrated that the spaces are appropriate to facilitate proper operation of the site. It is therefore considered that the development at Pinewood Studios would not result in increased parking in this area.

Traffic impact assessment

12.20 The network assessment has been carried out using a series of local junction models in order to assess the impact at each individual junction within the study area. This is the same approach that was used within application PL/19/4430/FA (Sevenhills Road). The Highway Authority is satisfied that the models are representative and appropriately validated. The baseline assessment of the network is presented as 2019, summarised below. The review of the network assessed shows that the predominant existing issues are found along the A412 Church Road / Denham Road corridor through Iver Heath.

Junction	2019 Operation	No development / with FPR	No development / with SHR	With development / with FPR + SHR mitigation
Pinewood Road/Pinewood East access (roundabout)	Below Capacity	Below Capacity	Below Capacity	Below Capacity
Pinewood Road/Pinewood West access (roundabout)	Below Capacity	Below Capacity	Below Capacity	Below Capacity
Pinewood Road/Sevenhills Road (priority junction)	Below Capacity	Below Capacity	Below Capacity (<i>with new roundabout</i>)	Below Capacity (<i>with new roundabout</i>)
A412 Denham Road/Sevenhills Road (priority junction)	Over Capacity	Over Capacity	Below Capacity (<i>with new signals</i>)	Below Capacity (<i>with new signals</i>)
Pinewood Road / Pinewood Green	Below Capacity	Over Capacity	Below Capacity	Below Capacity
Five Points Roundabout (FPR)	Over Capacity	Below Capacity (<i>with new signals</i>)	Over Capacity	Below Capacity (<i>with new signals +SHR upgrade</i>)
A412 Church Road/Thornbridge Road (mini roundabout)	Over Capacity	Over Capacity	Capacity improvements (reduced queueing + delay)	No change compared with 'No development with SHR'
A412 Church Rd/Bangors Rd North /A412 Denham Rd (mini Roundabout)	Over Capacity	Over Capacity	Capacity improvements (reduced queueing +delay)	No change compared with 'No development with SHR'

12.21 Trip generation for each of the proposed uses has been established. The site as a whole will be expected to generate 376 two-way trips in the AM peak and 413 two-way trips in the PM weekday network peaks. Development peaks have also been assessed on the network. Studio production space is the greatest generator of trips on the network in both peaks. The Visitor attraction traffic is distributed through the

day, with a lesser impact on the highway network than is experienced during peak hours. The proposed operational model naturally maintains this trip profile.

- 12.22 At the request of the Highway Authority the applicants have supplied results of a sensitivity test. Specifically this sensitivity test assessed the afternoon school peak. This demonstrated that the impacts of the development are also found to not be severe and less than the impacts demonstrated in the peaks. The Sensitivity test also assessed the network on a more pessimistic mode share. The A412 Church Road corridor is shown in the application to see traffic diverted away from the A412 with the delivery of the Sevenhills Road Scheme and the accompanying signing strategy, however should either of these not be delivered then there will be an increase in traffic flows along the A412 which would negatively affect the pedestrian/cycle and driver experience.
- 12.23 A signing strategy was proposed and included within the permission granted for the application PL/19/4430/FA Sevenhills Road. As part of this application a more substantial signing strategy is proposed covering the local highway network from the M40 Junction 1 to the Studios and the approaches to Five Points Roundabout. This strategy directs development traffic away from the A412 Church Road in Iver Heath and seeks to keep traffic to Pinewood Road and Sevenhills Road. The Highway Authority supports the use of the signing strategy for the direction of traffic. An expanded signing strategy should be secured by condition and should show walking and cycling routes to local services, bus stops and train stations.
- 12.24 The applicants have undertaken sensitivity testing of the network in order to demonstrate the highway impact should the assumptions regarding the mode share prove to be less favourable. The results of this sensitivity test demonstrate that with the proposed mitigation, the junctions within the highway network assessment remain without severe impact, and those that operate over capacity remain less so than the situation without the development and the associated mitigation.
- 12.25 In reviewing the traffic impact, it is demonstrated that there is an increase in traffic through Fulmer village, and whilst not a severe congestion impact, there are a number of areas within the village where modifications to the network can be applied to slow traffic and improve the safety conditions, particularly in relation to the pedestrian experiences as a result of any traffic increases. The applicant has agreed a contribution towards traffic calming schemes within the Fulmer area to be secured through a S106 agreement. The Highway Authority is satisfied in this respect.
- 12.26 Local concerns have been raised regarding highway safety at the A412 /Black Park Road junction. These concerns relate to an existing accident cluster and it is not considered that the proposed development affects this as this route does not see a significant increase in vehicle numbers arising from the development. As such it would not be appropriate to seek mitigation from the applicant. The development actively seeks to direct traffic to other more direct routes on the strategic road network.
- 12.27 The mitigation required to ensure that the development in full is acceptable in highway terms requires the delivery of two significant infrastructure schemes; Five Points Roundabout and the Sevenhills Road schemes. It is essential that the delivery of these schemes is secured in such a way as to ensure that disruption and inconvenience to road users is kept to a minimum, and the Highway Authority has

certainty that the mitigation will be delivered in a timely and appropriate manner. The impact on the network is significant and complex, and made more so when considering the delivery of mitigation due to the effects of rerouting traffic. The delivery of the two schemes (FPR and SHR) and signing strategy is to be secured by condition to secure the delivery of the complete mitigation package in a timely manner through the course of the build out of the development such that the impacts of the development remain acceptable.

Sustainable modes – non-car access

12.28A detailed Travel Plan (TP) will need to be submitted for each element of the development (Visitor Attraction, Production Studios and Centre Stage). The FTP sets out how the suite of TP's shall fit together and be governed through the TP Steering Group. The Highway Authority is satisfied that the FTP sets out an ambitious and achievable set of sustainable travel targets to be secured for this application to ensure that the impact of development on the local highway network is acceptable. In order to help ensure that the targets are met the applicants and the Highway Authority have agreed a Travel Plan Mode Share Incentive Scheme (MSIS). This provides a mechanism for monitoring the visitor attraction mode share with financial penalties payable should targets not be met. Any such payments are to be used for measures to improve air quality in the local vicinity through sustainable transport measures, up to a maximum value over the life of the MSIS of £750,000. This would be secured by S106 obligations.

12.29 There is very limited public transport provision in the immediate vicinity of the site, and in order to offer a genuine choice of transport modes and maximize sustainable transport solutions, the proposals for bus and coach travel are essential. The FTP and the MSIS are measures and controls that are to be secured and monitored for a limited time period, and any subsequent measures agreed through detailed travel plans at reserved matters would also be subject to monitoring for a fixed duration. Elements such as the bus service to Slough and the studio shuttle buses form a key part of the mitigation relating to this application in securing mode share and therefore the defined impact on the highway network. It is therefore essential that these are secured and maintained for the whole life of the uses on the site.

Walking and cycling

12.30 In respect of walking and cycling provision it is noted that the environment on the A412 Church Road is not conducive to active travel along this corridor, and as such the Highway Authority proposes that funds be secured towards improvements to encourage increased walking / cycling. It is also noted that there is a pre-existing scheme funded via the PSDF S106 to be implemented between the A4007 and Iver High Street and a scheme to sign walking and cycling routes to the site via Pinewood Green. It is therefore proposed that funds be secured to provide a walking and cycling link between these two schemes along the A412 Church Road. These are appropriate opportunities for sustainable travel as required by paragraphs 110 and 112 of the National Planning Policy Framework (2021). A contribution for these purposes be secured by S106 obligations is agreed.

12.31 The existing Peace Path runs along the southern edge of the existing studio connecting Pinewood Road is to be re-provided to the south of the site as a consequence of the development. It is noted that the existing path is provided at the discretion of Pinewood Studios and can be closed temporarily or permanently at any

time. The applicant has offered a replacement path of equivalent status (discretionary) to the existing but in an improved landscape setting. A contribution of £30,000 has been agreed to allow the Parks Service to create a connecting path within Black Park to link the relocated Peace Path with the established path network within Black Park.

- 12.32 The proposed re-provision of the 'Peace Path' is illustrated as a U shaped route 612 m long skirting three sides of the car parking at the southern end of the site, approximately 600m south of the existing path entrance on Pinewood Road. Although it is acknowledged that this will be further from Pinewood Green residents, the Strategic Access Officer tends to agree that more residents of Iver Heath would be able to reach Black Park with the proposed siting, even though the New Peace Path is itself longer (612m compared to the existing 472m). The new location is close to the Uxbridge Road from where access to Black Park already exists, albeit not for cyclists and the Uxbridge Road is busier and therefore less pleasant than Pinewood Road. The Strategic Access Officer has advised that the alternative route indicated could be improved by providing an additional link to Pinewood Road, saving 370m of unnecessary north-south walking and cycling, 190m of which is along the Pinewood Road, close to noise and traffic. The applicant has agreed this in principle. It is to be noted that the detailed design of the route will be a matter to be determined through the submission of reserved matters in due course.
- 12.33 In summary, the Highway Authority is satisfied that the significant impacts from the development on the transport network can be mitigated to an acceptable degree and that appropriate opportunities to promote sustainable transport have been taken and would not result in a severe residual impact on the safety and convenience of the highway network. The Environmental Statement reports that there are a number of minor adverse environmental impacts affecting pedestrians, local communities, drivers and road users. These are not considered significant and accompanied by moderate environmental benefits for drivers and pedestrians/community. The proposals are therefore considered to be in accordance with CS policy CP7 and local plan policies TR4, TR5, TR7, and TR10 and national policy.

13.0 Air Quality

Core Strategy Policies:

Core Policy 13: Environmental and Resource Management

Local Plan Saved Policies:

Policy TR5 - Accesses, Highway Works and Traffic Generation

Policy TR10 - Heavy Goods Vehicles

- 13.1 Core Strategy Policy 13 Environmental and Resource Management, states that the Council will seek to ensure the prudent and sustainable management of the area's environmental resources by seeking improvements in air quality, especially in the Air Quality Management Area adjacent to the motorways and close to Burnham Beeches SAC. New development will be directed away from existing sources of noise and air pollution to avoid adverse impacts on local communities.
- 13.2 Saved Policy TR5 Accesses, Highway Works and Traffic Generation, in considering proposals involving a new or altered access onto the highway, works on the highway, the creation of a new highway or the generation of additional traffic the Council will have regard to their effect on safety, congestion and the environment.

- 13.3 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development, and minimising pollution is part of the environmental objective, one of three overarching objectives. Paragraph 174 states that planning decisions should contribute to and enhance the natural and local environment by preventing new development from contributing to unacceptable levels of soil, air, water or noise pollution. Paragraph 185 states that decisions should also ensure that new development is appropriate for its location, taking into account the likely effects (including cumulative effects), of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site and the wider area to impacts that could arise from the development.
- 13.4 NPPF paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. "Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan".
- 13.5 The site is located within an Air Quality Management Area (AQMA) and an Air Quality Action Plan (AQAP) has been written to fulfil part of the Council's statutory duties under the Local Air Quality Management framework. It outlines actions likely to improve air quality in the South Bucks area of Buckinghamshire Council between 2020 and 2030. The primary sources of air pollution are transport related including the motorways (M25, M40, and M4) which pass through the area. An AQMA was declared around the motorway corridors in 2004. In August 2018, due to exceedances of nitrogen dioxide along the High Street and Thorney Lane North and South, Iver was designated an Air Quality Management Area.
- 13.6 Air quality has been considered within the ES Chapter 11, having regard to the impacts of emissions from construction and operational road traffic on NO₂, PM₁₀ and PM_{2.5} concentrations at existing sensitive receptors and potential future users.
- 13.7 The impacts of emissions from road traffic associated with the construction phase on NO₂ concentrations at sensitive receptors is assessed as minor adverse to minor beneficial but considered not significant.
- 13.8 The air quality impacts of emissions from road traffic associated with the operational phase on NO₂ concentrations at sensitive receptors is considered significant for some specific receptors, but not significant for the remainder, including in the vicinity of the site around Iver Heath. The receptors where a significant impact could occur are around the junction of the A40 and M40. It is stated that "The A40 / M40 junction is a significant element of the strategic road network, with substantive traffic travelling through it on a daily basis. The proportion that relates to the proposed development is exceptionally small and consequently, whilst the impact is noted as being significant, this is set firmly in the context of a wider pre-existing issue to which the development will contribute marginally".
- 13.9 The in-combination assessment of air quality effects identifies for the construction phase that, with the inclusion of additional flows on the network, from the proposed peak construction year there will still be a direct temporary medium-term effect which is considered to be minor adverse and not significant on exposure to elevated

pollutant concentrations (emissions from vehicle exhausts). For the operational phase whilst there will be some incremental increases, this is moderate adverse and significant on receptors E34 and E36 located close to the A40/M40.

- 13.10 The Council appointed consultants to review the ES Air Quality chapter. They raised a number of queries which have all been addressed, mainly through clarifications of the technical information submitted. One matter has been addressed through a formal ES Addendum, the submission of an updated plan in respect of air quality (A11.1) to show correct distance bands from the site boundary for construction dust sensitivity assessments. The update does not alter the conclusions of the assessment and the ES. The clarifications and updated submission are considered to address the issues raised satisfactorily.
- 13.11 The recommendations also included that the Local Planning Authority agree that a Dust Management Plan and monitoring to be included in a Construction Environmental Management Plan. It has been agreed that dust mitigation is to be included in a Construction Environmental Management Plan (CEMP), subject to a condition of permission.
- 13.12 A number of air pollution mitigation measures are proposed in the Travel Plan. As set out above, this seeks to promote and target sustainable non car borne access and includes provisions for a visitor attraction shuttle bus connection to Slough Station and augmenting the existing Pinewood Studios shuttle bus for those working and visiting the studios. There are also measures to improve walking and cycling.
- 13.13 A financial contribution is also agreed to be secured via a S106 obligations towards implementation of the AQAP objectives, as contained within the Air Quality Action Plan and Air Quality Actions Feasibility Study to contribute towards mitigating the effects of the development. The Air Quality Action Plan for the Ivers contains a number of measures that should reduce NO₂ concentrations in Iver Parish. The financial contribution agreed is £150,000, which would support the implementation of environmental improvements and walking and cycling initiatives where there would be clear air quality benefits. These improvements to routes between Pinewood studios and the local area, would benefit users of the site, such as employees and students, as well as local residents impacted by the poor air quality.
- 13.14 Exposure to elevated pollutant concentrations arising from emissions from vehicle exhausts is a residual (after mitigation) impact of the development, therefore there is a conflict with local and national policy. However the significant adverse effect is specific to receptors E34 and E36 located close to the A40/M40 junction and the impacts would be mitigated including through a financial contribution secured towards the AQAP objectives, which is consistent with CS policy I3. On balance it is considered that the adverse air pollution effect amounts to limited harm and this is carried forward to the overall planning balance.

14.0 Ecology and biodiversity

Core Strategy Policies:

Core Policy 9 (Natural environment)

Core Policy 13 (Environmental and resource management).

- 14.1 Core Policy 9 Natural Environment, states that the highest priority will be given to the conservation and enhancement of the natural beauty of the Chilterns Area of

Outstanding Natural Beauty, and the integrity of Burnham Beeches Special Area of Conservation. The conservation and enhancement of Burnham Beeches SAC, and its surrounding supporting biodiversity resources, will be achieved through restricting the amount of development in close proximity to the site, and ensuring that development causes no adverse effect on the integrity of the SAC. The policy seeks to conserve and enhance the landscape characteristics and biodiversity resources by not permitting new development that would harm landscape character or nature conservation interests, unless the importance of the development outweighs the harm caused, the Council is satisfied that the development cannot reasonably be located on an alternative site that would result in less or no harm and appropriate mitigation or compensation is provided, resulting in a net gain in Biodiversity.

- 14.2 Core Policy 13 Environmental and resource management, states that new development must be water efficient and incorporate Sustainable Drainage Systems (SuDs) where feasible. Particular regard should be had to maintaining the integrity of Burnham Beeches SAC and seeking improvements in air quality, especially in the Air Quality Management Area adjacent to the motorways and close to Burnham Beeches SAC.
- 14.3 The NPPF paragraph 174 states that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils and minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
- 14.4 Paragraph 180 a) states that when determining planning applications, local planning authorities should refuse planning permission if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for. Paragraph 180 b) states that development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest.
- 14.5 Paragraph 182 states that the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.
- 14.6 The application is supported by an Environmental Statement (ES) and Chapter 8 Biodiversity, provides an assessment of the proposed development in relation to the effects it would have on ecology and nature conservation. The area of the ES assessment includes the five-armed Five Points Roundabout, and sections of the A412 Uxbridge Road, A4007 Slough Road, Pinewood Road and Wood Lane, the access and highways improvements required to deliver the proposed development.
- 14.7 The ES Ecology chapter has been updated as part of the ES Addendum submitted in October 2021. This followed a formal (Regulation 25) request for further information considered necessary to properly assess the likely significant effects of the proposals

on protected species and habitats, including Bechstein bats and breeding birds. The new and updated surveys submitted are now considered to bring the ecological understanding of the site up to a level where potential impacts can be assessed.

14.8 It is noted that all construction and operation effects have been scoped out for great crested newt, hazel dormouse and invertebrates, with justification for this provided and accepted. It is stated that ecological input has been provided from the onset of the project to ensure impact avoidance and mitigation is in-built to the proposed scheme, including establishing an area of Green Infrastructure of no less than 9.5ha as part of the parameters plan. This will ensure that the Proposed Scheme achieves Biodiversity Net Gain (BNG) of not less than 10%. Mitigation of construction related impacts will include the development and application of an Ecological Lighting Scheme (ELS), CEMP and landscape buffers at the boundaries. The mitigation of the development (operational phase) is addressed below.

Sites of importance

14.9 The site is located near to the following statutory environmental designations:

- Burnham Beeches Special Area of Conservation (SAC), located approximately 6.0km north-west of the Site;
- Black Park Site of Special Scientific Interest (SSSI) and Black Park Local Nature Reserve (LNR), located approximately 0.3km west and immediately adjacent to the north-western boundary of the Site respectively;
- Kingcup Meadows and Oldhouse Wood SSSI, located approximately 1.5km northeast of the Site;

14.10 In addition the site is near to the following non-statutory designations:

- South Bucks Heaths and Parkland Biodiversity Opportunity Area (BOA) within footprint
- Colne Valley BOA located 1.3km North-east

14.11 Burnham Beeches SAC, is located more than 5km from the site and consideration has been given to effects in relation to changes in air quality from increased construction and operational road traffic. The TA confirms that increases in traffic in proximity to the site will be negligible. Likewise recreational impacts, typically associated with increased populations through residential development and typically within 5km, are considered negligible. These matters have been scoped out of the ES and this approach is considered reasonable.

14.12 The site is adjacent to the Black Park SSSI and Local LNR. There is currently an informal permissive path (Peace Path) that connects the site to Black Park, which will be replaced as part of the proposed development. There is the possibility that sensitive ecological features (such as heathland habitats) could be disturbed should recreational trips from the site increase. The ES states that such trips can be well managed through typical visitor management measures such as signage, path maintenance and ranger presence. Secondary mitigation reported in the ES includes a financial contribution to management of recreational pressures within Black Park. A financial contribution to management of recreational pressures within Black Park, is proposed as part of a S106 Planning Agreement. The ES states 'Through the application of the secondary mitigation measures described above, the predicted increase in recreational visits to Black Park above the current baseline would expect

to be mitigable. The residual effect would therefore be negligible (not significant)'. Black Park within which the SSSI and LNR are located is itself a visitor attraction managed by the Council's Parks Service. It is not considered that there is a high risk of the impacts identified as being possible, particularly as it is not highly likely that additional visitors arising from the development would have dogs accompanying them. The mitigation measures identified and for which funding has been agreed are based on advice from the Council's Ecology and Parks management teams and are considered appropriate.

14.13 Due to an increase in operational vehicle flows in proximity to the Kingcup Meadows and Oldhouse Wood SSSI, which lies within 200m of the A412 and approximately 1.5km to the northeast of the site, there is the potential for a decrease in air quality in this locale. Taking into account the predicted additional traffic in-combination with other plans and projects, air quality modelling has been completed to assess the effects of road traffic emissions on the SSSI (reported in ES Chapter 11: Air Quality, and Appendix 8.6: Air Quality Assessment). The effect of changes in air quality on Kingcup Meadows and Oldhouse Wood SSSI as a result of road traffic increases on the A412 would be negligible. This effect is not significant.

14.14 The site lies within South Bucks Heaths and Parklands BOA which sets local conservation objectives, including the provision of lowland dry acid grassland, lowland meadows, ponds, woodland and hedgerows. It is stated that the proposals create a mosaic of habitats of principal importance and will provide BNG of not less than 10% and will therefore contribute towards meeting the BOA objectives. The habitats created on site will be managed throughout the lifetime of the scheme to maximise their long-term benefit for biodiversity. This will be implemented via a Landscape and Ecological Management Plan, secured and implemented through appropriate planning condition. The above mitigation will provide a significant (minor) beneficial effect at the Local level for Local Conservation Objectives. The Colne Valley BOA is considered sufficiently distanced to avoid the development affecting its associated biodiversity targets.

14.15 Natural England have no objection to the application subject to appropriate mitigation being secured.

Bats

14.16 Bat surveys identified that the northern tree line, which stretches from Black Park to Pinewood Road, represents a key feature for foraging and commuting bats, including the rare Bechstein bat, which breeds within tree roosts in the adjacent Black Park. A Bat Mitigation Strategy has been submitted and has identified a number of proposed primary mitigation measures, focussed on: increasing the extent of bat foraging and commuting habitat, including retention of the Peace Path corridor and the creation of buffer zones; sensitive lighting within buffer areas; provision of bat boxes and roosting features; and, timing and location of construction activity.

14.17 The ES reports that primary mitigation proposed will ensure that the northern tree line / Peace Path route, together with other tree lines within the site, is protected during construction and operation of the development. This will ensure that impacts of associated noise, lighting and dust will be avoided through sensitive design. The proposed Parameter Plans have been amended to incorporate required mitigation for bats. This includes an increase in the extent of planting / green infrastructure along the current Peace Path route which has been widened from 30m to 50m to

support its use as a movement corridor for bat activity (principally in support of the Bechstein Bat population that exists in Black Park). The Parameter Plan identifies dark zones along the Peace Path commuting route and the edge to Black Park reflecting advice in the supporting Framework Lighting Strategy in recognition of the sensitivity of bats to night time artificial light, in particular.

- 14.18 The ES states that the provision of habitat creation and management will permanently increase the quality and extent of optimal bat foraging and commuting habitat for bats. It is also stated that the Bechstein bat population will be monitored regularly throughout the operation of the scheme to provide a residual feedback loop to ongoing site operations and management both within the site and the wider Pinewood Estate. Monitoring information will be shared with Black Park and the Council to ensure wider landscape management is appropriately informed. The monitoring will be specified and secured by appropriate planning condition. The ES concludes that “The provision of primary mitigation will result in a significant beneficial effect at the Site level for bats during the operational phase as a result of change in availability and quality of habitats (minor beneficial effect)”.
- 14.19 The Bat Mitigation Strategy states that alongside the proposed mitigation measures, opportunities for enhancement have been identified. It is stated that these are not necessary to respond to the proposed development itself, but represent an opportunity to improve bat habitats beyond the current baseline. The measures identified include woodland management of Black Park Country Park; and improving lighting within the existing Pinewood West Studio site. The ES states: The application of the additional enhancement measures detailed above has the potential to increase the significance of benefits to bats.
- 14.20 Regarding Woodland management in Black Park Country Park, the ES advises that the woodland within Black Park is not of high suitability to support the existing Bechstein bat population. The ES highlights a predominance of conifer and presence of rhododendron as being notable, with the more preferable oak, being shadowed and set within an immature area of mixed planting. It is recommended that some thinning of the woodland to support the oaks, particularly those close to the core roost areas, would be of benefit and would help improve the colony’s viability. A financial contribution towards mitigation measures within Black Park has been agreed and can be applied to Woodland Management measures
- 14.21 Regarding Improved lighting in Pinewood West, it is reported that the existing lighting design within Pinewood West is creating light spill onto the woodland within Black Park. The supporting Framework Bat Mitigation Strategy states ‘ With modification and the implementation of a more ecologically sensitive design, this will notably reduce the level of light intensity, light spill and undesirable illumination of the woodland edge.’ The applicant has stated that PGL is committed to addressing this issue independently of SHUK and note that with improvements to the existing security lighting, in particular, it will be possible to deliver a significantly enhanced lighting environment for the existing bat population, delivering further enhancement beyond that which SHUK itself will deliver. A condition of permission to secure a detailed lighting study and strategy to mitigate the cumulative effect of the proposed development and the existing development on the Bechstein bat population, is proposed.

14.22 The primary mitigation for bats will be secured through adherence to the Parameter Plan, and the Bat Mitigation Strategy and Framework Lighting Strategy will be taken forward to inform the detailed design of SHUK, through future reserved matters applications. Conditions of permission will require an Ecological Management Plan (EMP) to be submitted in support of the reserved matters to further illustrate how the bat mitigation measures will be integrated into the development.

Badgers

14.23 Disused badger sets and used latrines and snuffle holes have been identified around the edge of the site. As their signs have been identified on site but there are currently no identified setts, it is appropriate for further surveying to be carried out prior to commencement to inform mitigation (and if this proves necessary licencing) requirements. This is recognised within the ES: The most appropriate mitigation will be refined by further survey and would be ensured by a pre-commencement planning condition, which outlines the requirement for the survey and a mitigation strategy as required. Standard mitigation measures will be acceptable and can be secured by condition.

Breeding birds

14.24 The development will result in permanent loss of 23ha of habitat within the 34.4ha site. The ES reports that the condition of these habitats is considered poor and the effect prior to secondary mitigation is considered to represent a significant minor adverse effect for general breeding birds at the site. The loss of grassland habitat will result in the permanent irreversible loss of nesting red listed bird species (Birds of Conservation Concern (BoCC)) including skylark and lapwing. The ES reports that these populations of ground nesting birds are considered of ecological importance at the Local scale and this effect cannot be mitigated on a like-for-like basis on site because the scheme design cannot incorporate the provision of the open spaces they require.

14.25 It is stated that habitat retention and creation will perform a minor role in contributing towards mitigating construction effects on breeding birds. Secondary ecological protection mitigation measures through construction will also be deployed, however they cannot mitigate for the loss of skylark and lapwing on a like-for-like basis. Because the site will permanently lose suitable nesting habitat for these species, a significant adverse effect at the Local level is predicted for skylark and lapwing (Minor adverse effect). The ES states: Following the application of secondary mitigation the residual effect to the breeding bird population assemblage will be negligible (not significant) because the loss of skylark and meadow pipit territories will be balanced by the provision of nesting habitat for a range of other species of equal conservation importance as part of the construction phase, including, but not limited to, mistle and song thrush, house sparrow, starling, swift, and spotted flycatcher. The ES concludes that following implementation the provision of primary mitigation (habitat creation and management) and enhancement through the provision of bird boxes, will result in a significant minor beneficial effect at the local level for breeding birds.

14.26 Breeding bird surveys confirmed important species and habitats. The ES assessment is that disturbance and change in the sites constituent habitats will result in significant adverse effects on breeding birds (Skylark and lapwing). This effect is of minor adverse significance prior to secondary mitigation. The ES has not included

mitigation for these species and reported a residual significant adverse effect. This is not considered acceptable. At least three pairs of lapwing and one pair of skylark (priority species as red listed Birds of Conservation Concern (BoCC)) were recorded nesting within the site. This should require similar compensation to that which was secured for the PSDF permission (13/00175/OUT) e.g. which included green roofs. The loss of one priority species cannot be compensated for by providing for others which are not present on the site. Compensation must be provided for the same species. In this regard a financial contribution to be secured by S106 agreement for the creation of offsite habitat to compensate for the BoCC species adversely impacted by the development has been agreed with the applicant.

Reptiles

14.27 A large population of slow worm and low populations of grass snake and common lizard are present. For slow worms the study area is therefore considered to support a very small, but viable, population of a nationally important species, and is likely to be important for the maintenance of the local meta-population. Mitigation and enhancement measures can be designed into the scheme, this can be secured by condition.

14.28 The Ecologist is satisfied that Natural England licensing is not required for protected species. There are no GCN on site and so no licencing for them is required. Bats are roosting in trees on site but as their known roosting places are not going to be disturbed there is currently no need for a licence. However, as bats are highly mobile, there is a chance that they could move to new roost locations prior to works commencing, therefore it is proposed to condition the carrying out of further surveys where necessary before works which affect potential roost sites is undertaken. Following that there could be a need for a licence to be sought. Likewise with badgers, a condition of permission will require further surveys before works which could affect badgers and there could be a need for a licence to be sought.

Biodiversity Net Gain (BNG), Habitats

14.29 The proposed scheme commits to provide a minimum Biodiversity Net Gain (BNG) of 10%. This will be principally delivered through retention of trees and the green infrastructure boundary that will surround and traverse the site. This will contribute to the local conservation objectives of the South Bucks Heaths and Parklands Biodiversity Opportunity Area and provide benefits for habitats, which are considered beneficial and significant. The provision of this habitat will permanently increase the quality and extent of habitats for bats and breeding birds on the site, which are also considered to be beneficial and significant (ES Non Technical Summary 4.22).

14.30 Through the detailed design and implementation of the development a minimum 10% BNG will be delivered. This will be secured by appropriate conditions. It is noted that the Environment Act 2021 has provision to require all development deliver a minimum 10% gain, but this requirement is not yet in force.

Mitigation summary

14.31 Objections to the proposals include on grounds that insufficient evidence has been provided on the impact of the development on sensitive areas nearby and to justify the 10% BNG. Officers are satisfied that the ES and ES Addendum including updated surveys bring the ecological understanding of the site up to a level where potential impacts can be assessed. While there are some areas where more detail would be

desirable to consider at this stage, it is considered that it will be possible to secure appropriate details through conditions.

14.32 Construction of the development will result in temporary noise, vibration, dust and lighting that may cause disturbance to protected species present on the site. These include bats, badgers, breeding birds and reptiles. At the same time, construction will result in the temporary loss of some suitable habitats for these species. Mitigation measures proposed include pre-construction surveys; programme/timing of activities e.g. outside of breeding seasons; supervision of works by an Ecological Clerk of Works; and retention of valuable habitats. A Construction Environmental Management Plan (Biodiversity) (CEMP) to be submitted and approved in writing prior to commencement and subsequently followed, is to be secured by condition.

14.33 Conditions will need to ensure that design, then construction, and ultimately maintenance and monitoring, is correctly dealt with. A section 106 agreement will also be needed to address impacts beyond the boundaries of the site. Mitigation measures to be secured through conditions and obligations include:

- Expanded new green corridors which enhance the functional connectivity for bats
- Lighting controls and dark zones drawn up in conjunction with an ecologist who is experienced in mitigating against impacts on bats
- Biodiversity net gain of a minimum of 10%,
- Detailed habitat creation/planting plans and specifications.
- Ecological enhancement measures for the creation of homes for reptiles, nesting birds, barn owl and small mammals.
- A Habitat/Landscape and Ecological Management Plan which secures longterm management (and associated funding) of onsite habitats, this will also include ongoing monitoring and reporting. This will also show how areas which will be managed exclusively for wildlife e.g. the existing Peace Path green corridor will exclude access for all except those who are managing and monitoring it.
- A detailed reptile mitigation strategy.
- An updated badger survey immediately prior to commencement with mitigation strategy and licensing requirements is necessary.
- An agreed funding package to mitigate against negative recreational impacts upon the designated sites in Black Park.
- Measures to enhance conditions for Bechstein's bats within Black Park.
- A lighting study and strategy to mitigate the cumulative effect of the proposed development and the existing development on the Bechstein bat population.
- Compensatory roosting sites for sky larks and lapwing.

14.34 The scale of development is such that it will result in ecological impacts and a number of significant adverse impacts have been identified through the Environmental Assessment. Overall it is considered that the proposed development on this site is possible whilst also avoiding, mitigating and compensating for impacts on protected, priority and notable species and habitats. The proposals are therefore considered to be in accordance with CS policies CP9 and CP13 and national policy. A net gain in

biodiversity is a significant benefit of the scheme and this is carried forward to the overall planning balance

15.0 Climate change and building sustainability

Core Strategy Policies:

Core Policy 8 Built and Historic Environment

Core Policy 12 Sustainable energy

Core Policy 13 Environmental and Resource Management

Sustainable Construction SPD 2015

- 15.1 Core Policy 8 - Built and Historic Environment, states new development should be designed to help tackle the causes of, and be resilient to the effects of climate change. Core Policy 12 - Sustainable Energy, requires developments to secure at least 10% of their energy from decentralised and renewable of low-carbon sources. Core Policy 13 - Environmental and resource management, states that the Council will seek to ensure the prudent and sustainable management of environmental resources by, amongst other measures, promoting best practice in sustainable design and construction. It requires new development to be water efficient and include Sustainable Urban Drainage Systems, protect and enhance water quality, seek improvement in air quality and minimise noise impacts.
- 15.2 The NPPF at paragraph 152 states that the planning system should support the transition to a low carbon future in a changing climate, and it should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions and support renewable and low carbon energy and associated infrastructure.
- 15.3 In March 2020 SBDC was subsumed into the new local unitary authority Buckinghamshire Council along with Buckinghamshire County Council which declared a climate emergency in September 2019.
- 15.4 The application is supported by an Environmental Statement (ES) and Chapter 10 Climate Change, reports the outcome of likely significant effects arising from the proposed development in relation to climate change and how these effects can be mitigated. The application also includes a Sustainability Statement setting out a commitment to sustainable development.
- 15.5 The ES identifies that a likely significant effect is the release of GHG (greenhouse gas) emissions arising from the construction and operation of the development as well as from associated transport. The emissions that arise as a result of the proposed development have been assessed against UK carbon budgets as well as for the SBDC and Buckinghamshire administrative areas in 2018. The likely effects are reported as minor / negligible and are not significant.
- 15.6 A range of mitigation has been incorporated into the design to ensure it is resilient to changes in the future climate.
 - during the design phase an assessment will be carried out of the embodied carbon of new buildings to identify potential materials and measures to reduce the embodied carbon.
 - during the construction phase, the principal contractor will be responsible for the production of a Site Waste Management Plan (SWMP) in order to reduce general construction waste arisings

- a Construction Environmental Management Plan (CEMP) will be provided to manage general environmental related effects during the construction phase.
- The Proposed Scheme will incorporate energy efficiency and carbon reduction measures e.g (100% low energy (LED) lighting; low carbon heat pumps where heating is required; and
- be designed to deliver 10% of the site's energy through low carbon renewable energy

15.7 An ES Addendum submitted in October 2021 includes a response to concerns raised as to whether a worst case scenario had been assessed in respect of the impact of GHG emissions, with specific reference to operational traffic movements associated with the visitor attraction. The ES recognises that the proposed development will generate additional vehicle trips on the local road network and states that it is not generally possible for current traffic models to estimate net GHG emissions effects from such traffic movements. This is due to the challenge of identifying with any accuracy the proportion of such trips that are wholly additional, and the proportion that are simply trips relocated from elsewhere as a result of the Proposed Scheme. Given this current challenge, GHG emissions from operational vehicle movements have not been estimated.

15.8 The ES Addendum clarifies that the assessment set out within the ES has been prepared in full accordance with the relevant (IEMA) guidelines and that a quantitative approach should not be used where there is inadequate or unreliable data upon which to base an assessment. In determining whether traffic movements are 'new', the consideration is not whether such movements will exist, it is whether they only exist as a consequence of the development. Movements that would have taken place anyway are not new. Visitors who would have undertaken a trip to an alternative attraction, or were already on the network (for example holiday makers or on a day trip) do not generate additional GHG emissions simply because they have chosen to visit this attraction or destination (in preference to another). The correct approach would be the growth in the overall tourism market and not the additional traffic movements of the development itself. It is accepted that it is not possible to accurately estimate GHG emissions associated with traffic.

15.9 Notwithstanding transport emissions have not been identified as a significant impact in the Environmental Statement, the measures proposed aimed at reducing transport related emissions, include:

- Provision of visitor attraction shuttle bus services from Slough rail station
- Car parking provision based on the proposed modal mix (effectively capping the number of visitors who can attend the attraction by private car)
- Use of a ticketing system which can encourage bus and coach travel and minimise traffic generation
- Provision of fast electric (EV) charging points on 5% of the parking spaces with a further 5% passive provision to allow future installation of EV charge points.

15.10 It is noted that other measures include electric cycle charging provision, bike lockers and changing facilities to encourage sustainable transport modes. There can be secured by condition.

- 15.11 The Sustainability Statement sets out a summary of how the development intends to deliver sustainable development. This includes the social and economic benefits of the proposals, the design measures, and commitments on how the development will mitigate and adapt to climate change. In terms of sustainable design PGL is voluntarily targeting a 'Very Good' rating as a minimum across the proposed development where buildings are conducive to a BREEAM assessment.
- 15.12 In terms of energy efficiency, it is stated that the detailed design of the development will consider a range of measures to reduce energy consumption and carbon emissions. This will include consideration of low carbon and renewable energy sources, overheating assessments, energy monitoring and reducing emissions through construction. The Sustainability Statement at 5.9 states 'Where feasible, the mandatory number of credits required for an 'Excellent' rating will be met for operational energy performance using a 'fabric first' strategy which considers passive design and efficient building services. This target reflects PGL's aspirations to go beyond best practice.'
- 15.13 It is stated that detailed design will give consideration to the use of measures to reduce onsite water consumption through construction and operation, and a Materials and Waste Management Strategy will consider measures to minimise material use and manage waste. A Site Waste Management Plan (SWMP) will be prepared setting out the principles for handling, disposing of and managing waste during construction, confirming targets for the reuse and recycling of waste, and diversion of waste from landfill. These details will be required to support the reserved matters applications.
- 15.14 In terms of energy efficiency, the Sustainability Statement outlines a Be Lean, Be Clean and Be Green approach and sets out considerations for renewable and low carbon technologies which are to be considered at detailed design stage. The energy strategy summary within the Sustainability Statement includes a commitment to develop the strategy further at detailed design stage. It is recommended that an Energy Strategy to be secured by condition supplements the detailed planning application/s at reserved matters stage. This should fulfil the requirements as set out in the Sustainable Construction SPD and set out how relevant planning policies from both the SPD and the Core Strategy will be fully achieved.
- 15.15 In summary, officers are satisfied that the detailed strategies and measures to address sustainability and climate change / adaption requirements can be dealt with by condition with the details for approval at reserved matters stage. Therefore it is considered that the proposals comply with relevant local policies CP8, CP12 and CP13 and national planning policy in respect of climate change and low carbon infrastructure and energy use.

16.0 Flood risk and drainage

Core Strategy Policies:

CP13 Environmental and resource management

- 16.1 Core Policy 13 Environmental and resource management, states that new development must be water efficient and incorporate Sustainable Drainage Systems (SuDs) where feasible.

- 16.2 NPPF paragraph 159 advises that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Where appropriate, applications should be supported by a site specific flood risk assessment (paragraph 167) and when determining applications LPAs should ensure that flood risk is not increased elsewhere. NPPF paragraph 169 requires that major developments incorporate sustainable drainage systems, unless there is clear evidence this would be inappropriate. Planning decisions should contribute to and enhance the natural and local environment by preventing new development from contributing to, or adversely affecting, water resources (paragraph 174).
- 16.3 A Flood Risk Assessment (FRA) & Drainage Strategy has been submitted in support of the application. Water Resources, Flood Risk and Drainage have been scoped out of the Environmental Statement. The basis for scoping out is that outlined risks associated with construction would be managed by 'best practice' and implementation of a CEMP. It is stated that the surface water drainage scheme will be designed such that there is no increase in the peak rate of run off from the site. It was concluded that surface water flood risk resulting from the development is unlikely to be considered significant. As surface water will discharge to the public sewerage network, a reduction in surface water quality resulting from the development is unlikely to be considered significant.
- 16.4 The site is located in Flood Zone 1, and at the lowest risk of flooding. Parts of the site lies in an area of high risk of surface water flooding. The groundwater level in the area of the proposed development is such that there is a risk of flooding to subsurface assets but surface manifestation of groundwater is unlikely.
- 16.5 A surface water drainage scheme will be developed at the detailed design stage and subject to reserved matters approval. The FRA suggests that due to the previous / existing use, infiltration as a means of surface water disposal is not recommended due to contamination concerns. However, infiltration based SuDS could be used in the northern parcel of the site. The next most practicable method of surface water disposal is via a watercourse. Following engagement with the applicant's drainage consultant, the location of surface water disposal has been revised, showing five sub-catchments across the site. It is intended to use four sub-catchment outfalls to manage surface water runoff from the site and discharge to nearby watercourses. This is in line with the drainage hierarchy subject to infiltration as a means of surface water disposal being demonstrated to be unviable at detailed design stage following infiltration rate testing in accordance with BRE 365 and groundwater monitoring.
- 16.6 It is proposed to attenuate up to the 1 in 100 year storm event plus 40% climate change allowance. Attenuation will be provided in strategic swales and permeable paving across the site as shown on the Masterplan 1 Proposed Drainage Layout (drawing no. MP1-3021) and Masterplan 2 Proposed Drainage Layout (drawing no. MP2-3071). The submitted technical note includes indicative storage requirements for both of the proposed masterplans. The proposed storage volume provided is in excess of the required storage volume at this stage.
- 16.7 The outlined approach is considered acceptable in principle and can be developed at detailed design stage and subject to approval at reserved matters stage. The LLFA has no objection to the proposed development subject to planning conditions. The applicant is encouraged to provide attenuation storage using multiple SuDS techniques that offer additional benefits such as water quality, biodiversity and

amenity and that this approach is carried forward to detailed design. The Indicative Drainage Details (drawing no. SK-3100) show the typical design details for the proposed SuDS techniques, these principles should be carried through to detailed design. There is an opportunity to incorporate small scale SuDS within the proposed parking areas, these include rain gardens and bio-retention areas, this can assist in diversifying the landscape and introducing additional green-blue infrastructure within the site.

- 16.8 A water quality assessment has been provided to show that a range of SuDS techniques are required to sufficiently manage pollution from the surface water runoff generated by the proposals. Further investigations, such as groundwater monitoring, should also take place prior to detailed design. These requirements can be secured by conditions. The development is considered to comply with the relevant flood risk policy CP13 and the NPPF.

17.0 Ground Conditions, Minerals Safeguarding

Minerals and Waste plan

Policy 25: Delivering high quality restoration and aftercare

- 17.1 Policy 25 of the adopted Buckinghamshire Minerals and Waste Local Plan 2016 – 2036 provides support for high quality restoration and aftercare of mineral extraction sites.
- 17.2 The NPPF paragraph 183 advises that planning decisions should ensure that “a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination”. Paragraph 184 of the NPPF advises that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.
- 17.3 The application site is a former quarry in the process of remediation and subject to Environment Agency (EA) Environmental Permits. The land has been used for the extraction of minerals /disposal of (inert) waste by landfill. The quarry has not yet been fully restored and is not out of aftercare. There is an approved restoration scheme for the land and the proposed development would result in the loss of the approved restoration scheme and any benefits (such as the re-instatement of agricultural land, tree planting etc.) it would deliver.
- 17.4 In support of the application, a Desk Study Review, Preliminary Risk Assessment and Ground Investigation Scoping Report has been submitted. Ground conditions and contamination have been scoped out of the Environmental Statement. The site has been subject to mineral extraction with subsequent landfill, via Environmental Permitting. A review of permitting has established that fill has been largely inert and risks associated with dust generation, ground gasses, contamination of controlled water and mobilisation of contaminants through excavation are considered to be low. It is not considered that contamination will result in significant effects.
- 17.5 The EA initially objected to the proposed development because they were not satisfied that sufficient information had been supplied to demonstrate that the applicant had fully considered their requirements for the surrender of the Environmental Permits on the site prior to development. They subsequently withdrew their objection, having engaged in constructive discussions with the applicant and Buckinghamshire Council and are now satisfied that the applicant has

given due consideration to the existing environmental permits on site, and the risks posed by the proposed development to vulnerable groundwater and the landfill mass.

- 17.6 The EA has confirmed that they are satisfied that the risks posed by the proposed development to groundwater and the landfill mass can be managed through their permitting regime and advise “As environmental regulators we have to ensure that planning and permitting, although separate regimes, can be complimentary where we have complex applications which affect both regimes. We are now satisfied that the risks to the environment posed by the development are best considered through an environmental permit application to amend the final land use and the landfill infrastructure. There may be design requirements which result from this application but these can be integrated into future reserved matters applications. We request that we are consulted on any amendments to the outline application and all reserved matters”.
- 17.7 The Council’s Environmental Health (Contamination) Officer has reviewed the Desk Study Review, Preliminary Risk Assessment and Ground Investigation Scoping Report prepared by Card Geotechnics Limited (Report ref. CG/38624/R001), which has identified a number of potentially complete contaminant linkages. An intrusive investigation is therefore considered necessary. The environmental consultant has prepared a scope for the proposed investigation. The EHO recommends conditions be applied to any permission granted to secure this and where necessary to minimise risks from land contamination. The development is considered to be policy compliant.

18.0 Environmental assessment matters

Core Strategy Policies:

Core Policy 6 (Local Infrastructure Needs)

Core Policy 13 (Environmental and resource management)

- 18.1 The Environmental Statement has scoped out a number of topics as it was judged that there would be no significant environmental effects arising from the development in terms of these specific areas. The evidence to support scoping out of environmental technical topics is provided within Appendix 2.1 of the ES. Matters scoped out included: Agricultural Land; Archaeology; Built Heritage; Water Resources, Flood Risk and Drainage; Lighting; Risk of Major Accidents and/or Disasters; Materials and Waste; and Ground Conditions and Contamination. Only Agricultural Land, Risk of Major Accidents and/or Disasters and Waste are not dealt with elsewhere in this report, and these topics are addressed below. Consideration of Alternatives and Cumulative Effects are addressed in this section.
- 18.2 The ES has considered primary and tertiary mitigation prior to undertaking the assessment of likely significant effects. Following the conclusion of effects based on the proposed scheme any further mitigation measures or monitoring arrangements i.e. secondary mitigation, have been identified. The mitigation measures are summarised as an appendix to this report.

Agricultural Land

- 18.3 The NPPF, at paragraph 174 b) notes the benefits of protecting the best and most versatile agricultural land (BMV). The footnote to paragraph 171 also states “where

significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality". The glossary of the NPPF gives the following definition. "Best and most versatile agricultural land: Land in grades 1, 2 and 3a of the Agricultural Land Classification." In assessing the effects of the development on agricultural land it is necessary to have given consideration to the Agricultural Land Classification (ALC), devised by Ministry of Agriculture Fisheries and Food (1988). This is the standard method used for determining the quality of agricultural land.

- 18.4 The site is comprised of approximately 32.6 ha of recently restored / in the process of being restored agricultural land. Post 1988 Agricultural Land Classification data identified the site to be a mixture of Grade 3a and 3b land, the majority being Grade 3b. Of these grades, only Grade 3a is classified as best and most versatile (BMV) agricultural land. The site has since been used as a quarry for mineral extraction and been partly restored to agricultural land. The proposed development would result in the loss of the agricultural land. Defra guidance recommends consultation with Natural England if the loss of BMV land is over 20ha. Considering the agricultural land is restored and previously did not comprise over 20ha of BMV land, it is not considered that the threshold is met and the loss of BMV land is not considered to be a significant environmental effect and not considered further in the EIA or reported in the ES.
- 18.5 The development would result in the loss of some BMV agricultural land but not to a significant extent and given the former quarry use this loss would only be afforded very limited negative weight in the planning balance.

Waste

- 18.6 The production of waste and disposal as landfill has been scoped out of the ES as it is considered unlikely to be significant. The ES Appendix 2.1 states 'At this scoping stage the specific types and amounts of these and other materials is not known within the Proposed Scheme. However, it is assumed that as part of the detailed design of the Proposed Scheme, a Materials and Waste Management Strategy will act as a robust tertiary mitigation measure. The effects of consumption of materials are unlikely to be considered significant and will not be considered within the ES. As part of the detailed design and subject to Reserved Matters approval, a Materials and Waste Management Strategy will be required to mitigate the adverse effects associated with the consumption of materials during construction, and with the operational phase. This will be dealt with by permission.

Risk of Major Accidents and/or Disasters

- 18.7 The EIA Regulations have a requirement to consider the risk of major accidents and/or disasters relevant to the proposed development. Given the nature of the proposed development and the site context there is not considered to be any likelihood of a major accident or disaster.
- 18.8 Risks associated with major accident caused by ground subsidence and structural/building collapse will be mitigated through adherence to design standards and regulations. Risks arising from fire, arson or vandalism will be reduced through appropriate design and appropriate emergency planning and people management plans in accordance with appropriate Health and Safety legislation.

Consideration of Alternatives

- 18.9 The EIA Regulations state that an ES should include ‘a description of the ‘reasonable alternatives’ (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects’.
- 18.10 The applicant states that alternative sites have not been considered as the opportunity to deliver the proposed development only exists at the site, with geographical connection to Pinewood Studios. The ES at Chapter 5 states ‘The components of the Proposed Scheme tie it to the existing film studio, where there can be a direct interrelationship with its intellectual and commercial presence and advantage taken of the skills, opportunities and facilities present within Pinewood Studios, in light of this context. The main design alternative considered was for varying scales and mixes of the visitor attraction and production studio floorspaces. Two design layout options are allowed for, with the difference being the layout of the visitor attraction. Only effects in relation to landscape and visual receptors are influenced by the options.
- 18.11 The EIA assesses the likely significant effects, based on a deviation from the baseline environment, in essence the ‘Do Nothing Scenario’. The ES at Chapter 5 states ‘Each of the technical Chapters 6 – 12 report the future baseline scenario under a ‘do nothing’ scenario. The discussion is associated with how the site and study area may change assuming the site was not developed and the existing conditions/regime was maintained.’
- 18.12 It is noted that planning policy guidance states that the EIA Regulations do not require the consideration of alternatives, rather, that where alternatives have been studied the ES should report these to demonstrate how the scheme evolved. The consideration of alternatives is therefore considered acceptable. It is accepted that having regard to the development as a whole there are no alternative sites on which the development could be sited given the need for juxtaposition with Pinewood Studios.

Cumulative Effects Assessment

- 18.13 To accord with the EIA Regulations, the interaction of environmental effects, and the combination of environmental effects of the proposals with other existing or approved projects, have been addressed. It is concluded within the ES that the in-combination effects with other projects will not be greater than the effects reported alone in the ES technical chapters. Where relevant in-combination and cumulative effects have been addressed within the relevant part of this report.

19.0 Infrastructure and developer contributions

Core Strategy Policies:

CP6 (Local infrastructure needs)

Local Plan Saved Policies:

T4 (New built development to provide tourist facilities)

- 19.1 Core Policy 6 states that the Council will use obligations where appropriate to secure provision of essential infrastructure directly and reasonably related to the development. Any agreement would be subject to having regard to the statutory

tests for planning obligations in the Community Infrastructure Levy Regulations and the National Planning Policy Framework.

- 19.2 Having regard to the relevant guidance and statutory tests for planning obligations in the Community Infrastructure Levy regulations and the National Planning Policy Framework it is considered that the following measures are required to be secured within a section 106 agreement in order for the proposed development to be acceptable.

Travel Plan Provisions

- 19.3 Measures to secure Travel Plans for each element of the development to support sustainable travel; the appointment of a Travel Plan Co-ordinator and a monitoring contribution for reviewing and supervising the implementation of each Travel Plan for each element of the development.

MSIS Provisions

- 19.4 The Modal Share Incentive Scheme (MSIS) to encourage sustainable travel and that no more than 60% of Visitors to the Visitor Attraction arrive by car. If the MSIS target is not achieved over the review period then an incremental and escalating financial contribution, to promoting sustainable transport related to improved air quality on traffic routes impacted by the development, is required to be paid, with the total contribution payable by to the Council not exceeding £750,000.

Black Park Link Provisions

- 19.5 A contribution of £30,000 towards the cost to the Council of providing the Black Park Link, to connect the relocated Peace Path with the established path network in Black Park.

Mitigation of Recreational Impact Provisions

- 19.6 A contribution of £100,000 to be paid to the Council as a contribution towards a strategy to mitigate the effects of visitors to the site upon Black Park.

Bat mitigation: Woodland Management Contribution

- 19.7 A financial contribution of £40,000 to fund Woodland Management measures within Black Park to improve the habitat for Bechstein bats.

Breeding Bird Compensatory Habitat contribution

- 19.8 A financial contribution of £20,000 for the creation of offsite habitat to compensate for the BoCC species adversely impacted by the development.

The Sustainable Transport Contribution Provisions

- 19.9 A contribution of £150,000 towards the costs of implementing measures to promote the use of sustainable transport by visitors to the Visitor Attraction and/or visitors to the Film Production Facilities, the need for which arises directly from the Development.

The Air Quality Management Contribution Provisions

- 19.10A contribution of £150,000 towards the costs of implementing measures aimed at the improvement of air quality in the AQMA.

Traffic Calming in Fulmer Provisions

19.11 A contribution of £150,000 as a contribution towards the costs of implementing measures to calm traffic flows and ease traffic congestion in Fulmer in the vicinity of the site.

Education Hub and Business Growth Hub Provisions

19.12 To make the land available at nil cost for the development of the hubs and to support the developer/s throughout the planning process until the approval of all Reserved Matters in respect of the hubs.

Local Economic Benefits Provisions

19.13 Measures:

- to deliver a construction apprenticeship scheme to be operated through the building contracts
- to provide a National Film and Television School (NFTS) bursary scheme
- to provide a Schools Outreach Programme of film and media learning support in education at primary, secondary and tertiary education levels to be delivered at the site
- to prioritise employment opportunities for local people
- to prioritise opportunities for local businesses to supply goods and services

19.14 The following is a summary table:

	Contribution
1. Travel plan	
a. Visitor attraction buses	Cost of works
b. uplift capacity Pinewood shuttle buses	Cost of works
c. bike lockers	Cost of works
d. e-bike charging	Cost of works
e. Travel Plan implementation & monitoring	Cost of works and monitoring costs
2. Modal Share Incentive Scheme	Up to £750,000
3. New Peace Path	Cost of works
4. Connection within Black Park	£30,000
5. Mitigation of impact on Black Park	£140,000
6. Breeding bird compensation	£20,000
7. Sustainable transport contribution	£150,000
8. Air quality contribution	£150,000
9. Traffic calming Fulmer	£150,000
10. Centre Stage	To make land available on implementation of an agreed hub scheme by operator/ developer
(a) Education hub	
(b) Business growth hub	
(c) Planning support	
11. Local economic benefits	
a. NFTS bursaries of £15,000 x 5pa for 5 yrs	Costs at £75,000 pa up to £375,000

b. apprenticeship programme £2,000 pa for 10 local people for 5 years	Costs at £20,000 pa up to £100,000
c. salary for part-time scheme co-ordinator	Costs at £15,000 pa for 10 years up to £150,000
12. Schools outreach programme	Cost of £20,000 pa up to £100,000
13. Local employment and service priority	
a. employment priority notification and preference	Costs of £5,000 pa up to £25,000
b. business / supplier priority notification + preference	Costs of £5,000 pa up to £25,000

19.15 The applicant has confirmed that it is willing to enter into a legal agreement.

19.16 A number of objections have cited inadequacy of S106 contributions and identified other measures that should be secured in mitigation or as compensation. It is considered that such requirements would need to accord with The Community Infrastructure Levy (CIL) Regulations 2010. Regulation 122 places into law the Government's policy tests on the use of planning obligations. It is now unlawful for a planning obligation to be taken into account as a reason for granting planning permission for a development of this nature if the obligation does not meet all of the following tests: necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.

19.17 In the context of this application the development is in a category to which the regulations apply. The requirement for all of the above named measures being sought, if the proposals were to be supported, would need to be secured through a Planning Obligation Agreement and this is assumed in the planning balance. These are necessary and proportionate obligations that are considered to comply with the tests set by Regulation 122 for which there is clear policy basis either in the form of development plan policy or supplementary planning guidance, and which are directly, fairly and reasonably related to the scale and kind of development.

19.18 Officers are satisfied that the obligations set out set secure the mitigation necessary and otherwise in accordance with the legal requirements and guidance. Other measures suggested in representations do not meet the rigorous tests in the CIL Regulation of being necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.

20.0 Other matters arising from representations

20.1 A number of matters have been raised in consultation responses which are addressed here.

Insufficient time to respond to additional information

20.2 The comment has been made that it is unreasonable to expect residents to fully digest the added documents within the consultation timeframes. The deadline should be extended by at least one month, or more if new documents keep being added as they are now. On this basis, process for comment does seem skewed in favour of

SHUK, whereby they have continued to add significant documents during the consultation period, making it incredibly challenging and time consuming for residents to provide a fully informed response in the time given.

- 20.3 Response: There has been a 30 day statutory consultation period following receipt of the ES Addendum. Information received from the applicant following that and within the consultation period does not constitute additional or new information and does not warrant extension of the consultation period.

Further evaluation by of the ES Addendum

- 20.4 Noting that the Council engaged specialist consultants (Temple) to review the Environment Statement the comment has been made the Temple should have been asked to review the ES Addendum. A specific question has been asked as to whether the concerns raised by Temple in regard to Air Quality have all been resolved. A general criticism is made that the ES is defective.
- 20.5 Response: Temple were retained to augment Council capacity when the application was submitted and in consideration of the broad scope of the Environmental Statement submitted. Given the limited scope of the ES Addendum the Council did not require Temple's support in reviewing this.
- 20.6 In relation to the air quality, the ES Addendum (Appendix 9) clarifies that all responses to the concerns raised by Temple apart from number 28 (relating to Construction Dust mapping) were judged acceptable by Temple. Item 28 recommended that Figure A11.1 needs to be updated so that distance bands around the southern end of the site are correct. This update was subsequently provided as ES Addendum Appendix 13 Air Quality Construction Dust Assessment. This is considered acceptable.
- 20.7 In response to the criticism that ES is defective, officers are satisfied that the ES including the ES Addendum adequately meets the statutory requirements.

BPA Pipeline

- 20.8 The proposed works are in close proximity to 2 high-pressure fuel pipelines and BPA wish to ensure that any works in the vicinity of the pipeline are carried out in accordance with their safety requirements. BPA have advised that they wish to request that the application is held in abeyance until they have discussed the proposal in more detail with the developer. They have also requested an informative that the owner/developer must liaise with BPA and gain their consent for any construction within the pipeline easements before the site works commence. They advise that the proposed ponds running along the western boundary of the site must be kept outside of the pipeline easement and their presence must not prevent BPA from being able to gain access to the pipelines in future (e.g destabilising a parallel excavation).
- 20.9 Response: The Council agrees that the requested informative is included in any consent. It is not considered necessary to hold the application in abeyance pending discussions with the applicants. The pipeline has been taken into account in the proposals and detailed consideration of BPA's requirements can inform the detailed design to be considered at reserved matters stage. It is noted that BPA did not responds to the initial consultation on this application.

Gardens Trust

20.10 The Trust advises that in their previous response, they specifically requested that the applicants commission a Heritage Impact Statement to address concerns about the impact of the proposals upon locally significant Heatherden Hall and Black Park and Grade II Registered Langley Park. They advise that in the absence of such a document, their objection remains.

20.11 Response: Officers are satisfied that we have sufficient information and appropriate consideration has been given to heritage assets as set out in section 11 of this report.

21.0 Overall Balance and Conclusion

21.1 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.

21.2 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.

21.3 In line with the Public Sector Equality Duty the LPA must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation). The application provides for three principal elements, the Visitor Attraction, The Productions Studios and the Education and Business Hubs (Centre Stage) as well as Green Infrastructure. The facilities would be fully accessible for all visitors, regardless of any relevant protected characteristics as stated above and no discrimination or inequality would arise from the proposal.

21.4 The Human Rights Act 1998 Article 1 the protection of property and the peaceful enjoyment of possessions and Article 8 the right to respect for private and family life, have been taken into account in considering any impact of the development on residential amenity and the measures to avoid and mitigate impacts. It is not considered that the development would infringe these rights.

21.5 The Human Rights Act 1998 does not impair the right of the state to make decisions and enforce laws as deemed necessary in the public interest.

Planning Balance:

21.6 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development which for decision taking means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

21.7 There are relevant development plan policies that apply to this application. Those policies which are most important for determining this application are Core Policies 7, 9, and 10 and Saved Local Plan policies GB1, GB4, EP3, EP4 and TR5. Policy GB1 is

not fully consistent with the NPPF in that it does not correspond entirely with the categories of inappropriate development and there is no reference to very special circumstances, and to that limited extent is not up to date. This also applies to policy GB4. However, the principal thrust of the policy which is to attach strong protection to the Green Belt from inappropriate development remains consistent with Government policy and up to date. Overall the suite of development plan policies is considered to be up-to-date. Thus the tilted balance in paragraph 11d) of the NPPF is not engaged and the S38(6) balance followed. Even if it were, footnote 7 of the NPPF applies and in the absence of the demonstration of very special circumstances, the NPPF itself would provide a clear reason for refusing planning permission and the tilted balance would not apply. Where the necessary very special circumstances case is demonstrated, by definition the harms of a development are clearly outweighed by its benefits and, even were the titled balance to be applied, logically it would add nothing to the case in favour of permission.

- 21.8 The NPPF sets out in paragraph 147 that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in 'Very Special Circumstances'. Paragraph 148 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt and that 'Very Special Circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations."
- 21.9 Development should be regarded as inappropriate in the Green Belt except in specified exceptions as set out in NPPF Paragraph 149 (a – g). Saved Local Plan policy GB1 similarly identifies categories of development that may be considered appropriate. The proposed development does not fall within any of the exceptions listed in paragraph 149 or policy GB1. The proposals are therefore inappropriate development based on this paragraph of the NPPF and contrary to policy GB1.

Green Belt and other harm

- 21.10 Green Belt: The proposed development would constitute inappropriate development and will result in spatial and visual harm to the openness of the Green Belt. It will result in significant urbanising development and encroachment into the open countryside and the loss of 32 ha of land restored / being restored to agricultural use. In addition, the proposals will lead to a conflict with three out of the five purposes of including land in the Green Belt. The proposal would not accord with policy GB1 of the Local Plan and the NPPF. The harm to Green Belt openness is substantial and this is afforded substantial weight.
- 21.11 Landscape: The scale and extent of the development is such that there will be a significant moderate adverse effect as the character of the site will fundamentally change and the open setting to Black Park across the site will be largely lost resulting in localised harm to the character of the site and this part of the CVRP and LCA. There would also be significant minor to moderate adverse impacts on a number of views in the short term until planting has matured to screen the development. For the residents at Royal Lodge / Park Lodge there will be permanent significant moderate – major adverse visual impact. Views across the site from Black Park will be impacted, including to Little Coppice. In attributing weight to this harm it is noted that very few properties are affected, the effects are not all significant and where they are they are

localised and not all permanent. Overall this harm is afforded moderate negative weight.

21.12 Residential amenity: The development would have a transformative effect on the setting of a small number of residential dwellings and result in harm in terms of outlook, noise and possible disturbance. These impacts would to an extent be mitigated through the detailed design process, by landscaping and environmental controls to be secured by condition. There would be some residual amenity effects on this small number of dwellings but the scale and nature of those effects coupled with the small number of dwellings affected is such that this impact attracts only limited weight in the overall balance.

21.13 Air pollution: The site is within an Air Quality Management Area. Exposure to elevated pollutant concentrations arising from emissions from vehicle exhausts is a detrimental impact of the development. However the significant adverse effect is specific to receptors E34 and E36 located close to the A40/M40 junction and the impacts would be mitigated including through a financial contribution secured towards the AQAP objectives. On balance it is considered that the adverse air pollution effect amounts to limited harm and this is attributed limited weight.

21.14 Heritage: The harm arising from the impact on the setting of the heritage assets is considered to be at the lower end of 'less than substantial harm'. This is to be weighed against the public benefit arising from the development and given great weight in accordance with the NPPF paragraph 199.

21.15 Agricultural land: The proposed development would result in the loss of the approved restoration scheme and re-instatement of agricultural land. The loss of agricultural land cannot be mitigated. Given the previous quarry use and the limited extent of BMV agricultural land the loss is not significant and can only be afforded very limited *negative weight in the planning balance*.

Benefits

21.16 The benefits centre on the national significance of what is proposed in terms of developing the strengths of Pinewood Studios in UK film production and delivering a complimentary nationally significant visitor attraction, both delivering a substantial economic benefit. The proposals take advantage of the global asset and anchor institution of Pinewood, realising significant benefits to the national, regional and local economy. The expansion of studio space meeting demand will aid local, regional and national recovery. The visitor attraction will significantly boost tourism and aid the visitor economy in the county and region. The benefits are very significant and clearly align with local and national economic growth and recovery strategies.

21.17 The applicant has set out material considerations to justify the proposed development, and which would comprise very special circumstances to justify a grant of planning permission, these are:

1. The geographically fixed location of Pinewood Studios (there is not a choice of location)
2. The implementation of Government/LEP approved Industrial Strategy
3. The economic benefits in support of economic recovery predominantly new employment, retraining/reskilling, growth of the local economy, tourism boost
4. The enhancement of arts, culture and tourism

5. The environmental benefits, predominantly a significant gain in ecological asset and biodiversity and furtherance of Colne Valley Park objectives
6. The social/community benefits, opportunity for shared facilities and extensions to permissive path network

21.18 The geographically fixed location of Pinewood Studios: The opportunity to deliver a growth hub is considered to be a specific opportunity given the existing studio, together with its worldwide reputation that creates an opportunity that cannot be replicated elsewhere. The creation of a visitor attraction seeks to build on this geographic connection.

21.19 The provision of additional floorspace for film production represents an expansion of existing capacity at Pinewood, whilst also creating an opportunity to deliver a working film studio that has a relationship with the visitor attraction. Further film production space would respond to the substantial demand that exists in both the West London Cluster and at Pinewood itself. The scale of the additional floorspace is significant (capable of accommodating the production of a large 'blockbuster' scale movie).

21.20 The business and education hubs are also reasonably locationally tied to the existing film studio and to each other. Centre Stage is a multi-functional hub that would provide education/business growth and community uses/accommodation (in a way that is complementary to other local initiatives and investments).

21.21 The proposed Screen Hub UK is considered to be strongly related to the specific Pinewood site/location. This is a significant positive benefit.

21.22 The implementation of Government /LEP approved Industrial Strategy: The proposed Screen Hub UK would be consistent with national and local industrial strategy and help meet the demand for screen-based content production in the UK. The proposal is consistent with the industrial and recovery strategies and economic priorities of HM Government and Buckinghamshire LEP. The growth hub can also be seen to support the LEP recovery strategy, in response to economic challenges associated with Covid and Brexit.

21.23 A development of the scale and type proposed has the potential to bring substantial economic benefits directly and indirectly and locally to nationally. Pinewood is already one of the leading employers in Buckinghamshire and its expansion provides a further opportunity to deliver high value jobs in a sector that is both stable and open for continued growth. In addition, the visitor attraction will open up opportunities for a broader range of skills and roles, many of which relate to sectors where unemployment growth has been significant. The level of job creation and wider suite of economic benefits is very significant. This is a very significant positive benefit.

21.24 The economic benefits in support of economic recovery predominantly new employment, retraining/reskilling, growth of the local economy, tourism boost: The economic benefits arising from the scheme are substantial. The scheme would be one of the largest in Buckinghamshire in recent times at £450m and the potential for job creation and growth in the economy at local and national level in a priority business sector is considerable (c. 3,500 jobs and a GVA contribution of £230m pa). Positive impacts on social wellbeing derive from the economic benefits. These benefits are very significant.

- 21.25 The enhancement of arts, culture and tourism: It is accepted that Pinewood's contribution to arts and culture in the UK is substantial in retaining, supporting and expanding all of the elements that go into film production. The proposed development will make a direct contribution to culture and the arts and there are wider benefits both regionally and nationally associated with the creation of an international visitor attraction. This adds further appeal to the UK as a destination for overseas visitors, whilst also adding weight to the cultural and tourism capital that already exists. This is a significant benefit.
- 21.26 The environmental benefits, predominantly a significant gain in ecological asset and biodiversity and furtherance of Colne Valley Park objectives: The ES reports significant benefits in terms of biodiversity net gain (minor beneficial), habitats (moderate beneficial), bats (minor beneficial) and breeding birds (minor beneficial). The proposed 10ha of green/blue infrastructure is a benefit than can be attributed weight but 10% BNG reflects the minimum that will be required when the Environment Act 2021 comes into force and needs to be reflected in the weight to be attributed as a benefit of the scheme. Limited weight is therefore attributed to this factor.
- 21.27 The social/community benefits, opportunity for shared facilities and extensions to permissive path network: As part of the proposed development the applicant proposes a range of related community benefits. A number of these relate to Centre Stage (shared use of the 'hub building accommodation and services, and workspace opportunity within the building). It is stated that there would be opportunity for community engagement and partnership activities e.g. film screenings, school visits, careers advice and fairs, volunteering, working with the Pinewood Community Fund. However the delivery of Centre Stage is dependent on others, Pinewood will make the land available but there is no certainty it would come forward. The opportunities would be beneficial however the weight to be attributed to this would be tempered by the fact that the business and education hubs (Centre Stage) are not secured and their delivery is uncertain.
- 21.28 A number of benefits are to be secured as planning obligations, including NFTS bursaries, an apprenticeship programme and a schools outreach programme. These can be attributed positive weight.
- 21.29 In overall summary this development is of national significance in terms of developing the strengths of Pinewood Studios in UK film production and delivering a complimentary nationally significant visitor attraction, both delivering a significant economic benefit. The proposals take advantage of the global asset and anchor institution of Pinewood, realising significant benefits to the national, regional and local economy. The expansion of studio space meeting demand will aid local, regional and national recovery. The visitor attraction will significantly boost tourism and aid the visitor economy in the county and region. The benefits are very significant and clearly align with local and national economic growth and recovery strategies. These are attributed very significant weight. The proposed Screen Hub UK is considered to be strongly related to the specific Pinewood site/location. This is attributed significant positive weight. The contribution to culture and the arts is attributed significant weight. Environmental benefits to BGN is afforded limited weight and community benefits are afforded very limited weight.

21.30 In considering the very special circumstances balance, officers have concluded that all of the harms are clearly outweighed by the benefits. 'Very Special Circumstances' do exist in this case. It is considered that other material considerations substantially outweigh the conflict with the development plan. Had it been appropriate to apply the tilted balance, there would have been no clear reason for refusal on this ground under paragraph 11(d)(i) of the NPPF. In consequence officers have concluded that, subject to the recommended conditions and the completion of a section 106 agreement securing the necessary obligations that planning permission should be granted.

Working with the applicant / agent

21.31 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.

21.32 The Council worked with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents regularly of any issues that arose in the consideration of their application.

22.0 Recommendation

That the application is delegated to the Director of Planning and Environment for APPROVAL subject to: referral to the Secretary of State to consider whether to call-in the planning application on Green Belt grounds; and, the recommended planning conditions and the satisfactory completion of an agreement under s106 of the Town and Country Planning Act (as amended) in relation to the Planning Obligations broadly in accordance with the details set out in the main body of the report or if a satisfactory S106 Agreement cannot be completed, for the application to be refused for such reasons as the Director of Planning and Environment considers appropriate.

Subject to the following conditions:-

A. Reserved matters and Implementation

C1 Approval of the details of the:

Reserved matters

- layout;
- scale;
- appearance; and
- landscaping

relating to each element or part of the proposed development (the 'reserved matters') shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of that element or part of the development.

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

Reason: This is an outline permission granted in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

C2
Implementation The first application for approval of reserved matters shall be made to the Local Planning Authority no later than 3 years from the date of this permission. The relevant elements of the development are:

- the Visitor Attraction;
- the film production buildings;
- the education hub; and
- the business growth hub

The development shall be begun before the expiry of 2 years from the date of the first approval of reserved matters.

Reason: In order to comply with the provisions of the Town and Country Planning Act 1990 (as amended) and to reflect the scale of the development.

C3
Implementation Application for approval of the reserved matters in respect of all subsequent elements or parts of the development hereby permitted shall be made to the Local Planning Authority before the expiration of 10 years from the date of this permission.

Reason: In order to comply with the provisions of the Town and Country Planning Act 1990 (as amended) and to reflect the scale of the development.

C4
Approved plans The development shall be carried out in accordance with the approved plans, listed below:

- Site Location Plan 3770-FBA-XX-00-DR-A-01_100
- A412 access ITL16184-GA-002D
- Pinewood Road accesses ITL16184-GA-007B, ITL16184-GA-005B and ITL16184-GA-006B

Reason: For the avoidance of doubt and in the interests of the proper planning of the area and to ensure satisfactory principal points of access.

C5
Approved plans
and documents

The development shall be carried out in substantial accordance with the approved amended parameter plans and documents listed below:

- PP1A or B Site Context Plan 3770-FB-XX-00-DR-A-01-120 Rev P1 and 3770-FB-XX-00-DR-A-01-121
 - PP2 Development Zones 3770-FB-XX-00-DR-A-01-122 Rev P2
 - PP3A or B Land Use 3770-FB-XX-00-DR-A-01-123 Rev P3 and 3770-FB-XX-00-DR-A-01-124 Rev P3
 - PP4 Green Infrastructure 3770-FB-XX-00-DR-A-01-125 Rev P3
 - PP5 – Access and Movement 3770-FB-XX-00-DR-A-01-126 Rev P1
 - PP6A or B Building Heights 3770-FB-XX-00-DR-A-01-127 Rev P2 and 3770-FB-XX-00-DR-A-01-128
 - PP7 Development Numbers and Yield 3770-FB-XX-00-SC-A-01-000 Rev P3
-
- Framework Travel Plan dated 1 February 2021
 - The design principles set out in the Development Framework and Design and Access Statement,
 - Landscape Strategy
 - Arboricultural Report
 - Framework Bat Mitigation Strategy
 - Framework Lighting Strategy
 - The Summary of Mitigation Measures set out in Chapter 14 of the Environmental Statement September 2020 as amended by Addendum (October 2021).

For the avoidance of doubt and in reference to the parameter plans referenced above PP1A or B, PP3A or B, PP6A or B only one layout option A or B shall be implemented, that option shall be identified on submission of the first reserved matters application for any element or part of the Visitor Attraction development.

Reason: For the avoidance of doubt and in the interests of the proper planning of the area and to ensure a satisfactory form, layout, scale, appearance and landscaping and to comply with the Environmental Statement and Addendum.

C6
Maximum
Floorspace

For each element or part of the development no more than the maximum floorspace set out in Parameter Plan PP7 Development Numbers and Yield shall be constructed on the relevant part of the site.

Reason: For the avoidance of doubt and in the interests of the proper planning of the area and to ensure a satisfactory form, layout, scale, appearance and landscaping and to comply with the Transport Assessment and Environmental Statement and Addendum.

C7
Orderly
development

Each reserved matters application shall be accompanied by an updated illustrative masterplan, which provides an up to date context for the development as a whole including subsequent elements or parts of the development and for the determination of that reserved matters application.

Reason: For the avoidance of doubt and in the interests of the proper planning of the area.

C8
Levels

No works shall take place on any individual element or part of the development until details of the finished floor levels of the buildings and finished site levels (for all hard surfaced and landscaped areas) in relation to existing ground levels within that element or part of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out strictly in accordance with the approved level details and retained in accordance with the same. All reserved matters applications for a building(s) submitted under condition 1 shall include details of existing ground levels, proposed finished floor and slab levels and finished ground levels.

Reason: To accord with the National Planning Policy Framework and to ensure the satisfactory design of the development.

C9
Materials

All reserved matters applications submitted for a building(s) under condition 1 shall include details of materials proposed for all of the external faces of that building(s) including walling, fenestration and roofing. Sample panels shall be made available at the written request of the Local Planning Authority. No works of construction to a building in each element or part of the development shall take place until the material details for that element or part have been approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved materials.

Reason: To accord with the National Planning Policy Framework and to ensure the satisfactory design of the development.

B. Highways

Caveat: Committee is advised that there is a difference of opinion regarding the wording of condition C10 and it is not agreed. It is proposed to provide the final agreed wording or otherwise update members by way of a corrigenda on the 16th of December 2021.

C10
Highway
improvements

Grampian Condition

i) No development shall commence until a highway works mitigation scheme comprising EITHER the Sevenhills Road highway mitigation scheme ("the SHR Works") OR the Five Points Roundabout highway mitigation scheme ("the FPR Works") has been commenced pursuant to an extant planning permission;

ii) the Sevenhills Road highway mitigation scheme ("the SHR Works") shall comprise the following:

- works to Sevenhills Road from the junction with Pinewood Road to the junction of the A412 Denham Road comprising a 28m inscribed circle diameter roundabout at the Pinewood Road/Sevenhills Road junction;
- a new section of Sevenhills Road to the north of the existing alignment replacing the narrow/single track section;
- minor widening and realignment works to Sevenhills Road;
- road widening and provision of traffic signals at the A412 Denham Road/Sevenhills Road junction;
- a new pedestrian crossing facility at the Pinewood Road/Sevenhills Road junction; and
- changes to the existing highway signage to direct traffic between the A412 north-east and Pinewood studios via the improved Sevenhills Road,

as shown in principle on the following drawings:

ITL 15189-GA-014 revision E

ITL 15189-GA-015 revision E

ITL 15189-GA-016 revision E

ITL 15189-GA-017 revision E

ITL 15189-GA-018 revision E

iii) the Five Points Roundabout highway mitigation scheme ("the FPR Works") shall comprise the highways improvements to the Five Points Roundabout as shown in principle on plan ITL 16184-GA-16 revision D.

iv) No element of the development nor any part of such an element shall be occupied until either the FPR Works or the SHR Works have been completed and are open to traffic.

v) No application pursuant to condition 1 for an element or part of the development shall be submitted unless it includes evidence to demonstrate whether or not both the FPR Works and the SHR Works are required to be completed before occupation of that element or part. The evidence shall include:

- a. a Transport Technical Note (which shall be in general accordance with National Planning Practice Guidance for Transport Assessments and any other scoping that may take place with the Highway Authority) using the traffic survey criteria and testing of those junctions contained in the submitted September 2020 Transport Assessment which are:

- Pinewood Road / Pinewood East access (roundabout);
- Pinewood Road / Pinewood West access (roundabout);
- Pinewood Road / Sevenhills Road (priority junction);
- A412 Denham Road / Sevenhills Road (priority junction);
- Pinewood Road / Pinewood Green (priority junction);
- Five Points Roundabout (FPR);
- A412 Church Road / Thornbridge Road (mini-roundabout); and
- A412 Church Road / Bangors Road North / A412 Denham Road (mini-roundabout);
- Pinewood Road site accesses (priority junctions)

The Transport Technical Note shall assess the local road network using the modelling tools set out in the approved Transport Assessment dated September 2020 and the modelling shall be carried out applying a highway network scenario with the assumption that whichever of the FPR Works and the SHR Works is the first set of highway mitigation works to be carried out is completed and operational and shall assess the year the relevant element or part of the development is intended to be open for occupation and the position in the year ten years on from that date;

b. a review of the expected traffic routing and assignment between the A412 Pinewood Road and the development site which shall be carried out applying a scenario that whichever of the FPR Works and the SHR Works is the first set of highway mitigation works to be carried out has been completed and is operational

c. in respect of the requirements of both a. and b. above the following development scenarios shall be assessed:

- a baseline scenario as set out in the approved Transport Assessment 2020 taking into account the cumulative impact of the implementation of development of all matters approved pursuant to condition 1 up to that date and without whichever set of highway mitigation works (the FPR Works or the SHR Works) has not been commenced upon commencement of construction of the development (hereafter called “the second highway mitigation works”);
- scenarios comprising of the situation:
 - i. as of the date of opening of whichever element or part thereof to which the relevant application pursuant to condition 1 relates; and
 - ii. as of ten years from the date of opening of whichever element or part thereof to which the application pursuant to condition 1 relates

in both cases both without the second highway mitigation works, but with the first set of highway mitigation works to be carried out completed; and with both the SHR Works and the FPR Works completed

vii) The second highway mitigation works shall be carried out and completed in accordance with the details and development triggers determined by the LPA in accordance with the submitted evidence set out above, so that no individual element, or part of an element, of the development necessitating the prior implementation of the second highway mitigation works shall be occupied until the practical completion and opening for public use of both the SHR Works and the FPR Works;

viii) At the latest, the final element or part of the development to be occupied shall not be occupied until the practical completion and opening for public use of both the SHR Works and the FPR Works.

Reason: In the interests of highway safety and convenience to ensure safe and suitable access and to ensure that the development does not result in a severe individual or cumulative impact on the highway network.

C. Travel Plans and infrastructure

C11
Approval of
Travel Plans

No element or part of the development as approved shall be occupied until a detailed travel plan has been submitted to and approved in writing by the Local Planning Authority for that element or part. The travel plan shall be in substantial accordance with the Framework Travel Plan document dated 1 February 2021 and referred to in C3 above. The approved travel plan shall subsequently be implemented.

Reason: To ensure that the opportunities for sustainable travel are provided to protect and maintain the operation of the highway network through establishment of traffic patterns and behaviours reflective and representative of those characterised within the Transport Assessment and application documents.

C12
Car Parking &
Manoeuvring

The details to be submitted for the approval of the Local Planning Authority within a reserved matters application for each element or part of the development, in accordance with condition 1 above, shall include:

- i) The number of car parking spaces to be provided for that element or part of, in accordance with Visitor Attraction Parking note (iTransport dated 16 February 2021) and the parameters set out within the submitted Transport Assessment dated XX and Parameter Plan 7;
- ii) EV vehicle charging provision at a rate of 5% of the parking spaces to be built in that element or part (active provision) and 5% in that

element or part to be infrastructure ready (passive provision) and details of disabled parking provision;

- iii) a scheme for the off street parking of cars, coaches and buses as relevant to that element or part of the development;
- iv) a scheme for the off street manoeuvring, loading and unloading of vehicles relating to that element or part; and
- v) an internal movement plan in respect of pedestrians, cycles, cars, coaches and buses for that element or part.

The approved details shall be implemented (and the approved car, coach and bus parking spaces and manoeuvring, loading and unloading areas, EV vehicle charging provision and disabled parking provision shall be made available for use) prior to the occupation of that element or part of the development to which the approved details relate and thereafter those areas shall not be used for any other purpose.

Reason: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway, and secure the scale of the parking provision across the site and to ensure that sustainable modes of travel are accessible in accordance with the outline application parameters.

C13
Cycle
facilities

The details to be submitted for the approval of the Local Planning Authority within a reserved matters application for each element or part of the development, in accordance with condition 1 above shall be in accordance with the Transport Assessment dated XX, the 'Cycle Facilities Note 12 November 2021', Parameter Plan 7 and shall include details of:

- i) The provision, location and layout of appropriately covered and lit cycle parking in respect of that element or part;
- ii) e-bike charging provision, cycle storage lockers and racks in respect of that element or part; and
- iii) changing facilities and lockers for the storage of personal effects in respect of that element or part.

The development shall be carried out in accordance with the approved details and the approved facilities shall be made available for use prior to the occupation of that element or part of the development and shall be permanently retained thereafter.

Reason to ensure that sustainable modes are accessible and attractive for use in accordance with the outline application parameters.

C14
Visitor
Attraction bus
infrastructure

Works on the Visitor Attraction shall not commence until details of the associated bus infrastructure have been submitted to and approved in writing by the Local Planning Authority, such details to include but not be limited to the following;

- Appropriate bus stops, shelters, seating and timetable provision
- Bus stands to accommodate layovers
- Welfare facilities for bus staff

The Visitor Attraction shall not be occupied or open to visitors until the said bus infrastructure has been provided and is available for use in accordance with the approved details. The approved bus infrastructure shall thereafter be retained.

Reason: To secure that the provision of a high quality accessible bus service of the type and nature set out within the application to achieve the modal share and protection of the highway network.

C15
A412 parking
bays

The construction of the A412 principal site access shall not commence until a scheme for the replacement A412 parking bays as shown in principle on drawing ITL16184-GA-015 has been submitted to and approved by the Local Planning Authority and has been implemented and made available for public use in accordance with the approved scheme.

Reason: To ensure the existing layby provision is replaced and provides suitable provision for highway users.

C16
Servicing

Prior to the commencement of any element or part of the development a Servicing Management Plan in respect of that element or part shall be submitted to and approved in writing by the Local Planning Authority. Each element or part of the development shall not be operated otherwise than in accordance with the approved Servicing Management Plan in respect of that element or part.

Reason: In order to ensure that servicing of the site takes place in a safe and suitable manner, providing protection to the general public from servicing activities.

C17
Access

Prior to the commencement of development, a programme for and construction details of site access points shall be submitted to and approved in writing by the Local Planning Authority in general accordance with the following access plans :

- A412 access - ITL16184-GA-002D
- Pinewood Road accesses ITL16184-GA-007B, ITL16184-GA-005B and ITL16184-GA-006B

The development shall be carried out in accordance with the approved programme and construction details.

Reason: To Provide safe and suitable access and in order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

C18
Signage
Strategy

Prior to any occupation of buildings a Detailed Highway Signage Strategy shall be submitted and approved which shall set out details of (a) how the highways signage for the development will be programmed and implemented by reference to the occupation of different elements or parts of the development; (b) the arrangements to amend the Highways Signage Strategy as required to reflect the phased progress of the development. The strategy shall substantially be in accordance with the scheme shown in principle on Figure 1: Extended Signage Strategy (ref: ITL16184 Rev B) issued on 1 February 2021.

The signage shall be implemented in full accordance with the approved Detailed Highway Signage Strategy.

Reason: To ensure that directional signage is provided to the travelling public presenting the appropriate routes to access the development site using all modes and to reinforce the use of the networks as attributed in the application distributions.

C19
Permissive path
(new)

Prior to any closure of the existing Peace Path (as at December 2021) under the terms of this permission, a scheme for provision of a replacement alternative route of equivalent status shall be submitted to and approved by the Local Planning Authority and shall be constructed and made available for use by the public in accordance with the approved details. The scheme shall be in general accordance with the document 'A New Peace Path' (Pinewood, November 2021).

Reason: To replace the existing permissive path with an alternative of equivalent status in the interests of users of the footpath.

D. Drainage

C20
SUDS surface
water on site

No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles as set out in Flood Risk Assessment & Drainage Strategy (ref. 1278-01, September 2020, Civic Engineers) and Technical Note (ref. 1278.01, 06.11.2020, Civic Engineers) and including a programme for implementation, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented as part of the development in accordance with the approved details. The scheme shall include:

- Assessment of above ground SuDS components as listed in the CIRIA SuDS Manual (C753) for the inclusion within the blue-green corridors within the site and the parking areas
 - Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS components
 - A limit on the discharge rate to 1.7l/s/ha
 - Calculations to demonstrate that the runoff volume in the 1 in 100 year, 6 hour rainfall event does not exceed the greenfield runoff volume for the same event
 - Ground investigations including:
 - Infiltration in accordance with BRE365
 - Groundwater level monitoring over the winter period
 - Where possible, management of surface water drainage by infiltration-based SuDS.
 - Where required, floatation calculations based on groundwater levels encountered during winter monitoring
 - The SuDS approach as shown on Masterplan 1 Proposed Drainage Layout (drawing no. MP1-3021) and Masterplan 2 Proposed Drainage Layout (drawing no. MP2-3071)
 - Full construction details of all SuDS and drainage components based on the principles shown on Indicative Drainage Details (drawing no. SK-3100)
 - A 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.

Reason: In order to ensure 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 satisfactory management of flood risk.

C21
SUDS
connections

Prior to the commencement of development details of offsite drainage connections relating to the disposal of surface water runoff from the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include capacity, condition and accompanying offsite drainage plans. The development shall be carried out in accordance with the approved details.

Reason: To ensure the site can adequately drain without causing an increase in flood risk both on site and off site, in line with Paragraph 163 of the National Planning Policy Framework.

C22
SUDS
maintenance

Prior to the commencement of development a SUDS whole life maintenance plan shall be submitted to and approved by the Local Planning Authority in writing. The plan shall set out how and when to maintain the full drainage system will be maintained (including a maintenance schedule for each drainage/SuDS component), with details of who is to be responsible for carrying out the maintenance. The plan shall also include as-built drawings and/or photographic evidence of the drainage scheme. The development shall be carried out in accordance with the approved plan.

Reason: In order to ensure long term maintenance of the drainage system as required under Paragraph 165 of the National Planning Policy Framework, for sustainable drainage and the satisfactory management of flood risk.

E. Biodiversity and ecology

C23
Updated
Surveys

Prior to the submission of the EDS and CEMP (if after 1st April 2023) updated ecological surveys shall be submitted to the Local Planning Authority for, protected species bats, badgers, breeding birds and reptiles (including newts) in order to inform the content of the EDS and CEMP.

Reason: To ensure that the EDS and CEMP are based upon up to date information about species and appropriate mitigation measures to be provided.

C24
Ecological
Design
Strategy

No development shall take place on any element or part of the development until an ecological design strategy (EDS) in accordance with the ES and ES Addendum and addressing mitigation, has been submitted to and approved in writing by the Local Planning Authority.

The EDS shall include the following:

- a) Purpose and conservation objectives for the proposed works which shall show a minimum biodiversity net gain of 10%.
- b) Review of site potential and constraints.
- c) Detailed designs and/or working methods to achieve stated objectives.
- d) Extent and location/area of proposed works on appropriate scale maps and plans.
- e) Specification and source of materials (plants and otherwise) to be used where appropriate, e.g. native species of local provenance.
- f) Persons responsible for implementing the works.
- g) Provision for wildlife corridors, linear features and habitat connectivity.
- h) Woodland, tree, hedgerow, shrub, wetland and wildflower planting and establishment.
- i) Proposed new landforms associated with habitat creation, e.g. water bodies and watercourses.
- j) Soil handling, movement and management.
- k) Creation, restoration and enhancement of semi-natural habitats.
- l) Species rescue and translocation, reptiles.
- m) Bat crossings for new roads.
- n) Creation of new wildlife features, including but not limited to bird nesting and bat roosting features within buildings and structures, and attached to trees, reptile hibernacula and wildlife ponds.
- o) Provision and control of access and environmental interpretation facilities, e.g. bird hides, paths, fences, bridges, stiles, gates and signs/information boards.
- p) A programme for its implementation.

The EDS for each element or part of the development shall be implemented in accordance with the approved details and all features shall be retained thereafter.

Reason: To ensure that green infrastructure areas are provided in accordance with the outline planning permission and its parameter approvals and to achieve the mitigation set out in the ES.

C25
Landscape
and ecological
management
plans (LEMPs)

Before each element or part of the development is commenced a landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority for that element or part. The content of the LEMP shall demonstrate compliance with the Ecological Design Strategy for that element or part of the development and include the following.

- a) Description and evaluation of features to be managed.
- b) An updated Biodiversity Net Gain Calculation which has regard to the individual element of the development and overall net gain delivery on other elements being delivered across the whole site to achieve an overall biodiversity net gain of 10% minimum

- c) Ecological trends and constraints on site that might influence management.
- d) Aims and objectives of management.
- e) Appropriate management options for achieving aims and objectives.
- f) Prescriptions for management actions.
- g) Preparation of an implementation programme (including an annual work plan capable of being rolled forward over a five-year period).
- h) Ongoing areas of management which will required further consideration in the period from 5 to 30 years after establishment.
- i) Details of the body or organisation responsible for implementation of the plan.
- j) Ongoing monitoring and remedial measures to ensure environmental objectives are achieved.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term (for at least 30 years) implementation of the LEMP will be secured with the management body responsible for its delivery.

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

The approved LEMP will be implemented in accordance with the approved details.

Reason: To ensure delivery of mitigation and management to achieve biodiversity objectives.

C26
Lighting
Reduction
on the
wider site

Prior to occupation of any element of the development a lighting assessment shall be submitted to and approved in writing by the local planning authority. The assessment shall:

- . (a) assess the impact of external lighting from the existing baseline of the existing Pinewood development on the woodland edge of Black Park and the existing Peace Path route within the application site;
- . (b) identify recommendations for actions to reduce the lighting impact of the proposed development on the Black Park woodland edge and the existing Peace Path route within the application site (having regard to the impacts identified at (a) above); and
- . (c) include a programme for completion of the actions identified at (b) above.

On each anniversary following approval of the assessment, a notification report shall be submitted to the local planning authority

setting out the actions that have been carried out in accordance with the approved assessment. The final submission of annual notification reports shall be on the anniversary following completion of the final agreed actions as set out in the approved assessment.

Reason: to ensure that the cumulative effect of the lighting of the proposed development mitigates adverse impacts on the Bechstein bats.

C27
Bechstein bats
monitoring

Prior to commencement of any element or part of the development a Bechstein bat monitoring plan shall be submitted to and approved in writing by the Local Planning Authority. The monitoring plan shall include: (i) a specification for the monitoring of bats' commute routes across the application site and the Peace Path in particular; and (ii) that part of Black Park adjacent to the site where there are known roosts as identified in the ES Addendum, and (iii) a programme for its implementation. The plan shall be updated annually throughout the implementation of the development and submitted to the Local Planning Authority.

Reason: To monitor the continuing successful use of the principal bat commute route across the site and ensure effective mitigation.

F. Landscaping and trees

C28

The details of landscaping for each element or part of the development submitted pursuant to condition 1 shall include full details of both hard and soft landscaping works, including an implementation programme, relating to that element or part.

The details shall include:

- A) Hard landscape works as a minimum:
 - a) Proposed finished levels and/or contours,
 - b) Boundary details and means of enclosure,
 - c) Noise barriers (a fence and/or earth bund), as required to mitigate noise from the use of the car parks
 - d) Car parking layout and materials,
 - e) Other vehicle and pedestrian access and circulation areas,
 - f) Hard surfacing areas (e.g. surfacing materials) and their permeable qualities,
 - g) Minor artefacts and structures (e.g. furniture, seating, refuse or other storage units, signs, lighting etc.)
 - h) Proposed and existing functional services above and below ground (e.g. drainage, power cables, communication cables, pipelines, indicating lines, manholes, supports etc.)

B) Soft landscape works as a minimum:

- i) Planting plans
- j) Written specifications (including soil depths, cultivation and other operations associated with plant and grass establishment) and
- k) Schedules or plants noting species, planting sizes and proposed numbers/densities

Details of all trees, bushes and hedgerows which are to be retained

All hard and soft landscaping works shall be carried out in accordance with the approved details, implementation programme and British Standard BS4428:1989 Code of Practice for General Landscape Operations.

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

C29

No individual element of the development shall be occupied until a Landscape Management and Maintenance Plan, including long term design objectives, management responsibilities and maintenance schedules relating to the hard and soft landscaped areas, internal roads, parking areas and verges, for that element, has been submitted to and approved in writing by the Local Planning Authority. The Landscape Management Plan shall be carried out as approved thereafter for the lifetime of the development.

Reason: To ensure successful aftercare of landscaping.

C30
Landscape
replacement

Any tree or shrub which forms part of the approved landscaping scheme which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity to be approved in writing by the Local Planning Authority.

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

C31
Tree protection

a. Prior to the commencement of any element or part of the development the measures to safeguard the trees, hedges, bushes and vegetation in respect of that element or part, as shown to be retained in accordance with the following documents, shall be carried out:

- Parameter plan PP4 Green Infrastructure 3770-FB-XX-00-DR-A-01-125 Rev P3
- Landscape Strategy (Document 11)
- Arboricultural Report (Document 12)

- b. No works on any element or part of the development shall commence until a written arboricultural method statement, Tree Protection Plan for tree care in respect of that element or part has been submitted to and approved in writing by the Local Planning Authority.
- c. No equipment, machinery or materials shall be used, stored or burnt within any protected area. Ground levels within these areas shall not be altered, nor any excavations undertaken including the provision of any underground services, without the prior written approval of the Local Planning Authority.
- d. Seven days written notice shall be given to the Local Planning Authority that the protection measures are in place prior to demolition and/or approved works, to allow inspection and approval of the works.

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

Reason: To ensure trees and hedgerows are not damaged during the period of construction and in the long term interests of local amenities.

G. Energy

C32
Energy

With each reserved matters application for an element or part of the development an energy strategy in respect of that element or part shall be submitted to and approved by the Local Planning Authority in writing. The strategy shall include details of the provision of at least 10% of energy supply to be sourced from on-site renewable and/or low-carbon sources. The development shall be carried out in accordance with the approved energy strategy and renewable energy plant shall be installed in accordance with the approved details prior to the occupation of the building(s) to which the details relate and thereafter retained.

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

H. Contamination risk

C33
Contamination
assessment

Prior to the commencement of development (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:

- (1) A site investigation scheme, based on Desk Study Review, Preliminary Risk Assessment and Ground Investigation Scoping Report prepared by Card Geotechnics Limited (Report ref. CG/38624/R001) 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.
- (2) The site investigation results and the detailed risk assessment (i) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- (3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (ii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

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

C34
Verification
report

Prior to occupation of each element or part of the development a verification report that demonstrates the effectiveness of any necessary remediation carried out in respect of that element or part pursuant to condition 24 shall be prepared 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 in writing. 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.

C35
Unexpected
contamination

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

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

I. Noise

C36
Noise control

Prior to use/occupation of any building hereby permitted, details shall be submitted to and approved in writing by the Council, of the external sound level emitted from plant/ machinery/equipment and mitigation measures in respect of that building as appropriate. The measures shall ensure that the external sound level emitted from plant, machinery/equipment will be lower than the lowest existing background sound level by at least 5dBA in order to prevent any adverse impact. The assessment shall be made in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive receptors, with all machinery operating together at maximum capacity. A post installation noise assessment shall be carried out and submitted to the Local Planning Authority where required to confirm compliance with the sound criteria and additional steps to mitigate noise shall be taken, as necessary. Specific consideration shall be given to operation of the backlot. Approved details shall be carried out prior to occupation/use of that building and thereafter be permanently retained.

Reason: To ensure that the amenity of occupiers of the development site/surrounding premises are not adversely affected by noise from plant/mechanical installations/ equipment.

J. Lighting

C37
Lighting

No development above ground for any element or part of the development shall commence until a lighting strategy and specification report in respect of that element or part has been submitted to and approved by the Local Planning Authority in writing. The strategy shall be in accordance with the approved Framework Lighting Strategy dated

XX (Document 18) and Framework Bat Mitigation Strategy (26.10.202). The details shall include details of maximum luminance and lights to be erected, location, height, type and direction of light sources and intensity of illumination. The details shall also include details of the lights to be switched off/ and or dimmed at night including times. The approved lighting strategy and specifications shall be carried out in accordance with the approved scheme before occupation of that element or part of the development and thereafter retained. No external lighting other than that approved shall be installed without the prior written approval of the Local Planning Authority.

Reason: To minimise any lighting impacts on biodiversity in particular bats, in the interests of residential amenity and character and appearance of the area.

K. Construction management

C38 Construction Traffic Management Plan

Not to commence works on any element of the development until a Construction Traffic Management Plan (CTMP) in respect of that element or part has been submitted to and approved by the Local Planning Authority in writing. The CTMP shall include details of:

- vehicle routing
- traffic movements (including an estimate of daily construction movements for each element of the development)
- traffic management (to include the co-ordination of deliveries, plant and materials and the disposal of waste to avoid undue interference with the operation of the public highway, particularly identifying sensitive times to be avoided)
- operating times of construction traffic movements
- construction compounds and storage and dispensing of fuels, chemicals, oils and any hazardous materials (including hazardous soils);
- parking, loading and unloading areas
- wheel and chassis cleaning
- mitigation and suppression of dust, vibration, noise and general disturbance (including to residential amenity) and measures to monitor the same
- waste management (including recycling)
- temporary lighting
- risk management and emergency procedures
- hoarding
- before development condition survey of Pinewood Road

The approved CTMP shall be followed and implemented in full during the construction of each element or part of the development to which it relates.

Reason: To ensure the traffic and movement impacts of construction are managed and monitored to maintain safe operation of the highway.

C39
Construction
Environmental
Management
Plan

Before each element of the development is commenced (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 for that element or part. The CEMP shall include details of:

- (1) Risk assessment of potentially damaging construction activities;
- (2) Identification of “biodiversity protection zones”, including specific reference to badger, great crested newt, breeding birds and ancient woodland;
- (3) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts on biodiversity during construction (which may be provided as a set of method statements) and biosecurity protocols;
- (4) The location and timing of sensitive works to avoid harm to biodiversity features;
- (5) Contingency/emergency measures for accidents and unexpected events, along with remedial measures;
- (6) Details of drainage arrangements during construction identifying how surface water run-off will be dealt with so as not to increase the risk of flooding to downstream areas
- (7) Responsible persons for managing and monitoring the works and lines of communication;
- (8) The role and responsibilities on site of a qualified ecological clerk of works (ECoW) or similarly competent person, and times and activities during construction when they need to be present to oversee works;
- (9) Measures for removal of invasive species within the site;
- (10) Mitigation and suppression of dust, vibration, noise and general disturbance (including to residential amenity) and measures to monitor the same;
- (11) Use of protective fences, exclusion barriers and warning signs;
- (12) A Soil Resource and Management Plan (in accordance with the DEFRA ‘Construction code of practice for the sustainable use of soils on construction sites (2009)); and
- (13) Measures for on-going monitoring and assessment during construction to ensure environmental objectives are achieved.

The approved CEMP shall be adhered to and implemented in full throughout the construction period for that element or part strictly in accordance with the approved details.

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

and notable species protected by legislation that may otherwise be affected by the development.

L. Archaeology

C40
Archaeology

No development shall take place, unless authorised by the Local Planning Authority, until a written scheme of archaeological investigation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include watching provisions and trial trenching of previously undisturbed ground. The approved scheme shall be adhered to throughout the development.

Reason: To secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF paragraph 205 and CP8 of the South Bucks Core Strategy (2011).

M. Waste

C41
Waste

No development shall commence on an element or part of the development shall commence until a Site Materials and Waste Management Strategy for the construction and operational phase of that element or part has been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed and operated in accordance with the approved Strategy in respect of that element or part.

Reason: In the interests of sustainable development.

N. Backlot

C42
Backlot

Prior to the commencement of use on any Backlot, a Backlot Management plan shall be submitted to and approved in writing by the Local Planning Authority. The Backlot shall thereafter be managed in accordance with the approved Backlot Management Plan in respect of that Backlot. The plan shall include:

- hours of operation
- details of any external lighting
- details of any noise generating plant or machinery
- details of control mechanisms in line with the relevant standards

Reason: To prevent negative impacts upon Bechstein's bats and to ensure that the amenity of occupiers of the surrounding premises are not adversely affected by noise from plant/mechanical installations/equipment.

Informatives

1. The applicant is advised that prior to construction of the access an agreement pursuant to section 278 of the Highways Act 1980 will be required to be completed. 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 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
highwaysdm@buckinghamshire.gov.uk

For the avoidance of doubt the works referred to in condition 8 shall include any required Traffic Regulation Orders and their costs, streetlighting, communications provision, and any other works required by the detailed design review process to achieve technical approval.

2. Signs proposed on the strategic road network outside Local Authority jurisdiction shall require the approvals from the controlling Authority.

Highway signs shall be in accordance with the Traffic Signs and Regulations and General Directions and require technical approval through an appropriate agreement with the Highway Authority.

The applicant must remove signs from the highway that are no longer required in order to accord with the with the Detailed Signage Strategy in condition xxxx

Additional informatives to be added.