



## Report to Buckinghamshire Council – Central Area Planning Committee

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<b>Application Number:</b>	21/01689/APP
<b>Proposal:</b>	Demolition of the existing hotel and its replacement with a new 100 bedroom hotel (Class C1) with a new separate golf club house. Provision of 215 car parking spaces and associated landscaping and access.
<b>Site location:</b>	Best Western Plus, Hotel and Club House, Magnolia Park Golf Club, Arncott Road, Boarstall, Buckinghamshire, HP18 9XX
<b>Applicant:</b>	Magnolia Park Ltd
<b>Case Officer:</b>	Zenab Hearn
<b>Ward affected:</b>	GRENDON UNDERWOOD
<b>Parish-Town Council:</b>	BOARSTALL
<b>Valid date:</b>	8 April 2021
<b>Determination date:</b>	20 August 2021
<b>Recommendation:</b>	

**The recommendation is that the application be deferred and delegated to the Director of Planning and Environment for APPROVAL subject to the satisfactory completion of a S106 agreement to secure the matters set out in the report, subject to the receipt of no new material representations, and the conditions as proposed and any other considered appropriate by Officers, or if these are not achieved for the application to be refused**

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### Reason for Planning Committee Consideration

- 1.1 This application is being called into the Central Area Planning Committee by both the local ward councillor and Boarstall Parish Council. The ward councillor has confirmed the planning reasons for the call-in and the wish for committee to consider the application irrespective of recommendation.
- 1.2 The application proposal is for the redevelopment of the existing site through the demolition of the existing hotel and replacement with a 100-bedroom hotel and golf club with associated facilities. The proposed hotel is of a contemporary design and it is larger in height and scale than the existing hotel on site.

- 1.3 The application site is located in an Area of Attractive Landscape and the report considers the harm identified to the landscape character and visual impact in views from Brill Road and would have detrimental impact on the Area of Attractive landscape. Whilst the harm to the landscape is acknowledged, this has to be balanced against the fact that there is an existing hotel on site and the proposal seeks its redevelopment to make effective use of brownfield land to provide a replacement hotel and golf club with a notable uplift in amenities thereby securing the long term use of the site as a hotel and golf club.
- 1.4 The application has been assessed against the development plan as a whole and all relevant material considerations. It is recognised that the proposal would result in some harm, most notably in respect of landscape effects. However, it is considered that on balance the benefits arising from this proposal would outweigh the harm, the proposal would accord with the broader objectives of the development plan.
- 1.5 **Recommendation:** The recommendation is that the application be deferred and delegated to the Director of Planning and Environment for APPROVAL subject to the satisfactory completion of a S106 agreement to secure the matters set out in the report, subject to the receipt of no new material representations, and the conditions as proposed and any other considered appropriate by Officers, or if these are not achieved for the application to be refused.

## 2.0 Description of Proposed Development

### *Site and Surrounding Area*

- 2.1 The application site measures 3.7ha and it is located on the southern side of Brill Road. The M40 passes the site immediately to the west of the site in a north-south direction. There is a level difference between the front and the rear part of the site. The site falls within the Brill/Winchendon Hills Area of Attractive Landscape (AAL). The existing hotel comprises 40 bedrooms and an 18 hole golf course, gym, bar and restaurant facilities and an event space for hire. The site operated as a hotel and golf club which provided golfing packages and wedding services. The existing site closed during the pandemic in 2020 and it has remained closed since then.
- 2.2 Boarstall village is located to the north east of the site. The site itself lies outside the settlement boundary of Boarstall. Boarstall Tower is located to the north east of the site. The adjacent farmhouse church and graveyard are Grade II and Grade II\* listed. To the South of Borstal Tower is a medieval village which is designated as a scheduled ancient monument and also forms part of the eastern border of the northern part of a golf course.
- 2.3 The M40 passes the site immediately to the west of the site, although access is afforded from either Junction 9 at Bicester approximately 15km to the north of the site or Junction 8 at Thame which is located approximately 15km to the south of the site.
- 2.4 There are no Public Rights of Way within the site, however there are PRowS in the local

area. Public footpath BOA/7/1 facilitates access from Brill Road, adjacent to the bridge over the M40 and continues north towards a number of villages including Upper Arcott.

2.5 The site is located in flood zone 1 and has a low probability of flooding.

*Proposed Development*

2.6 The proposal seeks planning permission for the demolition of the existing 40 bedroom hotel and replace it with a new 100 bedroom hotel (Class C1) with a new separate golf club house. Provision of 215 car parking spaces and associated landscaping and access. The current hotel on site to be demolished includes 3,028 sq.m of floorspace. 7,919 sq.m of floor space is proposed, overall, there would be an increase of 4,891 sq.m across the site.

2.7 The proposal seeks to provide a replacement hotel and golf club that would be contemporary in style and be greater in scale and height than the existing hotel with a different layout/design, but a similar position to the existing hotel with associated landscaping works. The main hotel will comprise 3 floors (lower ground, ground and first) divided into three wings with a central core reception area located at lower ground floor. The event space and spa facilities will also be located on the lower ground floor with access onto the lower terraces. The back of house and staff areas will be located in the northern wing. Both deliveries for the hotel and guests will use the existing entrance from Brill Road with deliveries being directed to the rear of the northern wing.

2.8 The applicant has considered a refurbishment project. However, it has been concluded that the building is in a poor condition, internally lacks the potential to deliver the type of accommodation required and that refurbishment would deliver space that performs poorly in terms of insulation and energy efficiency. On this basis the existing building is not suitable to deliver a high-quality leisure and wellness hotel, more suited to the modern tourism market. The applicant wishes to provide a 4-5\* hotel to expand existing tourist provision in Buckinghamshire.

2.9 *The proposed built footprint includes the following:*

<i>Accommodation</i>	<i>Floor Space</i>
<i>Hotel (100 bed)</i>	<i>4,318 sq.m</i>
<i>Leisure facilities (spa/gym/swimming pool)</i>	<i>700 sq.m</i>
<i>All day restaurant (120 covers)</i>	<i>454 sq.m</i>
<i>High end restaurant (62 covers)</i>	<i>311 sq.m</i>
<i>Conference facility</i>	<i>396 sq.m</i>

<i>Golf Club</i>	<i>625 sq.m</i>
<i>Total</i>	<i>6,804 sq.m</i>

- 2.10 Existing site access situated on the southern side of Brill Road would be retained providing the main entrance to the hotel, spa and golf club. Secondary access to the restaurant would be provided by a separate existing access to the west along the southern side of Brill Road but only for 18 spaces.
- 2.11 215 car parking spaces are proposed across the site of which 13 spaces would be disabled spaces (6%). 10 EVCP spaces are proposed to be provided. 19 cycle parking spaces are proposed.
- 2.12 A concierge service is proposed to run between the hotel and the railway station. It would also provide some staff travel arrangements to and from the site.
- 2.13 The application is accompanied by:
- A-025-001 Rev. P0- Site Location Plan
  - A-025-002 Rev. P0- Existing Site Plan
  - A-025-100 Rev. P0 – Existing Ground Floor Plan
  - A-025-100 Rev. P1 – Existing First Floor Plan
  - A-100-001 Rev. P1 – Proposed Site Plan
  - A-100-100 Rev. P1 – Proposed Ground Floor Plan
  - A-100-106 Rev. P1 – Proposed First Floor Plan
  - A-100-102 Rev. P1 – Proposed Second Floor Plan
  - A-100-103 Rev. P1 – Proposed Roof Plan
  - A-110-001 Rev. P0 – Proposed South, South East and West Elevations
  - A-110-002 Rev. P0 – Proposed North East, North and North West Elevations
  - A-110-003 Rev. P0 – Proposed Golf Club Elevations
  - A-120-001 Rev. P0 – Proposed Sections AA-BB
  - A-120-002 Rev. P0 – Proposed Section BB
  - Proposed Area Schedules
  - Arboricultural Impact Assessment dated June 2022
  - Covering letter dated March 2021
  - Agent Response to Objections received July 2021
  - Response to landscape comments dated September 2021
  - Bat Survey Report dated July 2021
  - Bat Roost Characterisation Study dated September 2021
  - Biodiversity Impact Assessment dated July 2021
  - Design and Access Statement dated March 2021
  - Design and Access Statement Addendum dated April 2022
  - Ecological Buffer Zone dated September 2021
  - Energy and Sustainability Strategy dated March 2021

- Great Crested Newt Scoping and EDNA Survey received August 2021
- Great Crested Newt Licensing Options dated October 2021
- Hotel Needs Assessment and Sequential Test
- Landscape and Visual Appraisal dated March 2021
- Landscape and Visual Appraisal Addendum dated September 2021
- Noise Impact Assessment dated March 2021
- Framework Travel Plan dated March 2021
- Transport Assessment dated March 2021
- Highways Response dated June 2021
- SuDs and Drainage Strategy dated February 2021
- Preliminary Ecological Appraisal dated March 2021
- Planning Statement dated March 2021
- Landscape Design received May 2021
- Lighting Impact Assessment dated March 2021
- Statement of Community Involvement dated March 2021

### **3 Recent Relevant Planning History**

Reference: 90/01933/APP

Development: Layout of golf course

Decision: Approval                      Decision Date: 06 February 1991

Reference: 90/02328/APP

Development: New clubhouse, car parking area and landscaping

Decision: Approval                      Decision Date: 30 April 1991

Reference: 00/02040/APP

Development: Single storey side extension to provide covered store (retrospective)

Decision: Approval                      Decision Date: 27 November 2000

Reference: 00/02039/APP

Development: Halfway house (relating to golf course) (retrospective)

Decision: Approval                      Decision Date: 02 January 2001

Reference: 08/00836/APP

Development: Single storey side extension to form members overnight accommodation

Decision: Approval                      Decision Date: 11 September 2008

Reference: 09/20000/AWD

Development: Erection of sound attenuation bunds

Decision: Refusal      Decision Date: 23 February 2009

Reference: 12/01897/APP

Development: Two storey side extension incorporating rooms within the roof space.

Decision: Approval                      Decision Date: 23 October 2012

Reference: 12/02605/APP

Development: Removal of Condition 5 with reference to ancillary overnight accommodation (12/01897/APP)

Decision: Approval                      Decision Date: 14 May 2013

Reference: 13/00311/APP

Development: Erection of three residential dwellings to provide on-site staff accommodation.

Decision: Withdrawn                      Decision Date: 02 October 2013

Reference: 13/01518/APP

Development: Erection of code-6 country eco-house with access and associated landscape enhancement works

Decision: Withdrawn                      Decision Date: 01 August 2013

Reference: 15/02794/APP

Development: Alterations to existing clubhouse to accommodate 10 no. new hotel rooms within the existing roof space, and the relocation of the office, fitness suite and female changing rooms to the ground floor and a new pergola/buggy store.

Decision: Approval                      Decision Date: 10 June 2016

- 3.1 The development has been screened under the Environmental Impact Assessment Regulations under ref: 21/01559/SO (09.06.21) and the local planning authority has concluded that an environmental impact assessment will not be required.

#### **4.0 Representations**

- 4.1 Statutory site publicity has been undertaken in relation to the application. All representations received have been summarised in Appendix A.

#### **5.0 Policy Considerations and Evaluation**

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. This is reiterated within paragraph 47 of the NPPF (2021). The development plan is defined in Section 38(3)(b) of the 2004 Act as “the development plan documents (taken as a whole) that have been adopted or approved in that area”.

- 5.2 The development plan for this area comprises:

- Buckinghamshire Minerals and Waste Local Plan 2019 (BMWLP)
- Vale of Aylesbury Local Plan (15th September 2021) (VALP)

5.3 The VALP is an up to date plan, and in accordance with paragraph 220 of the NPPF (2021) the plan has been examined in the context of the NPPF (2012) and apply to the policies in this plan.

The following documents are also relevant to the determination of the application:

- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)
- National Design Guide (NDG) (2019)
- National Model Design Code (2021)
- Safety Through Design SPG (2001)

5.4 The issues and policy considerations relate to whether the application has undertaken a sequential test for tourist accommodation outside of town centres, tourism development and accommodation, economic considerations, landscape character and visual impact, flooding and drainage, access and parking, historic environment in terms of impact on the nearby designated heritage assets and archaeology, the amenity of existing residents, trees and raising the quality of place making and design, energy, ecology and environmental considerations.

5.5 The following VALP (2021) policies are relevant to the application:

- S1 Sustainable Development for Aylesbury Vale
- S2 Spatial Strategy for Growth
- S3 Settlement hierarchy and cohesive development
- S5 Infrastructure
- S7 Previously developed land
- E5 Development outside town centres
- E7 Tourism development
- E8 Tourist accommodation
- T1 Delivering the sustainable transport vision
- T4 Capacity of the transport network to deliver development
- T5 Delivering transport in new development
- T6 Vehicle parking
- T7 Footpaths and cycle routes
- T8 Electric vehicle parking
- BE1 Heritage assets
- BE2 Design of new development
- BE3 Protection of the amenity of residents
- NE1 Biodiversity and Geodiversity
- NE2 River and stream corridors
- NE4 Landscape character and locally important landscape

- NE5 Pollution, air quality and contaminated land
- NE8 Trees, hedgerows and woodlands
- H6c Accessibility
- C3 Renewable energy
- C4 Protection of public rights of way
- I1 Green infrastructure
- I2 Sport and recreation
- I3 Community facilities, infrastructure and assets of community value
- I4 Flooding
- I5 Water resources and Wastewater Infrastructure

5.6 There is no emerging or made neighbourhood plan for the area.

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

- 5.7 The site is located outside the main settlement of Boarstall. The settlement of Boarstall is identified as “other settlements” within the settlement hierarchy in the VALP (2021) meaning the settlement is not a sustainable location for developments and it is likely that any development would cause harm to the local environment.
- 5.8 Policy S1 of the VALP (2021) seeks to ensure that development is located in the most sustainable locations. Policy S2 sets out the magnitude of growth and the spatial strategy for Aylesbury Vale. The VALP focuses the majority of growth in Aylesbury, Buckingham, Winslow, Wendover and Haddenham and adjacent to Milton Keynes. Development at these strategic settlements will maintain and enhance their respective roles in the Vale’s settlement hierarchy (Policy S3), minimising the need to travel, and optimising sustainable modes of travel. This approach seeks to ensure facilities and services needed are delivered. The VALP (2021) enables an integrated and balanced approach to the provision of homes, jobs and leisure.
- 5.9 Policy S7 encourages the reuse of previously developed (brownfield) land in sustainable locations, subject to site specific considerations including environmental value and the impact on local character.
- 5.10 In this strategic policy context, Policy E5 requires that proposals for main town centre uses (such as hotels) that do not comprise small scale rural development and are not within defined town centres, to carry out a sequential test set out in paragraphs 87 and 88 of the NPPF (2021). Policy E5 notes in addition to the sequential test, proposals for leisure, including extensions, on sites not allocated in plans and located outside defined town centres will be granted if the proposal would not have a significant adverse impact on the vitality and viability of the defined town centres.
- 5.11 Policy E7 of the VALP (2021) notes the Council will promote a growing, sustainable tourism sector, and will support proposals for new or expanded tourism, visitor or leisure facilities other than accommodation within or adjacent to settlements. Elsewhere, proposed development must:



- a. involve the conversion or replacement of buildings which form part of an existing tourist facility or well designed new buildings which promotes diversification of agricultural and other land-based rural businesses,
- b. justify a countryside location and minimise environmental impacts, and
- c. demonstrate that the need is not met by existing provision within nearby settlements

5.12 Policy E8 of the VALP (2021) notes that tourist accommodation in smaller villages, other settlements or in the countryside outside the Green Belt will be supported where:

- It would involve the conversion of existing buildings in accordance with policy C1
- It would be sustainable and accessible by a choice of transport modes
- The applicant has satisfactorily demonstrated that the facilities are required to support a particular rural tourist facility or countryside attraction
- It would support sustainable tourism or leisure development, benefit the local economy and enhance community facilities, and
- The scale, design and use of the proposal is compatible with its wider landscape, surrounding environment or townscape setting and would not detract from the character or appearance of the area.

#### *Sequential Test*

5.13 The requirement of both policies E5 and E8 is for leisure proposals such as hotels outside of defined town centres require a sequential test to demonstrate that there are no other suitable sustain locations for this type of development. The Applicant has provided a Hotel Needs Assessment and a Sequential Test. The Applicant's Sequential Test considers the proposal against the 'town centre first' objective for hotel use. The Applicant has compared the site alongside key town centre and edge of centre site locations looking at sites within and on the edge of Aylesbury Town Centre given it is the closest major town centre to the site. The Sequential Test has also considered Haddenham Town Centre, which is located closest to the site. Haddenham contains no hotels, while Aylesbury Town Centre has 2 hotels and a number surrounding it.

5.14 There is one allocated site for a hotel within the VALP (2021) D-AGT3 which is a sequentially preferable location to the edge of the Town Centre when compared to the application site in policy terms. However, this development is intrinsically related to the golf course and its rural surroundings such that it would be unsuitable within town centre locations. The Sequential Test states there are no available large sites that could accommodate the development that do not already have a planning approval or allocations within or to the edge of existing town centres.

5.17 The applicant has also provided a high-level Impact Assessment relating to the impact of the proposed uses on the viability of existing town and local centres. As the hotel and the associated spa/leisure facilities are specifically linked to the golf course, they would not have a detrimental impact on other such hotel or leisure uses that serve existing hotel facilities and leisure clubs within the town centre.

5.18 The NPPF states at para 88 *“Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored”*. The replacement hotel and golf club have very specific requirements particular to the nature of the proposal. A similar form of development, meeting materially similar needs, could not be accommodated in any centre within reasonable distance. On this basis it is considered the proposal satisfies the requirements of the sequential test. Certain types of town centre uses over a certain size require an Impact Test. Such a test is required for retail, office and leisure development, but not to arts, culture or tourism development (paragraph 013 of the Planning Practice Guidance ‘Ensuring the vitality of town centres’). Overall, it is considered that the proposal complies with the requirements of Policies E5 of the VALP (2021) and the provisions contained within the NPPF.

#### *Hotel Needs Assessment*

- 5.19 The Applicant has provided a Hotel Needs Assessment to support their application and to demonstrate that the proposal supports leisure development, a requirement of policy E8.
- 5.20 The Hotel Needs Assessment considers the whole of the Buckinghamshire as the study area to assess hotel market supply and demand. The Applicant has not taken into account the Oxfordshire area because it is a separate hotel market to Buckinghamshire, and it was not considered appropriate to apply VALP policies to the Oxfordshire hotel market area.
- 5.21 According to the data reviewed, there are 97 existing hotels in Buckinghamshire where the hotel offer is reasonably varied with the majority being 3 star hotels. It also shows that the majority of the hotel supply in Buckinghamshire is located within Buckinghamshire’s towns or in the south or east areas of Buckinghamshire. Furthermore, the majority of the higher end hotels are located within the south of the Buckinghamshire around the Chilterns AONB. According to the assessment, between 2012 and 2021 two new hotels have been delivered and just under 300 additional bedrooms which equates to a 7.7% increase in hotel bedrooms since 2012 whereas England has experienced much higher growth over the same period at 14.6% or 11.8%, if London is excluded.
- 5.22 The assessment notes the proposed development is orientated around the growing popularity of golf which is aided by new technology. As such, it seeks to provide a larger and better-quality golf orientated hotel with the inclusion of gym and spa facilities to respond to the increasing emphasis on wellness tourism.
- 5.23 The submitted evidence suggests a minimum of 70-80 bedrooms is considered to be the threshold for a deliverable purpose built hotel scheme according to advice from Savills’ Hotel Agency. Hotels with fewer rooms are typically not viable to support the cost of the necessary any onsite facilities. There will be exceptions to this rule, such as smaller independent hotels, but this is considered to be an appropriate threshold for the majority of hotel operators interested in building a new hotel. In terms of this hotel, the Applicant has provided evidence to suggest a 100 bedroom hotel is required to deliver a viable development.

- 5.24 The Economic Development Officer has reviewed the application and commented noting the provision of a new hotel in this location is welcome indicating there is an unmet demand for new hotel accommodation in the Vale of Aylesbury area.

*Reuse of previously development land in sustainable locations*

- 5.25 The VALP encourages the reuse of brownfield land which are in sustainable locations. However, the location of this site in the open countryside without public transport and is wholly reliant on private vehicles and therefore cannot be considered a sustainable location. However, the fact that the site is already developed and has been in a similar use as a hotel and golf club until 2020 is a material consideration.
- 5.26 The current proposal, however, seeks to expand the size and range of facilities to be provided and sustainability of the site is a key consideration. Owing to the location the hotel would be reliant on a significant number of private trips. As such, the Applicant has committed to a package as part of a Green Travel Plan to facilitate sustainable travel to and from the hotel. As there is no public transport the Applicant is offering a shuttle service between Bicester and the site for visitors and staff. In addition, the car park would, on opening, provide a number of spaces dedicated for electric vehicles and it is to be constructed in a way that the number of charging points could be increased as the switch to low and ultra-low emission vehicles increases. It is expected that any future hotel operator will offer discounts and incentives for visitors and especially for staff seeking to travel to the site using more sustainable methods of travel. Taken in the round, with the package of measures proposed, would provide alternative choices for travel and as such assist in making the development more sustainable. A Green Travel Plan and monitoring of the Travel Plan would be secured by a clause within the legal agreement.
- 5.27 It is considered that the Applicant has sufficiently demonstrated that the size of the hotel and facilities are required to support wellness tourism in this location. The proposal would provide benefits to the local area, allowing local residents from the surrounding villages to become members of the gym and golf club and allow at a preferable rate and allow them to make use of the amenities available at the hotel. Furthermore, with the measures within the Green Travel Plan it is considered on balance that development of the site represents efficient and effective use of land. In terms of scale and design, this is discussed in more detail below. Overall, it is considered that the proposal would broadly comply with Policies S7, E5, E7 and E8 of the VALP (2021).

**Raising the quality of place making and design**

- 5.28 Policy BE1 requires all new development to respect and complement the physical characteristics of the site and its surroundings. Specifically, Policies E7 and E8 of the VALP require tourist development and accommodation to respect the character and appearance of the location and be of a scale and design that is compatible with its wider landscape.
- 5.29 The existing building was originally designed and constructed in the 1990s as a Golf Clubhouse and not as a purpose built hotel. The existing hotel has been extended twice to add accommodation. The remainder of the site consists of the 18-hole golf course and

driving range. The Applicant asserts that the existing hotel is not fit for purpose. The repurposing of the existing building was considered as an option however the issues surrounding altering an already extended building was considered to compromise long term viability, guest experience and attracting a reputable brand operator to the hotel. The existing structure has significant maintenance issues, beyond expected wear and tear, and the cost of adapting and fixing was not seen as cost effective. It was concluded that the most economical and viable approach to the larger building was to demolish and design a purpose built hotel to meet the requirements of a reputable hotel brand operator.

- 5.30 The replacement hotel and golf club would be greater in scale and height than the existing hotel with a different layout and contemporary design, but in a similar position to the existing hotel with associated landscaping works. The main hotel will comprise 3 floors (lower ground, ground and first) divided into three wings with a central core reception area located at lower ground floor. The event space and spa facilities will also be located on the lower ground floor with access onto the lower terraces. The back of house and staff areas will be located in the northern wing. Both deliveries for the hotel and guests will use the existing entrance from Brill Road with deliveries being directed to the rear of the northern wing.



- 5.31 The ground floor will comprise the all-day dining and restaurant in the western wing which will also have access to terraced areas. The ground floor will also comprise 37 guest rooms which will be a mix of accessible and standard, with one suite located on this level. The remaining 63 rooms (standard, accessible, suites) will be located on the first floor. The rooms located along the southern elevation will have access to private balconies.
- 5.32 Currently there is a significant level difference between the front and rear of the site of approximately 4.5m which accounts for the fact the front of the proposed building appears higher above ground than it does to the rear. To the front of the site, the existing hotel measures approximately 6.9m in height. The proposed replacement hotel is to be 12.8m in height which is an increase of 5.8m. To the rear of the site, the existing hotel measures 2.8m in height, the proposed hotel would measure 8.3m in height which would be an increase by 5.5m to the rear.
- 5.33 A golf club is proposed which will comprise a separate building located to the east of the

site measuring upto 6.02m in height. The building will contain a pro shop, stud bar with dining facilities, changing facilities.

- 5.34 The proposal will include materials that reference the local area including red tiled roofing, light coloured brickwork and stone. If approved, details of all external materials and finishes would be required by way of a condition.
- 5.35 Urban design raise concerns regarding the application noting the proposed hotel building would have much less in common with traditional buildings forms and materials, while also being more imposing on the character of the surrounding area on account of greater prominence beyond the site boundaries. Concerns have also been raised in respect of the continuous ridge line of the proposal which is considered to exacerbate the prominence of the hotel within the area.
- 5.36 During the course of the application, in an attempt to address concerns raised the proposal has been amended. The amendments include articulation to the eaves, an increase to landscaping across the site and clarity relating to the proposed materials, while the amendments has secured improvements, design concerns remain regarding the increased scale and form of the scheme or its impacts beyond the site.
- 5.37 Notwithstanding the concerns raised regarding the design, it is acknowledged that although the proposed hotel is larger than the existing building, the tri-winged design has been specifically devised to lessen the impact of the development. Outside of the site, owing to the proposed design, the full extent of the building cannot be read as a whole. Also, the site sits outside the built up limits of Boarstall in an isolated location and therefore to insist on a design response that replicates the character and form of the built form within Boarstall is not considered a reasonable approach. The materials proposed are of a high quality consistent with the design approach adopted. A greater degree of visibility of the proposed hotel does not necessarily mean that it will be harmful in design terms. Overall, the proposal achieves a good architectural standard that responds to its context. As such, on balance complies with Policy BE1 of the VALP (2021). Neutral weight is attributed to this in the planning balance.

#### **Historic environment (or Conservation Area or Listed Building Issues)**

- 5.38 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the 'Act') requires the Local Planning Authority (LPA) to pay special regard to the desirability of preserving listed buildings, their setting and any architectural features that they possess. In addition, section 72 of the Act requires the LPA to pay special attention to the desirability of preserving or enhancing the character and appearance of the Conservation Area (CA). In this context, the objective of preservation is to cause no harm, and is a matter of paramount concern in the planning process. The duties in s.66 and s.72 of the Act do not allow a local planning authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm

considerable importance and weight and there should be a strong presumption against planning permission being granted.

- 5.39 Policy BE1 of the VALP (2021) seeks to conserve heritage assets in a manner appropriate to their significance, including their setting. Policy BE1 requires development proposals that cause less than substantial harm to a designated heritage asset to weigh the level of harm against the public benefits that may be gained by the proposal, including securing its optimum viable use.
- 5.40 The nearest heritage assets that could be impacted by the development are as follows:
- Ancient Monument to the north of the site
  - Grade II Tower Farm
  - Grade I Boarstall Tower
  - Grade II\* St James Church, the site of which includes Grade II wall tomb and cross (each separately listed)
- 5.41 The proposal seeks to provide a replacement hotel and golf club that would be greater in scale and height than the existing hotel with a different layout/design, but a similar position to the existing hotel with associated landscaping works. The heritage assets identified above, are all located at some distance from the application site and separated from them by the existing road. Both the Tower and Church, including wall, tomb and cross are enclosed from the surrounding land given their heavily wooded boundaries, which forms their main setting. In the case of Tower Farm and the Church and wall, cross and tomb there are intervening buildings between them and the application site. Given these factors and the existing developed nature of the site, the proposal would not cause any additional impact on the setting of these heritage assets. The proposal complies with the requirements of Policy BE1 of the VALP (2021) and neutral weight is given to this in the planning balance.

### **Landscape Issues**

- 5.42 Policy NE4 of the VALP (2021) requires development to contribute to, and enhance, the natural and local environment by protecting and enhancing valued landscapes and recognising the intrinsic character and beauty of the countryside.
- 5.43 The Application site is located within the Brill-Winchendon Hills Area of Attractive Landscape (AAL) which comprises the area of undulating hills and ridges west of Aylesbury, with magnificent panoramic views across the strongly scenic and rural landscape. It is notable for a distinctive, coherent and intact landscape of high scenic quality provided by open rural hills and undulations and a strong settlement pattern of small nucleated villages on hilltops and dispersed isolated farms.
- 5.44 The building has been designed to follow the contours of the existing site context as far as is practical and steps have been introduced to align with level changes. The proposed

landscape scheme has been designed to soften the building's appearance and allow it to integrate comfortably with the existing landscape. Enhanced boundary planting and immediate planting around the foot of the hotel is also proposed.

- 5.45 In terms of landscape character the Landscape Officer has noted that while the existing hotel, clubhouse and golf course do not fit with the prevailing landscape character of the surrounding area, it is largely confined to the site. The scale and character of the new building is harmful to landscape character regardless of the extent to which it is visible. The proposed building is of greater height and extent than the existing buildings and uses modern materials along with extensive glazing; it will be a more prominent building in the landscape and is likely to be more visible as a result. It does not sit lower in the landscape and screening by existing and proposed planting will be variable.
- 5.46 While the site is to remain as a hotel, the proposed hotel and associated parking, servicing, golf club and landscaping further intensifies landscape elements that are already recognised as weakening the wider landscape character area. The proposed external lighting is more extensive around the buildings, circulation areas, garden areas and parking, a response to issues raised relating to safety, and as a result the proposal would extend and intensify landscape and visual effects at night.
- 5.47 In terms of its visual impact, whilst the building is 50m away from the road at its closest point, the proposed hotel will be most evident from Brill Road. Wireframe views show the proposed hotel partially visible from Boarstall and from some other vantage points. It is significantly more visible than existing hotel and therefore would result in a moderate adverse visual impact.
- 5.48 The proposal seeks to promote the strengthening of existing hedgerows and boundaries with further native planting. While this has value in its own right, the location of this planting serves to visually enclose the road corridors and reduce openness to the adjacent landscape and therefore fails to respond to its AAL context.
- 5.49 The proposal would result in a moderate adverse affect to the landscape character and a moderate adverse visual impact, particularly from Brill Road, further weakening the AAL. Accordingly, the proposal fails to accord with Policy NE4 of the VALP (2021). Negative weight is attributed to this in the planning balance.

#### **Effect on Amenity**

- 5.50 Policy BE3 of the VALP (2021) notes planning permission will not be granted where a proposed development would harm the amenity of existing residents. The nearest residential property is Cox Cottage located 145m to the north of the site. A secondary entrance is proposed approximately 90m from the property, given the relative distance

and the intervening road, it is not considered that this proposal would be unduly harmful to the amenities of existing residents. Subject to condition, neutral weight is given to this in the planning balance.

### **Transport matters and parking**

5.51 Policy T4 of the VALP (2021) states new development will be permitted where there is evidence that there is sufficient capacity in the transport network to accommodate the increase in travel demand as a result of the development.

5.52 The Highways Authority has reviewed this application and commented as follows:

#### *Network Operation Impacts*

5.53 In total, the proposed development will generate up to 556 trips per day with 47 trips during the AM peak and 42 trips during the PM peak. This represents an increase of 387 trips per day from the existing use with 30 extra trips during the AM peak and 29 extra trips during the PM peak. The Highways Authority considers this to be a robust assessment as the function space would not be operational all of the time and would be used infrequently, and the majority of trips associated with this development would not affect the conventional peak hours on the highway network. In particular, traffic associated with the hotel and restaurant use would generally fall outside of the peak hours and would therefore have minimal impact on the highway network. The 556 trips per day stated above represents a worst-case scenario and it is expected that trip generation would be far lower.

5.54 The applicant has also used a gravity model in order to determine the distribution of traffic associated with the various uses proposed at the site during peak times. When considering the AM peak hour, it has been considered that most additional vehicle movements would come from the M40 to the north and south. Vehicles would then utilise a variety of localised routes to complete their journey. There are three primary routes to reach the site from the M40 north and south. The applicant states that there would be 5 additional vehicular movements from and to Junction 9 of the M40 to the site during the peak hour. This represents one additional movement every 12 minutes along one of the routes between Junction 9 and the site during the peak hour. The applicant shows that the traffic distribution will be evenly spread in all directions and there will be a minimal impact on the highway network.

5.55 There have been no injury collisions recorded along Brill Road in the vicinity of the hotel and golf club in the past five years. An assessment of collisions for the most recent five-year period is an adopted industry approach to the assessment of planning applications. Therefore, the increased traffic through these accesses would not result in any highway safety issues. In addition, the applicant proposes new signage and carriageway markings



along Brill Road to raise awareness over speed reduction and a new gateway feature with surface dressing at the change of speed limit to the east of the site.

*Access*

- 5.56 The western access road will predominantly serve the restaurant aspect of the site and would generate a low level of new trips by non-hotel guests. The applicant explains that this access road would generate up to 3 two-way vehicular movements during the worst-case peak hour meaning that the likelihood of two vehicles meeting along this road is rare. The provision of two passing places of over 5m wide is acceptable and this will allow vehicles to pass each other along the access road. Importantly, the initial 15m of the new access road is over 7m wide which will allow vehicles to safely pull clear of the highway.
- 5.57 An improved crossing point will be provided at the western access to enhance pedestrian safety. This is welcomed as it will help provide a safer crossing point for pedestrians who may be walking from the public right of way. The existing crossing point next to the main access will be retained to ensure that golfers will be able to safely cross the road, a situation that existed when the site was operational. There are good internal footways from the main car park to the hotel.

*Parking*

- 5.58 The development would be served by 215 parking spaces. The nature of the different uses within the hotel do not necessarily have a specific VALP requirement but a use of a similar nature has been used to inform the parking requirement.

Uses comprising:	Bedrooms and floorspace	VALP requirement or similar	Parking requirement	Parking proposed
Hotel	100 bedrooms	One space per bedroom	100 spaces	100
Restaurant	434 sq m	1 space per 16sq.m	27 spaces	27
Leisure use (spa facilities)	700sq.m	1 space for 62sqm	11 spaces	11
Function space	300 sq.m	1 space for 25 sq.m. for public assembly +	12 spaces	12
Golf course	81 hectares	Not identified		65

- 5.59 In terms of justification for the parking provision of the golf club. The applicant conducted a TRICS analysis which identified 9 sites which were comparable to Magnolia Park Golf Club in terms of location and type. A golf club of 81 hectares would generate a peak parking demand of 71 vehicles between 12pm - 1pm and this would steadily decline throughout the rest of the afternoon. There are 65 spaces available for users of the golf course. The applicant makes the point that the golf clubs contained within the TRICS data

are predominantly standalone without any hotel facilities, whereas in this case, many golfers would stay overnight in the hotel and there is likely to be some duplication of spaces. The parking accumulation survey considers that any slight overflow in golf parking could be accommodated across the rest of the site given the level of overall provision. The proposal includes the provision of 9 (4%) electric vehicle charging spaces in line with the requirements set out in the VALP (2021). The Highways Authority has commented noting it is satisfied by the number and dimension of car parking spaces that are being provided and therefore the provision of 215 car parking spaces is satisfactory and in accordance with the requirements set out in VALP (2021). Given the level of parking available on site, a condition is attached requiring the golf club to be used for the purposes of a golf club only. This is to avoid the potential of hiring the golf club for functions which could take place at the same time as the hotel placing a greater demand on car parking which is not accounted for. A hotel management plan is also required to provide details of how car parking would be managed on site and to ensure the development does not adversely impact the surrounding road network.

#### *Public Transport*

- 5.60 The site is located approximately 3.3km away from the nearest bus stop which is situated in Oakley village. This distance is not walkable and as such the site has poor public transport links. However, the Applicant (as noted earlier) has committed to providing a concierge service/ subsidised transport options to the hotel is available to all guests and this service would also facilitate some staff travel arrangements to improve the site's sustainability. The concierge service would facilitate travel between the railway station, of the guest's choice, or other convenient location, and the Hotel. The concierge service will be secured by a Travel Plan as a legal obligation with an appropriate monitoring fee to ensure the measures implemented are in place once the hotel is operational.

#### *Cycle Parking*

- 5.61 The proposed development seeks to introduce 19 cycle parking spaces which will help increase the sustainability of the site. Having evaluated the VALP parking standards, 19 cycle spaces is sufficient for the hotel, restaurant, spa and function use. However, details of cycle parking will be required by way of a condition as the cycle parking spaces are expected to be covered to provide long-term parking for users.

#### *Deliveries/refuse collection*

- 5.62 The Highways Authority is satisfied that a 10m long HGV can safely enter and exit the site. The Highways Authority is also satisfied that a 11.2m long refuse vehicle can safely manoeuvre within the site without interfering with any car parking spaces as well as safely enter and leave through the main access.

### *Construction Traffic Management Plan*

- 5.63 During the construction period, the suggested route is to / from the north-west via the A41, Ambrosden, Arncott and Fencote Road. Due to the concerns regarding vehicle routing, a Construction Traffic Management Plan to include the submission of a construction routing plan will be required by condition.
- 5.64 The Highway Authority has no objection to the proposed development; further details of car parking and access arrangement would be required by way of a condition should the application be considered acceptable. The proposal accords with the requirements of Policies T1, T4, T5, T7 and T8 of the VALP. Neutral weight is attributed to this in the planning balance.

### **Ecology**

- 5.65 In terms of biodiversity and ecology Local Planning Authorities have a Statutory Duty to ensure that the impact of development on wildlife is fully considered during the determination of a planning application under the Wildlife and Countryside Act 1981 (as amended), Natural Environment and Rural Communities Act 2006, the Conservation of Habitats and Species Regulations 2010 (Habitats Regulations 2010).
- 5.66 Policy NE1 of the VALP (2021) states that a net gain in biodiversity on minor and major developments will be sought by protecting, managing, enhancing and extending existing biodiversity resources, and by creating new biodiversity resources. Policy NE2 of the VALP (2021) requires development proposals adjacent to or containing a watercourse shall provide or retain a 10m ecological buffer.
- 5.67 An ecological Appraisal was submitted with this application. The report demonstrates that the finalised development proposals will result in a net gain of +2.02 area-based biodiversity units (13.31%), and +1.29 linear-based units (23.17) assuming all proposed landscapes plans are followed, and habitats reach their targeted condition value. The Ecology Officer considers the proposal would provide a policy compliant level of biodiversity net gain and the proposal would enhance and extend existing biodiversity sources subject to the recommended conditions.
- 5.68 The demolition of the existing hotel and its replacement with a larger structure will result in the removal of areas of rough grassland, shrubs and lawn (measuring approximately 1.2 hectares). These are habitats within which great crested newts could be present, the proposed activity on site would require an appropriate licence to enable the works to be undertaken legally. Should planning permission be approved for this development, the Applicant has opted to license this development under the European Protected Species Mitigation Licence (EPSML) granted by Natural England. This licence will be submitted to Natural England for approval following the granting of planning permission.

- 5.69 Under Regulation 53(2) (e) of the Conservation of Habitats and Species Regulations 2010 (as amended), the applicant will need to acquire a mitigation licence as the development is anticipated to have impacts on European Protected Species, that would otherwise be illegal, such as: capturing, killing, disturbing or injuring them (on purpose or by not taking enough care) damaging or destroying their breeding or resting places (even accidentally), obstructing access to their resting or sheltering places (on purpose or by not taking enough care). With the requirement for the applicant to obtain an EPS Licence, the Local Planning Authority has to have regard to the three tests as set out in the Natural England Advice Note: European Protected Species and the Planning Process in respect of protected species. These three tests are: Test 1) A licence can be granted for the purposes of preserving public health or public safety or other imperative reasons of overriding public interest including those of a social and economic nature and beneficial consequences of primary importance for the environment. Test 2) The appropriate authority shall not grant a licence unless they are satisfied “that there is no satisfactory alternative”. Test 3) The appropriate authority shall not grant a licence unless they are satisfied “that the action authorised will not be detrimental to the maintenance of the population of species”.
- 5.70 Natural England have been consulted and their comments are awaited. However, in terms of the 3 tests above, officers comment: 1) It is considered in this case that if the site is not redeveloped, it could fall into disuse detracting from the area. There is an overriding public interest in reuse of the site. Given the level of future growth envisaged across Aylesbury Vale, including the need to provide visitor accommodation, it is preferable to re-use previously developed land, instead of releasing further greenfield sites for this use. There are social and economic benefits to the public and beneficial consequences to the environment and therefore the proposal meets the imperative reasons of overriding public interest. 2) The site has been assessed as being appropriate for redevelopment. Although the alternative is for the reuse of the buildings, its life span is limited owing to its age, configuration and the extent of repairs required for the long term viability as a hotel and golf club. It is considered that there is no alternative to redevelopment of this site. 3) The Council’s Biodiversity Officer is satisfied that the mitigation measures proposed by the applicant will ensure the development is not detrimental to the maintenance of the population of roosting bats or Great Crested Newts that may be present on the site.
- 5.71 Policy NE2 of the VALP requires a minimum of 10m ecological buffer zone (EBZ) around the watercourse and the proposal fails to achieve this.
- 5.72 To put this into context the existing watercourse of the site is a drainage ditch that is overgrown and has areas of hard-standing, paths, brick walls and parking within its EBZ. Although it can be described as an ordinary watercourse, the drainage ditch is often dry and only flowing after rainfall. The proposals seeks to remove the existing brick wall and open up the drainage ditch to ensure that it is properly maintained, more visible and kept

free from overgrowth, improving its biodiversity and landscape value overall. The measures combined will improve its recreational amenity value. The proposals will have a greater degree of landscaping within the EBZ than currently exists, which will offer greater habitat for a range of plants, animals and insects. There will be some small areas of encroachment into the EBZ by built form but the level is not considered to be materially greater than the current situation and this protective zone of vegetation along the ditch is to be retained, and with the additional planting and clearance of overgrowth is considered to be an enhancement. This is along with the wider benefits to biodiversity being delivered through the landscaping scheme across the site, which includes an additional watercourse and these will be secured through a Landscape and Ecological Management Plan. The proposal is delivering wider benefits and ecological enhancements which will result in biodiversity net gain in accordance with NE1. Neutral weight is attributed to this in the planning balance. It is acknowledged that the 10m ecological buffer is not being achieved and therefore technically fails to comply with NE2 to which negative weight must be given.

### **Flooding and drainage**

- 5.73 Policy I4 of the VALP (2021) seeks to minimise the impacts of and from all forms of flood risk.
- 5.74 The Local Lead Flood Authority has reviewed the submitted information and required additional information. It has been confirmed that the floor levels in the Golf Club Building will be raised 665mm above the flood level for the 1 in 100 year plus 40% climate change event, therefore the surface water flood risk has been mitigated.
- 5.75 The applicant is proposing to manage surface water generated as a result of the proposed development by attenuating in tanked permeable paving (type 3) and discharging to an existing watercourse on site at a controlled rate via either permeable paving, a new pond or a shallow swale in the eastern car park. Water drained from permeable paving in the north and the east of the site drain to an existing water course that runs through the centre of the site. Water drained from the west of the site and the southern roof area will drain to an existing pond to the south of the site. Surface water runoff generated by the roof areas of the development will be managed within a rainwater harvesting system. The applicant has provided calculations demonstrating that the proposed system can contain the 1 in 100-year plus 40% climate change event without any flooding occurring. The proposed discharge rate is 15.2l/s, this mimics greenfield runoff rate for the site. Accordingly the Local Lead Flood Authority raises no objection subject to recommended planning conditions 5 and 6 within this report. The proposal complies with Policy I4 of the VALP (2021). Neutral weight is attributed to this in the planning balance.

### **Archaeology**

- 5.76 Policy BE1 of the VALP (2021) requires archaeological evaluations for any proposals related to or impacting on a heritage asset and/or possible archaeological site. The proposed site is located within two Archaeological Notification Areas, one defined due to the recovery of Roman and medieval pottery found during fieldwalking, and another defining the extent of a medieval settlement site. In addition, the site is located in a wider landscape of known multi period activity, with a Scheduled Monument of a deserted medieval village located immediately to the north and a possible Roman smelting site to the east.
- 5.77 The application is supported by an archaeological desk-based assessment. This report highlights the previous impacts which have occurred across the site but concludes that the site retains a moderate potential to contain medieval and post-medieval archaeological remains, as well as a lesser potential for Roman archaeological features to be present. Any remains associated with the Scheduled Monument may be deemed to be of higher archaeological significance but acknowledge that the construction of the car park within the area closest to the Scheduled Monument will have truncated any upper archaeological deposits in this area.
- 5.78 Whilst the desk-based assessment provides a brief overview of the previous impacts likely to have been caused to the archaeological horizon, it does not discuss proposed impacts. It is clear that there will have been impacts on the archaeological horizon within the footprint of the existing buildings and car park but it is possible that the proposed development will impact on areas of in situ archaeology across the site. In addition, deeper archaeological deposits may survive beneath the current floor surfaces, particularly within the car park area. Archaeological works are therefore recommended across the site to ensure any archaeological deposits present are appropriately identified and recorded in advance of any construction works. Therefore, if planning permission is granted a condition has been applied to secure appropriate investigation, recording, publication and archiving of the results. Neutral weight is attributed to this in the planning balance.

### **Building sustainability**

- 5.79 Policy C3 of the VALP (2021) requires all development schemes should look to achieve greater efficiency in the use of natural resources. It requires an energy statement for major development to demonstrate how the energy hierarchy has been applied and the energy strategy accompanying the application demonstrates this. The Applicant proposes to use air sourced heat pumps and ground source heat pumps along with passive design to achieve an overall reduction in regulated CO2 emissions of up to 59%. If planning permission is granted, a condition is proposed securing the measures proposed. Neutral weight is attributed to this in the planning balance.

### **Trees**

- 5.80 Policy NE8 of the VALP (2021) notes where trees within or adjacent to a site could be affected by development, a full tree survey and arboricultural impact assessment to BS 5837 (as replaced) will be required as part of the planning application. Development that would result in the unacceptable loss of, or damage to, or threaten the continued well-being of any trees, hedgerows, community orchards, veteran trees or woodland which make an important contribution to the character and amenities of the area will be resisted. Where the loss of trees is considered acceptable, adequate replacement provision will be required that use species that are in sympathy with the character of the existing tree species in the locality and the site.
- 5.81 An arboricultural impact assessment (AIA) was latterly provided. It notes 11 established trees and one group of trees are proposed to be removed. The AIA was reviewed by the Tree Officer who notes the AIA does not fully or accurately assess and evaluate the impacts of the proposal. The mitigation proposed in the report are not considered feasible and there is insufficient information on new planting to assess if this is commensurate to the tree losses proposed. Notwithstanding the Tree Officer's concerns, it is acknowledged that the site is not within a Conservation Area and there are no protected trees on site. In response, pre-commencement conditions requiring further detail of the tree impacts and mitigation is proposed which will address the concerns raised by the Tree Officer. The pre-commencement condition will require full compliance with Policy NE8 before works can begin on site and subject to this, neutral weight is attributed to this in the planning balance.

### **Infrastructure and Developer Contributions**

- 5.82 Policy S5 of the VALP (2021) requires all new development to provide appropriate on- and off-site infrastructure in order to:
- a) avoid placing additional burden on the existing community
  - b) b. avoid or mitigate adverse social, economic and environmental impacts and
  - c) c. make good the loss or damage of social, economic and environmental assets.
- 5.83 Having regard to the statutory tests in the Community Infrastructure Levy regulations and the National Planning Policy Framework it is considered that the following planning obligation is required to be secured within a section 106 agreement:
- Green Travel plan (including monitoring fee)
- 5.84 The applicant has confirmed that they are willing to enter into a legal agreement.

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

- 6.1 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:
- a) Provision of the development plan insofar as they are material,
  - b) Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
  - c) Any other material considerations
- 6.2 The economic, social and environmental roles for the planning system, which derive from the three dimensions to sustainable development in the NPPF, require in this case that a balancing exercise be made to weigh the benefits of the proposed hotel and golf club against the identified harm.
- 6.3 The following matters, as detailed in the report must be taken into consideration:

*Positive weight:*

- Economic benefits of the proposed hotel and jobs (significant weight)
- Social benefits of providing a new golf club and associated facilities to the benefit of the local community (moderate weight)
- Re-use of brownfield land within the same use (significant weight)

*Neutral weight:*

- Flooding/sustainable drainage
- Highways
- Layout and design
- Residential Amenity
- Archaeology
- Heritage
- Biodiversity net gain
- Impact on trees

*Negative weight*

- Landscape issues:
  - o Landscape character by intensifying the use of the site (moderate adverse)
  - o landscape and visual amenity due to the scale and design of the proposed



hotel which (moderate adverse)

- Ecological Buffer Zone to watercourse

- 6.4 The existing site comprises a hotel use and golf club, the Applicant has explained that its refurbishment would be unviable for continued use in its current form. The proposed development would provide a new purpose-built hotel and golf course with associated facilities that would allow the long term viability of a hotel and golf club in this location. The proposed hotel is contemporary and would be more visible than the existing hotel on site, however its design is on balance considered to be acceptable.
- 6.6 Subject to suitable conditions, the proposal would have a neutral impact in terms of highways impacts, design, residential amenity, ecology, flooding and drainage and the historic environment. It is acknowledged that the proposal fails to meet the requirements of Policy NE2 where a 10m ecological buffer zone is not provided. However, it is also recognised that the development proposal offers a package of measures that provide wider biodiversity enhancements which are a material consideration that weighs positively in the balance and allows for a decision, other than in accordance with Policy NE2.
- 6.7 The application site is located in an Area of Attractive Landscape. The proposed building is of greater height and scale than the existing building and uses modern materials along with extensive glazing and therefore it will be a more prominent building in the landscape and it would be more visible as a result. As such it will further weaken the character of the Area of Attractive Landscape. Whilst the harm to the landscape is acknowledged and negative weight is attributed, it is also recognised that there is an existing hotel on site and the proposal seeks its redevelopment of the site for the same use (hotel and golf club) and accompanied by measures within a Green Travel Plan which make efficient and effective use of brownfield land. The new facilities will provide a notable uplift in amenities which will help secure the long term use of the site as a hotel/golf club use to which significant positive weight is given.
- 6.8 The application has been assessed against the development plan as a whole and all relevant material considerations. It is recognised that the proposal would result in some harm, most notably in respect of landscape effects and some ecological impacts. However, it is considered that on balance the benefits arising from this proposal would, on balance outweigh the harm, the proposal would accord with the broader objectives of the development plan.

## **7.0 Recommendation**

- 7.1 The recommendation is that the application be deferred and delegated to the Director of Planning and Environment for APPROVAL subject to the satisfactory completion of a S106 agreement to secure the matters set out in the report, subject to the receipt of no new

material representations, and the conditions as proposed and any other considered appropriate by Officers, or if these are not achieved for the application to be refused:

**Proposed conditions:**

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: The time limit condition is imposed in order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans/details:

- A-025-001 Rev. P0- Site Location Plan
- A-100-001 Rev. P1 – Proposed Site Plan
- A-100-100 Rev. P1 – Proposed Ground Floor Plan
- A-100-106 Rev. P1 – Proposed First Floor Plan
- A-100-102 Rev. P1 – Proposed Second Floor Plan
- A-100-103 Rev. P1 – Proposed Roof Plan
- A-110-001 Rev. P0 – Proposed South, South East and West Elevations
- A-110-002 Rev. P0 – Proposed North East, North and North West Elevations
- A-110-003 Rev. P0 – Proposed Golf Club Elevations
- A-120-001 Rev. P0 – Proposed Sections AA-BB
- A-120-002 Rev. P0 – Proposed Section BB

Reason: To ensure the development is carried out in accordance with the approved plans in the interests of proper planning.

3. Notwithstanding the provision of Class C1 (Hotels) of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument and re-enacting that Order with or without modification, the use of the site hereby approved shall be occupied for purposes restricted to a Hotel use only and shall not include any other use in Use Class C1.

Reason: The proposed unit/visitor accommodation would be situated in the open countryside outside any defined settlement boundary where any development will be strictly controlled. The development is only acceptable as a hotel business use on site in accordance with Policies S1, S2 and S3 of the VALP (2021).

4. The use of the clubhouse building hereby permitted shall be ancillary to and only used in association with golf course.

Reason: The proposed golf club would be situated outside any defined settlement boundary where development is strictly controlled. The purpose of the golf is only appropriate as ancillary to the existing golf course on site or the proposed hotel in accordance with Policies S1, S2 and S3 of the VALP (2021).

5. No works (other than demolition) shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Demonstrate that water quality, ecological and amenity benefits have been considered
- 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
- Existing and proposed discharge rates and volumes
- Ground investigations including:
  - Groundwater level monitoring over the winter period
  - Floation calculations based on groundwater levels encountered during winter monitoring (November-March) or based on the worst-case scenario of groundwater at surface level
- Full construction details of all SuDS and drainage components
- Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.
- Flow depth
- Flow volume
- Flow velocity
- Flow direction

Reason: The reason for this pre-construction condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 167 and 169 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

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

drainage scheme carried out by a suitably qualified person. The plan shall subsequently be implemented in accordance with the approved details.

Reason: The reason for this prior occupation condition is to ensure that arrangements have been arranged and agreed for the long-term maintenance of the drainage system as required under Paragraph 169 of the NPPF.

7. No development shall take place, unless a Construction Environment Management Plan (CEMP) and Habitat Management Plan (HMP) or Landscape and Ecological Management Plan (LEMP) detailing, in full, measures to protect existing habitat during construction works and the formation of new habitat to secure a habitat compensation and biodiversity net gain of no less than +2.02 biodiversity habitat units (13.3%) and +1.29 linear biodiversity units (23.17%), is submitted to and approved in writing by the Local Planning Authority. Within the CEMP/HMP document the following information shall be provided:
- a) Current soil conditions of any areas designated for habitat creation and detailing of what conditioning must occur to the soil prior to the commencement of habitat creation works (for example, lowering of soil pH via application of elemental sulfur);
  - b) Descriptions and mapping of all exclusion zones (both vehicular and for storage of materials) to be enforced during construction to avoid any unnecessary soil compaction on area to be utilised for habitat creation; i.e. to include retaining and protecting hedgerow Biodiversity Action Plan Priority Habitat
  - c) Details of both species composition and abundance where planting is to occur;
  - d) Proposed management prescriptions for all habitats for a period of no less than 30 years. It is required to include compensation and enhancement management plans for the loss of Biodiversity Opportunity Area target habitats
  - e) Assurances of achievability;
  - f) Timetable of delivery for all habitats; and
  - g) A timetable of future ecological monitoring to ensure that all habitats achieve their proposed management condition as well as description of a feed-back mechanism by which the management prescriptions can be amended should the monitoring deem it necessary. All ecological monitoring and all recommendations for the maintenance/amendment of future management shall be submitted to and approved in writing by the Local Planning Authority.
  - h) Precautionary method statement for Nesting birds, Badgers and Reptiles.
  - i) Location and model specifications of biodiversity enhancement features to be integrated into the development including hedgehog features.

The development shall be undertaken and thereafter maintained in accordance with the approved CEMP and HMP.

Reason: The reason for this prestart condition is to ensure the site is appropriately planned and laid out in the interests of improving biodiversity within Buckinghamshire and to secure an appropriate buffer adjacent to the watercourse and provide appropriate biodiversity net gain in accordance with policies NE1 and NE2 of VALP and the advice within the NPPF.

8. The development shall be implemented in accordance with the agreed Bat Roost Characterisation Survey (Greengage Environmental Ltd, 1<sup>st</sup> October 2021), Bat Survey Report (Greengage, July 2021) and Greengage GCN letter (12<sup>th</sup> October 2021). The condition will be considered discharged following; a written statement from the ecologist acting for the developer testifying to the plan having been implemented correctly.

Reason: To ensure the site is appropriately planned and laid out in the interests of improving biodiversity within Buckinghamshire and to secure an appropriate buffer adjacent to the watercourse and provide appropriate biodiversity net gain in accordance with policy NE1 of VALP and the advice within the NPPF.

9. No development shall take place until the applicant, or their agents or successors in title, have undertaken a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority.

Reason: The reason for this pre-start condition is to record or safeguard any archaeological evidence that may be present at the site prior to construction to comply policy BE1 of VALP and the advice within the NPPF.

10. No operations shall commence on site in connection with the development hereby approved (including demolition works, fires, soil moving, temporary access construction and / or widening or any operations involving the use of motorised vehicles or construction machinery) until an arboricultural impact assessment and the detailed design and construction method statement of vehicular drives, parking areas and other hard surfacing within the root protection area (as defined by BS5837:2012) has been submitted in writing and approved by the Local Planning Authority.

The design and construction must: a) Be in accordance with the recommendations of BS5837:2012. b) Include details of existing ground levels, proposed levels and depth of excavation. c) Include details of the arrangements for the implementation, supervision and monitoring of works.

Reason: The reason for this pre-start condition is to ensure the continued well being of the trees in the interests of the amenity and environmental quality of the locality is secured before any development begins on site in accordance with the requirements of Policies NE4 and NE8 of the VALP (2021).

11. Prior to above ground works, details of both hard and soft landscape shall be submitted to and approved in writing by the Local Planning Authority. For hard landscape works, these details shall include; proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials and external lighting. For soft landscape works, these details shall include new trees and hedges to be retained showing their species, spread and maturity, planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment);

schedules of plants, noting species, plant sizes and proposed numbers/densities. These works shall be carried out as approved prior to the first occupation of the development so far as hard landscaping is concerned and thereafter retained in perpetuity for the lifetime of the development. For soft landscaping, within the first planting season following the first occupation of the development or the completion of the development whichever is the sooner.

The hard landscaping works shall be carried out in accordance with the approved details before any part of the development is first occupied. The completed scheme shall be maintained as such thereafter.

Reason: To ensure a satisfactory appearance to the development and to comply with policies NE4 and NE8 of the VALP (2021) and the National Planning Policy Framework.

12. All soft landscaping works shall be carried out in the first planting and seeding seasons following the occupation of the dwellings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure that the finished appearance of the development will enhance the character and visual amenities of the area in accordance with Policies NE3 and NE4 of the VALP (2021).

13. No development shall begin until, a Construction Traffic Management Plan (CTMP) is submitted to and approved in writing by the Local Planning Authority. The CTMP shall provide for the following:

- The routing of construction vehicles.
- Construction access details, temporary or otherwise.
- The parking of vehicles of site operatives and visitors off the highway.
- Loading and unloading of plant and materials and storage of plant and materials used in constructing the development.
- Delivery hours.
- The erection and maintenance of security hoarding.
- Wheel-washing facilities.
- Before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused.

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

Reason: The reason for this pre-start condition is to ensure measures are in place to minimise danger, obstruction and inconvenience to users of the highway and of the development.

14. No other part of the development shall be occupied until the western site access onto Brill

Road has been upgraded in accordance with the approved planning drawings and constructed in accordance with the Buckinghamshire Council guide note *“Commercial Vehicular Access Within the Public Highway”*.

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

15. Prior to the occupation of the development, minimum vehicular visibility splays of 89 metres from 2.4 metres back from the edge of the carriageway in either direction of both site accesses onto Brill Road shall be provided in accordance with the approved plans and the visibility splays shall be kept clear from any obstruction between 0.6m and 2.0m above ground level.

Reason: To provide acceptable visibility between the accesses and the public highway for the safety and convenience of users of the highway and of the development.

16. The scheme for parking and manoeuvring indicated on the approved planning drawings shall be laid out prior to the occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

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

17. Prior to the occupation of the development, details of the provision of electric charging points shall be submitted to and approved in writing by the Local Planning Authority, and the electric charging points shall be implemented in accordance with the approved details and shall thereafter be retained as approved.

Reason: To ensure adequate provision is made for electric vehicles and to accord with the NPPF, Policies T8 of the Vale of Aylesbury Local Plan (2021).

18. Prior to the occupation of the development, details of covered and secure cycle parking shall be submitted to and approved in writing by the Local Planning, and the cycle parking shall be implemented in accordance with the approved details and shall thereafter be retained as approved.

Reason: To provide safe and suitable cycle parking to encourage sustainable travel to and from the development in accordance with Policy T7 of the VALP (2021).

19. Prior to the occupation of the development, the off-site highway works shown in principle on drawing no. 2020/5232/007, which includes new signage, carriageway markings and gateway features, shall be laid out and constructed in general accordance with the approved details.

Reason: The reason for this pre-start condition is to minimise danger and inconvenience to highway users prior to construction.

20. Prior to the occupation of the development, the off-site highway works shown in principle on drawing no. A-100-001 shall be laid out and constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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

highway and of the development.

21. Notwithstanding the submitted details, before above ground works, details of the proposed finished floor levels; ridge and eaves heights of the buildings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The submitted levels details shall be measured against a fixed datum and shall show the existing and finished ground levels, eaves and ridge heights of surrounding property. The development shall be carried out as approved.

Reason: In the interest of the character and appearance of the site and the surrounding scenic countryside setting in accordance with Policy BE2 of the VALP (2021)

22. Notwithstanding condition 2, no above ground works shall take place until details, including the depth of window reveals, make, product, type, colour, photographs and images, of all external materials and external surfaces are submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To secure high quality design and ensure a satisfactory appearance to the development and to comply with policies BE2 and NE4 of the VALP (2021) and the National Planning Policy Framework.

23. The development hereby permitted shall not be occupied until details of external lighting, including the intensity of illumination and predicted lighting contours are submitted to and approved in writing by the local planning authority. Once installed, external lighting shall be retained thereafter in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development, to reduce excessive light spillage within the AAL and to comply with policy NE4 and NE5 of the VALP (2021) and the National Planning Policy Framework.

24. Notwithstanding condition 2, no above ground works shall take place until details of low and zero carbon technology shall have been submitted to and approved in writing by the local planning authority. The details shall include:

- a) the location of the Air Source Heat Pump (ASHP) or Ground Source Heat Pumps (GSHP) within the site, including a suitable plan;
- b) a specification (including noise emissions) for the ASHP and GSHP; and
- c) the impact of the ASHP or GSHP on the carbon footprint of the development.

Development shall be carried out, retained and maintained for the lifetime of the development in accordance with the approved details.

Reason: To ensure the development is sustainable and energy efficient and to comply with the requirements Policy C3 (Renewable Energy) of the VALP (2021).



25. Notwithstanding the details submitted, the development shall not be occupied until a Hotel Management Plan (HMP), incorporating a car parking management strategy and an operational servicing and deliveries plan, shall have been submitted to and approved in writing by the local planning authority. The HMP shall, in particular, include details of:

a) how the use of the car park will be managed, including to ensure its efficient operation, especially at peak demand periods, and that it shall be used only by hotel staff or guests for the duration of, respectively, their shift or stay at the hotel; and

b) directional or warning surface markings or signs, or barriers, within the site, including to prohibit unauthorised use of the car park. The approved HMP shall be implemented as soon as the hotel is first brought into use and the hotel shall be operated thereafter in accordance with the approved HMP.

c) details of the proposed capacity, frequency and the number of events at any one time and how the events would be managed.

Reason: to ensure that the management and operation of facilities are fully considered at the outset of the design and that accessibility and inclusion are monitored and maintained throughout the life of the development in accordance with Policies BE3 and E8 of the VALP (2021)

26. Prior to the first occupation of the development confirmation shall be submitted to the Local Planning Authority that either all water network upgrades required to accommodate the additional flows to serve the development have been completed; or evidence that a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

#### **Informatives:**

1. Connecting to an ordinary watercourse Under the terms of the Land Drainage Act 1991 and the Floods and Water Management Act 2010, the prior consent of the Lead Local Flood Authority is required for any proposed works or structures in the watercourse. After planning permission has been granted by the LPA, the applicant must apply for Land Drainage Consent from the LLFA, information and the application form can be found on our website. Please be aware that this process can take up to two months.

2. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest

is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act. Buildings, trees and other vegetation are likely to contain nesting birds between 1<sup>st</sup> March and 31<sup>st</sup> August inclusive.

3. The applicant is advised that the access and off-site highway works will need to be constructed under a Section 184 / 278 of the Highways Act legal agreement to include any amendments which may be required. 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 process the agreement following the receipt by the Highway Authority of a written request. Please contact the Highways Development Management Delivery Team via:- Email: [highwaysdm@buckinghamshire.gov.uk](mailto:highwaysdm@buckinghamshire.gov.uk)

4. It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.

5. No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.

6. The applicant is advised that temporary signs on the highway and works to repair / rectify highway damage will require a highway license. Please contact the Transport for Buckinghamshire Streetworks Team via: [streetworkslicences@buckinghamshire.gov.uk](mailto:streetworkslicences@buckinghamshire.gov.uk)

7. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read the Thames Water guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near Thames Water pipes or other structures.

8. The applicant is reminded that, under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended), it is an offence to: deliberately capture, disturb, injure or kill great crested newts; damage or destroy a breeding or resting place; deliberately obstructing access to a resting or sheltering place. Planning consent for a development does not provide a defence against prosecution under these acts. Ponds, other water bodies and vegetation, such as grassland, scrub and woodland, and also brownfield sites, may support great crested newts. Where proposed activities might result in one or more of the above offences, it is possible to apply for a derogation licence from Natural England or opt into Buckinghamshire Council's District Licence. If a great crested newt is encountered during works, all works must cease until advice has been sought from Natural England, as failure to do so could

result in prosecutable offences being committed.

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

## Councillor Comments

### *Councillor Michael Rand*

I wish to ' Call In ' this application to be considered by The Planning Committee. This Application consists of a 100 room hotel, a new Club House and parking for 215 cars, plus other associated amenities expected for such a development. Boarstall is a small satellite community of about 60 dwellings. This proposal is large and complex. It could be considered too large and structured for a community such as the rural area of Boarstall. I would ask for this to be considered by Committee irrespective of the Case Officer recommendations.

## Parish/Town Council Comments

### Boarstall Parish Council (July 2021)

The Parish of Boarstall wishes to:

A. Propose that it is premature to determine this application and recommend deferral pending further consultation, together with detailed design plans on lighting, water, sewerage, wildlife, noise, operational parameters, traffic plans etc.

B. Whilst there is support for development at the site, we object to the above application in its current form on the basis that the scale of the proposal would have a detrimental impact on our rural landscape, environment and community.

C. Object to the above application in its current form on the basis as many of the commissioned reports make assumptions on conceptual design figures that are below the potential use of the site by future operators.

D. Apologise for the length of this objection, unfortunately, this is due to the format of the application and the number of items necessitating a need to comment.

#### 1. Background

1.1 We note that the applicants do not intend to run either the hotel, golf club or leisure facilities themselves but lease/sell it to an operator/ or operators and potential concessions, naturally any operator will wish to maximise the revenue from the site. It is demonstrated within the design that Golf, Hotel, Spa and Fine Dining restaurant could readily be run by separate operators, as such the application should be viewed on this basis.

1.2 The fine dining restaurant is proposed as a "stand-alone" facility with its own separate access entrance, car park and external terrace area. It is clearly envisaged that the restaurant will attract diners beyond hotel guests from the surrounding community and further afield. Given the foregoing the restaurant should be considered on the basis it was a separate application, under, class A3 as discussed in the pre-application documentation where it was identified as a change of use.

1.3 The clubhouse for the golf is again designed in a manner that it could be operated on a “stand-alone” basis and should also be considered on the basis it was a separate application.

1.4 The applicant makes significant use of the current buildings use to justify the construction of their proposal. The hotel as it stands was borne out of what was golf member only overnight accommodation, a number of planning applications permitted conversion to hotel rooms. The Parish objected to a number of these applications and the extension of the hotel building refused after appeal. This application is for a hotel with a spa, large events venue and separate fine dining restaurant that has golf courses an 18 hole and a 9-hole par 3 which had been operated as a successful footgolf venue for a number of years, as such it is not a comparable development and should be considered as development in the open countryside.

1.5 Many of the applicants “commissioned” studies appear to be templates with little knowledge of the “potential” operation of the site or construction techniques. Whilst some of the reports suggest potential what, if, could, scenarios and make recommendations, generally, these are not incorporated into the design or access statements.

1.6 Need for such facilities has not been demonstrated, whilst the lack of comparable facilities in Buckinghamshire has been cited, its location adjacent to the Oxfordshire border should have been considered, tremendous facilities abound in Oxford itself, The nearby Hilton Belfry, Le Manoir, The three recently constructed hotels in Bicester and of course the Golf / Hotel facilities at the Oxfordshire (Thame) and Bicester hotel, spa and golf together with a plethora of boutique hotels.

1.7 The applicant has made claims that the development will benefit the “local” community but has not demonstrated how. Our knowledge of the previous operation suggests that senior employment roles will be fulfilled by specialists from outside the area, whilst junior roles will be undertaken by migrant Labour. 7 derelict mobile homes still occupy the land that previous employees resided in.

## 2. Objections

2.1 Community Involvement Our view is that the applicants have not engaged with the community in a manner befitting a development of this size.

Four Boarstall residents were shown some outline graphic representations of the hotel in October 2020, these did not include any scale drawings, subsequently, a one-page briefing letter was mailed to some of the residents of our Parish.

A letter detailing some of the major concerns from our Parishioners was sent to the developers in February 2021, this identified the lack of scale in their schematics and concerns with the proposal.

Only on the application being published, were we able to view the size of the proposal online. The response to our letter or the application did not address any of our concerns.

We have requested on 3 occasions that the developers hold an exhibition of their plans to fully communicate with not only our Parish but our neighbours that will be affected in Oakley, Brill, Arcott, Ambrosden and Murcott/Fencott.

There has been an unwillingness to do this, until the eleventh hour when a 2 Hour static display was given on the afternoon of Monday 12 July 2021. Invitations for this were received on Saturday

10 July 2021 and only to Boarstall parish, not the wider community. During this session the Parish recorded the views of those attending. The developers claim to have consulted, the reality is that they have announced, if thorough consultation had been undertaken many of the areas of concern by local residents could have been addressed or mitigated to some extent to the benefit of all parties.

## 2.2 Design & Scale of the buildings

2.2.1 The Horizontal and dominant form will impose itself upon the local area which is predominately open countryside, designated an area of attractive landscape, and therefore, inappropriate. The buildings are closer to both the Brill and Oxford Road than those that exist, the existing are single storey with dormer rooms in the roof space, the proposed is a 3-storey glass and aluminium facade. The proposed hotel building presents a visual block from Brill Road at 12.7M high (ref: Drg A-120- 2021) and 125M long (ref: Drg A-110-002) with a close proximity clubhouse extending the longitudinal block by a further 33 M (ref: Drg A-110-003). We note that drawing A-100-001 presents a building frontage to the Brill Road of 173M, this may be a scaling issue but clarification of which drawings are correct should be sought. The imposing scale is further heightened by the position of the building being just 43M from the road, whereas the current, significantly smaller one is 70M from the road. However, given its orientation, and T-section design these dimensions betray the actual size of the development, the internal ground floor footprint is 3,652M<sup>2</sup>. The total internal space of 8,396 M<sup>2</sup> (ref: Accom and Area Schedule) is the equivalent to 123 average new build homes in England (ref: Local Authority Building Control [LABC], 67.8 M<sup>2</sup> )

2.2.2 The scale of the buildings is such that they will be highly visible from the beauty spots of Brill and Muswell Hill

2.2.3 The proposed landscaping looks more appropriate for a semi-urban area and does not adequately reflect the rural nature of the site, designated an Area of Attractive Landscape. Indeed, the buildings and landscaping have a style more akin to a modern shopping centre than a rural hotel.

2.2.4 It is unfortunate that the designers have selected a roof style that is not compatible with the installation of photovoltaic panels (ref: Energy and sustainability study)) as these would have potentially gone at least some way to offsetting the colossal carbon footprint.

2.2.5 The rooms to the North West of the hotel have a direct view over Cox's Cottage. During both construction and occupation, this presents an invasion of privacy to both the cottage and its amenity land. (Drg A-100-001 refers)

2.2.6 The current infrastructure at the site would not support the development, roads, water, sewerage, power etc.

## 2.3 Construction Traffic

2.3.1 The developers PR company have advised they plan a timescale of up to 4 Years from receipt

of planning for the demolition of the current buildings and erection of new, fit-out, snagging and commissioning to initial operation, such is the scale of the project. No real logic has been applied to the volume and size of traffic during these significant engineering works, equivalent to a medium-size housing estate.

2.3.2 A proposed route via Ambrosden and Arccott has been suggested by the developers, but without published consultation, both these villages are justifiably submitting objections to this proposal given they already have traffic calming schemes, school entrances and children's playgrounds adjacent to the highway, we understand they are canvassing Cherwell and Oxfordshire authorities to support their objections. It is a surprise that Buckinghamshire Highways have not acknowledged any consultation with these parties within their report. We note the submitted traffic plan is highly selective in the photographs used, omitting photographs of the two tight bends in Arccott from Plan 6 of the Transport Assessment.



The two 90-degree bends with narrowing of road through the centre of Arccott Village





The two 90-degree bends with narrowing of road through Fencott



Some of the narrow roads through Murcott





The Boarstall main road Junction off the B4011. Please note the highways erected signs stating that the road is:

**“Unsuitable for heavy goods vehicles”**

The route via Horton cum Studley has a 7.5 Tonne weight limit, itself a justification as to its unsuitability for construction and supply traffic. Whilst the developer has suggested the above routes, no mention has been made of the road they would all have to use leading up to the site, Pans Hill and the challenges to HGV's that brings.

Therefore, only routes off the B4011 are available, this would mean construction traffic traversing directly through either of the Boarstall, Oakley or Honeyburge with narrow country roads incompatible with multiple heavy vehicle movements.

2.3.3 Whilst we acknowledge that large agricultural vehicles are using these lanes, they are at low speed and this is a rural area. The unsuitability for heavy multi-axle vehicles supplying this site was a major factor in the planning Inspectorate dismissing a smaller construction project at the site on appeal primarily due to the adverse effect of construction traffic,09/20000/AWD refers.

2.3.4 It is “unfortunate” that the developers did not fully explore an offer via Boarstall Parish from a local landowner to build an access route directly from the B4011 to the hotel with no financial recompense to him. This would have resolved the significant issue of both construction and increased traffic using narrow roads through villages.

## 2.4 Parking

2.4.1 We note that the car parking allocation is in two distinct areas, 14 spaces for the 67 seat fine-dining restaurant and by deduction 201 spaces for all other users, staff, visitors to the café etc.

The parking space allocation for golfers is at best naïve, being based on 200 Golf members. Golf England's Survey for 2019 states an average golf club playing membership of 484 members with 32% of revenue generated from non-member green fees and corporate golf.

The nearest golf club to Magnolia is Studley Wood, this club has a membership of 612 and

regularly see 200 plus rounds of golf played per day, they have a car park capacity of 160 spaces and at peak times a grass overflow car park is heavily used.

Whilst the report states an average golf round of 4 hours, any golfer will know that during busy periods this can extend up to 5 hours, given that a golfer will be booking in, changing, warming up, practising, playing a round, showering, changing, having a post-round drink and possibly eating, the 4 hours parking calculation is at best considered naïve.

The above does not include parking requirements for the additional and existing Par 3 / footgolf course that is not mentioned within the application, users of the driving range and parents bringing their children to the Saturday morning group coaching sessions that are held at most clubs.

The staff parking allowance appears short, given a requirement for golf pros, clubhouse and clubhouse bar staff, spa, hotel, event, restaurants and admin staff. Facilities are not shown for Taxi's, minibuses, coaches etc waiting to pick up guests or users of the Events space, either restaurant etc.

Please additionally refer to 2.9 which suggests further parking would be required than calculated for the events space. Given the foregoing, the accuracy of the parking calculation as a whole must be questionable as the proposed facilities are far too large for the parking allocation. Inevitably, the event space would be made available for activities such as wedding fayres, no data has been provided to justify the parking allotment would be sufficient for the exhibitors and visitors over the days that would also be the busiest for the site's other facilities.

2.4.2 We believe the provision for EV charging is woefully short considering the growth in ownership set against when the proposal will go into operation (3+ years) and its operational life (25+ years). We acknowledge it meets the minimum standard currently required for Buckinghamshire Highways but does not future proof, even for the date that the facility will open, 2025?

2.4.3 The grass Crete parking areas present a potential environmental risk associated with spills from parked vehicles, this is amplified by their close proximity to the water and drainage ways.

## 2.5 Transport Assessment

Given the data above, the basis of calculation for the Transport Assessment must be questioned, additionally, if we take for example the proposed delivery schedule based on 120 cover main restaurant 3 times a day, 62 cover fine dining restaurant and 120+ wedding/event hall:

i. Refuse Truck 4-5 times a week? waste is now segregated, for example, commercial contractors like Biffa would collect Separately, General waste, Recycling, Food waste and Glass, for the volume of this operation and hygiene reasons it would be at least every other day for each. Given that the complex is unlikely to be operational until 2025, we should be aware of the proposals within the UK governments new Environmental Bill regarding waste and recycling, this will see separate bins for glass, metal, plastic, paper and card, garden waste including flower displays etc, food waste

and non-recyclables; seven different types of waste, bins and collections. The requirement for a Bulk sewerage suction tanker for solids from the waste treatment plant is not even considered, a significant omission.

ii. Drink, 2-3 times a week in a transit van? Reality would be a brewery dray at least weekly, soft drinks supplier(s), 2+ wine merchants given the fine dining restaurant, spirits, bottled gas supplies, milkman, replacement glasses etc. etc.

iii. To propose 6 deliveries per week for food in a transit type van for the quantity and nature of meals proposed is totally unrealistic, as well as general supplies, a fine dining restaurant would typically receive a delivery from the following, most daily: coffee and tea merchant, baker, fishmonger, butcher, vegetables, game and poultry suppliers, patisserie, etc. etc.

iv. The area does not have a mains gas supply and therefore we assume the kitchens will require an LPG supply, this is not mentioned.

v. The facility will require backup generators to provide an uninterrupted power supply, no mention of Diesel deliveries has been made.

vi. Having discussed with the Co-Owner of the closest golf club, Studley Wood about deliveries to the pro shop alone, most are by courier and they receive 4/5 per day and mail out an average of 2 per day. vii. Omitted from the traffic movement calculations are items such as newspaper and magazine suppliers, spa suppliers, chemicals for the swimming pool, outside maintenance contractors, window cleaners, DJ's and bands for weddings, wedding suppliers, etc. etc.

viii. The traffic assessment is flawed in that it presumes that the facility would be used for staycations, given that the previous small hotel depended on guests visiting local places of interest including Bicester Village, Waddesdon Manor, Buckinghamshire Railway centre, the spires of Oxford, etc. etc, Residents would be making additional day trips The transport assessment does not adequately reflect that Horton cum Studley has a 7.5 Tonne weight limit and therefore supply vehicle traffic is more likely to come through the villages of Oakley, Honeyburge and Boarstall, roads all unsuitable for HGV's. The suggestion of so many users travelling by Bicycle is interesting, carrying a set of golf clubs or suitcases for an overnight stay will be a challenging proposition for those on two wheels. On the basis of the foregoing, we challenge the transport assessment as a whole.

## 2.6 Transport entrance(s)

2.6.1 Both entrances lead directly onto Brill Road, a road that is subject to national speed limits (60mph). We, therefore, believe the proposed gateway features submitted in the transport assessment displaying a 30mph symbol are misleading at best. We note that the ATC Survey quotes an 85th Percentile speed in excess of 46 mph at the "vicinity" of the site, the recorded data submitted also shows vehicles in excess of 60mph. We were surprised at this given the location of Cox's cottage and its hedges severely hinder visibility on the bend in this stretch of road. On this basis alone, we object to the second entrance to the west of the site on highway safety grounds.

2.6.2 The proposed secondary entrance and associated secondary car park intended to serve the

fine dining restaurant would have a major negative impact on the inhabitants of Cox's cottage:

- i. the proximity of the car park is such late in the evening as guest leave, car engines start, taxis arrive etc. means an increased noise level
- ii. the car park position and route of the drive will inevitably lead to headlights shining into Cox's cottage and given that the tree lining is deciduous it will offer little protection for the most part of the year.
- iii. The position of the entrance itself will increase noise levels at Cox's cottage from cars accelerating away and given the use of the drive predominately in the evening.

Therefore, we additionally object to the second entrance to the west of the site as it will inevitably have a negative impact on those residing at Cox's cottage and further impact on wildlife.

## 2.7 Traffic calming.

2.7.1 The traffic assessment details coloured surfacing and white fences on either side of the entrances, this acknowledges that there is a danger to traffic entering/exiting the site from other road users The department of transport traffic calming notebook rates painted surfaces as one of its lowest impact speed deterrents, whilst white fences without road narrowing are not even considered.

2.7.2 it is disappointing that the applicant acknowledges that both, an increase in volume and associated speed will be impacted by the development, yet has not considered measures to calm their traffic past neighbours in Boarstall and Honeyburge.

## 2.8 Lighting

2.8.1 Unfortunately, this report does little to describe the potential light emitted from the development being largely another template (it even refers to the council of the previous client the template was used for towards the bottom of Page 8). The study focuses on external lighting and presents models based on the minimum standards of illumination described in BS EN 12464, 10 Lux for car parks and 5 lux for external walkways. These levels would not meet the recommendations of the Crime Prevention Design Advisor for Thames Valley Police, but would still create significant light pollution. Additionally:

2.8.2 These minimum levels are somewhat below the 20 Lux the HSE Guidance notes for lighting at work HS(G)38: lighting at work for the movement of people, machines and vehicles. The report does not factor in the far greater light sources; lighting to landscape features, external building illumination especially around entrances, the events area or orangery and bleed from internal lighting, for example, the CIBSE (Chartered Institution of Building Services Engineers) recommends for hotels:

Entrance Halls 100 Lux

Reception, cashiers and porters' desks 300 Lux

Bars, coffee bars, dining rooms, restaurant and lounges 50-200 Lux

Cloakrooms, baggage rooms 100 Lux

Bedrooms 50-100 Lux

Bathrooms 150 Lux

If the events space is designed for multi-functional use, it would be natural to design for small exhibitions/trade shows etc and have a potential illumination of 500-700 Lux.

2.8.3 The report does not refer to the illumination of the two tennis courts, European standard EN 12193 recommends an average across the court of 400 Lux and a minimum of 300 Lux.

2.8.4 It would not be unreasonable to assume that the car park for 200 plus vehicles would see movements during the hours of darkness, no calculation has been submitted for this and the light effects/direction from vehicles, especially upon Cox's Cottage, the private residence detailed as receiving negligible effect from light.

## 2.9 Noise

2.9.1 Unfortunately, this report is based on a large number of assumptions, proposals and whatifs?, it would appear that the study makes calculations for individual noise contributors, not the compound effect, nor the effect of wind on carrying that noise.

2.9.2 A scenario has not been considered of a typical reception held in the events space, consider a band playing on a warm summers evening, windows open, doors continually opening as people traverse between indoors or outdoors for a smoke etc, those leaving waiting for taxis, their cars/coaches being brought to the reception area, those staying at the hotel being able to carry on purchasing drinks etc, the idea of a curfew is not practical and almost totally unenforceable.

2.9.3 The annoyance response guideline values, as set by the World Health Organisation (WHO), are 50 or 55 dB(A), representing the daytime levels below which a majority of the adult population will be protected from becoming moderately or seriously annoyed. The applicant's Noise Impact Statement demonstrates that noise levels will be above this level.

2.9.4 The application does little to demonstrate what measures are to be undertaken to reduce noise pollution to those residents in Honeyburge, Boarstall or Cox's Cottage given the direction of the prevailing wind and the horn effect of amphitheatre design to the terrace area.

2.10 Function Room 315 M2 events space is extremely generous for a 120-person capacity venue, this would suggest that a potential operator would wish to exceed this, traffic, parking and operational requirements should consider the potential number For example, using the calculator @ Event Venue Room Capacity Calculator >> The Conference People ([confpeople.co.uk](http://confpeople.co.uk)) if the room was set up in Banquet style the room could seat in excess of 260 people. This figure is

ratified at The Special Event Guru: Determining Room Capacity which specifies 1.25 M2 per person in Banquet format and just 0.93M2 per person for a stand-up reception.

## 2.11 Wildlife

Whilst acknowledging that a Preliminary Ecological Appraisal has been undertaken, we believe local knowledge and that of adjacent farmers are aware of a greater diversity that has been detailed. It is surprising that a lead had not been taken from other local environmental studies, for example: the adjacent Cox's cottage was conditioned to protect nesting brown, long-eared bats during renovation works with the residents undertaking significant work to improve wildlife habitat. 11 The conversion of Village Farm Barns was conditioned on external lighting levels to avoid driving bats away Bucks' ecology pointed to the presence of greater crested Newts and bats during a recent application for demolition of a garage at Village Farmhouse We are aware of: Badgers, 3 species of Deer, Brown Hares, Stoats, Weasels, Moles, Voles and Hedgehogs. Ground nesting birds including a good population of Grey Partridge. Great Crested Newts, common Lizards, Grass snakes and adders. Several species of Bats, many species of Bumble Bees, dozens of Butterfly and Moth species, Insects etc. The report does little to identify or mitigate the effects of demolition and construction or those of noise, traffic movements or light during operation upon the local wildlife.

## 2.12 Water Supply

The Hotel will inevitably have a significant demand for water, with the current water supply infrastructure this will have an impact on others. The 31 residencies and farms to the North of the Parish are at the end of the pumped supply from Brill with the hotel in between. When the former hotel was in operation these residences suffered from poor pressure and flow especially at times of peak usage.

## 2.13 Sewerage and Rainwater

2.13.1 The hotel is not on mains sewerage and therefore the disposal of waste solids should have been detailed in the application, given that "all that goes in must come out" contamination of the ground, waterways and aquifer is a concern. 2.13.2 The topography of the site is such that without pumping, outflow from the sewerage treatment plant will either drain into the aquifer or down to Danes Brook (locally known as the "Honey"), the stream that runs through the hamlet of Honeyburge. This stream does eventually run to the River Thame, but its capacity is such that it does flood during times of heavy rainfall, however, the residents of Honeyburge have reported that it runs approximately 100mm lower since the closure of the current hotel. 2.13.3 Given the number of vehicles using the site, it is paramount that large capacity interceptors are installed in any area where there is potential for oil/fuel spills to minimise the potential for environmental damage.

## 2.14 Sustainability

2.14.1 Little has been demonstrated in the way of a commitment to environmental sustainability, No use of alternative power, solar, wind, ground source. etc. We note that the energy and sustainability study indicate what could be implemented, subject to detailed designs. Therefore, the study looks at the best possible scenario and still calculates the buildings would produce in excess of 650 Tonnes of CO2 per annum, hardly passive and suggests opportunities have been missed.

2.14.2 The electricity supply to the area is notoriously unreliable and power outages are common, 3-4 times per month is not unusual; The outline design indicates that there will be a far increased requirement for electricity (there is no mains gas in the area), this will necessitate major road works to bring in new cabling. Given the demand for uninterrupted power when operational, we assume that oil-burning backup generators will be installed.

2.14.3 The construction of the buildings structure appears to largely steel, aluminium, glass and concrete, all materials bearing a significant carbon footprint in mining, manufacture and transport

2.14.4 Nearest public transport stop is in Oakley some 3.3Km, given that the route to the hotel from this is along roads without pavements, walking to the site is not feasible in practical terms but potentially hazardous.

2.14.5 The proposal to offer a shuttle service potentially increases the use of local roads; given the high frequency of trains to both of the Oxford stations, Bicester North, Bicester Village and Haddenham it is most likely that most shuttles will have very low occupancy, therefore potentially creating 2 times two-way trips whereas by car would have been just one two-way trip.

2.14.6 We would refer to 2.5 with the regard to the use of bicycles for guests, fine dining restaurant users and golfers.

## 2.15 Economic Benefits

The one-page Infographic demonstrates no means for the calculations; indeed, the local Authority revenues and graph are mathematically incorrect. As detailed previously no demonstration has been given to indicate any economic benefit to the "local" community. The irony of justifying the development on the grounds of financial benefit to the local community is somewhat lost when considered against the context of the developers purchased a going concern, closed it and made the staff redundant.

2.16 Conclusion For the reasons set out above, development control is respectfully requested to refuse the application in its current form.

3. SUGGESTED CONDITIONS and INFORMATIVES Notwithstanding the above, without prejudice, if development control is minded to approve the application, the following conditions are applied prior to any demolition and construction works:

### 3.2 Design & Scale of the buildings

3.2.1 The proposed buildings should be moved to a minimum distance of 100M from Brill Road to permit greater landscaping and screening.

3.2.2 The potential opening door/window nature of the events space to be redesigned to prevent transmission of noise to the outside.

3.2.3 All glazing to be high efficiency, triple-pane with trickle only ventilation to prevent sound transmission

3.2.4 All bedroom lighting to be at low level or task lighting to minimise light bleed.

3.2.5 A detailed landscaping plan with size, position and species be submitted and adhered to, with all planted species to be indigenous

3.2.6 The planting scheme to be reviewed annually and any failed planting, planted with like for like.

### 3.3 Traffic

3.3.1 An enforceable traffic plan to be submitted that ensures that demolition and construction traffic does not traverse through Boarstall or Honeyburge settlements. No construction traffic permitted to enter or leave the site between 17:00 and 09:00 the following morning.

3.3.2 Post the construction phase and throughout the operational life, an enforceable requirement is made that any operational supply/service vehicles for the site above a potential gross laden weight of 3.5 Tonnes does not traverse through Boarstall or Honeyburge settlements.

3.3.3 That the Sites shuttle services do not traverse through Boarstall or Honeyburge settlements.

3.3.4 The developer commissions and maintains solar-powered smart traffic calming signage to minimise speeding through Boarstall and Honeyburge settlements.

3.3.5 Stipulate that traffic leaving the fine dining restaurant after 21:00 on any day to be rerouted via the main entrance to avoid undue disturbance to Cox's Cottage.

### 3.4 Parking

3.4.1 Given that the Climate Change Committee forecast that 24% of cars on UK roads will be EV's by 2032 the parking layout should reflect this, i.e., all parking bays at the high-end restaurant and 25% minimum of those in the main car park should be of the required size (3M x 6M in line with emerging VALP parking standards) together with the appropriate infrastructure to enable EV charging installation in the future.

3.4.2 To ensure sufficient parking and in line with the figures used in the Transport Assessment that the following conditions are enforced:

3.4.2.1 The membership of the golf club be limited to 200 playing members.

3.4.2.2 No Golf societies, corporate golf events, green fee-paying visitors etc. (other than hotel guests) are permitted at peak booking times, i.e., Friday, Saturday, Sunday and Bank Holiday.

3.4.2.1 The use of all the combined events spaces to be limited to a maximum of 120 people.

### 3.8 Lighting

3.8.1 Prior to any commencement of works, a full internal and external lighting plan be submitted and approved by H&S and environmental SQEP's



### 3.8.2 No floodlighting to tennis courts or driving range

*Officer Notes: The Parish Council's objection have been acknowledged along with the suggested conditions, however only conditions that meet the 6 tests as follows have been included in the schedule of conditions:*

- necessary;
- relevant to planning;
- relevant to the development to be permitted;
- enforceable;
- precise; and
- reasonable in all other respects.

#### *Boarstall Parish Council – March 2022*

We note that nearly a year after the application, a HOTEL NEEDS ASSESSMENT AND SEQUENTIAL TEST was published on the planning portal on March 10, 2022. Having briefly read the report the whole basis of it is highly questionable, misleading and insignificant in supporting the need for a hotel in this location. The application site is positioned to the North West of Buckinghamshire on the county border, indeed the border of Oxfordshire is just 600M from the application site. The calculations for need Vs existing stock, are based solely on that in Buckinghamshire, the three major towns in Buckinghamshire are some distance by road from the application site:

Aylesbury: 14 miles

High Wycombe: 29 miles

Milton Keynes: 32 miles

Whereas the closest towns with hotel stock are in Oxfordshire:

Bicester: 7 miles

Thame: 9 miles

Oxford: 9 Miles

The report details (para 5.4.2) the local four out of top 25 locations in Britain outside London as being within 15 miles of the application site, all these are in Oxfordshire with Bicester and Oxford hotels supporting these. Again the report details (para 5.4.3) details further tourist demand in Oxford and Bicester but makes no reference to hotel stock in these towns. We wish to draw attention to recent large hotels constructed in Bicester including the Holiday Inn, Premier Inn, Travelodge, all opened within the last 3 years. Most noticeable is that the owners of Bicester Village (Value Retail Group) have acquired land adjacent to outlet village (formerly Bicester Rugby Club) with the intention of building a significant sized hotel to support their experience. In conclusion, the applicant's report does little to support the application and further demonstrates its unsustainability, in that its location would require significant, additional use of motor vehicles.

We note that a year plus after the initial application, a DRAINAGE STRATEGY was published on the planning portal on May 10, 2022. Having briefly read the report, the whole basis of it is highly questionable, misleading and insignificant with respect to the operation of the development, whilst not taking the opportunity to enhance the environment. It is unfortunate that the author has even published the report misspelling, our Parish as BOASRTALL, this could be viewed as a reflection of the care taken in compiling the report. We would refer you to the objection submission to this application by Mrs Frances Brown published on the planning portal on 26 June 2021. Mrs Frances has lived next to the waterway known locally as the “Honey” and referred to in the Drainage Strategy as Danes Brook, she has documented the flooding of the waterway during the operational period of the current, much smaller hotel and golf club. Rather than going into detail, we would wish to highlight four areas that should have been considered in addition to precipitation on just the new buildings. Admittedly, in our response, we have assumed that the hotel is designed to be of high class and that the golf course, clubhouse and spa will be facilities to reflect this.

1. No calculation has been made to the effect of other impervious areas of the overall development, greenkeepers barn, water storage tanks, halfway house, buggy paths etc.
2. No consideration has been given to the existing drainage on the golf course and its interaction with the new strategy.
3. Golf courses require significant irrigated watering to maintain their condition, quantities are dependent on weather conditions, geological structure, topography etc. A typical southern England 18 hole course uses between 2000 M3 and 4000 M3 per week in the summer months. Magnolia golf course has historically enjoyed an 18 and 9-hole golf course, therefore its use is likely to be proportionally higher. Possibly the most prestigious golf course in Buckinghamshire, “The Buckinghamshire” utilises constant feed to the 500 M3 irrigation water storage tanks, the pumping system feeding the irrigation system is capable of delivering 85 M3 per hour. Whilst acknowledging there will be some evaporation of this water, vast quantities will find it’s way into the drainage system and aquafer. The geology survey does not refer to the structure of the 27 greens and tee boxes on the course, these are fast draining having being constructed to USGA standards
4. The report does not consider the contribution of foul water and its effect on a credible drainage strategy, The UK's average water use per person of 142 litres per day, given the hotel scale, function rooms, restaurants, golfers showers etc., it would not be unreasonable to assume a weekly use in excess of 250 M3.

The high use is potentially why Thames Waters comments to the application published on 19 May 2021 identified that the current infrastructure could not handle the additional demand. One must be mindful that what goes in must come out and the approach to direct all this water to Danes Book is not a reasonable strategy. In conclusion, the applicant's report does little to support the application and further demonstrates its unsustainability and detrimental environmental impact.

## *Ambrosden Parish Council*

The Council objects to the proposal due to the impacts on Highways safety in Ambrosden. The Council stresses that if approved, a construction management plan must be in place, stating that lorries and vehicles should not go through Ambrosden and they should not go past the school

### Consultation Responses

#### Archaeology Officer

It is clear that there will have been impacts on the archaeological horizon within the footprint of the existing buildings and car park but it is possible that the proposed development will impact on areas of in situ archaeology across the site. In addition, deeper archaeological deposits may survive beneath the current floor surfaces, particularly within the car park area. Archaeological works are therefore recommended across the site to ensure any archaeological deposits present are appropriately identified and recorded in advance of any construction works. Condition is required if planning permission is granted.

#### CPDA Officer

Insufficient information has been provided with the application. Further information is required before the application is determined.

Officer response: Further information was received further to the comments raised by the CPDA Officer. Further details will be secured by way of a condition.

#### Heritage Officer

No objections to the proposal, it would not adversely impact designated heritage assets.

#### Environmental Health Officer

No objection to the proposal, condition relating to noise is recommended.

#### Highways Officer

No objections have been raised subject to securing further details by conditions and a legal agreement.

#### Landscape Officer

The proposed development is not a sensitive response to the Area of Attractive Landscape within

which it sits. It is evident that the proposed hotel building, plus the proposed club house, is a substantial increase on the built footprint of the site, accompanied by a modest increase in parking areas and a second access road. Formal hard and soft landscaping is also more extensive than at present. Native tree and hedgerow planting at the site boundaries are of limited significance.

The proposed hotel appears significantly higher than the existing hotel, with a contemporary character and strong horizontal roofline, a significant departure from the existing built character of the site and its surroundings. The scale and character of the proposed development does not make a positive contribution to the prevailing landscape character, instead further contributing to its erosion in conjunction with the nearby motorway and power lines.

The larger and taller hotel building is likely to be more visible from the surrounding landscape than the LVIA would suggest. The LVIA has not provided measurable evidence to support its conclusions. It also appears that the likely residual impacts upon landscape character and visual amenity will be more significant than concluded in the LVIA.

#### LLFA

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

#### Tree Officer

Concerns relating to the lack of information relating to tree impacts.

#### Waste and Recycling Officer

The commercial waste service in the very basic description given could satisfy our requirements, provided particular attention is given to the safe storage, presentation and collection of waste, and waste reduction principles are adhered to.

#### Thames Water

Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of the development. Conditions and informative are recommended.

#### Historic England

No comments made on this application.

#### Representations

## **Other Representations**

8 comments have been received supporting the proposal:

### *Summarise comments*

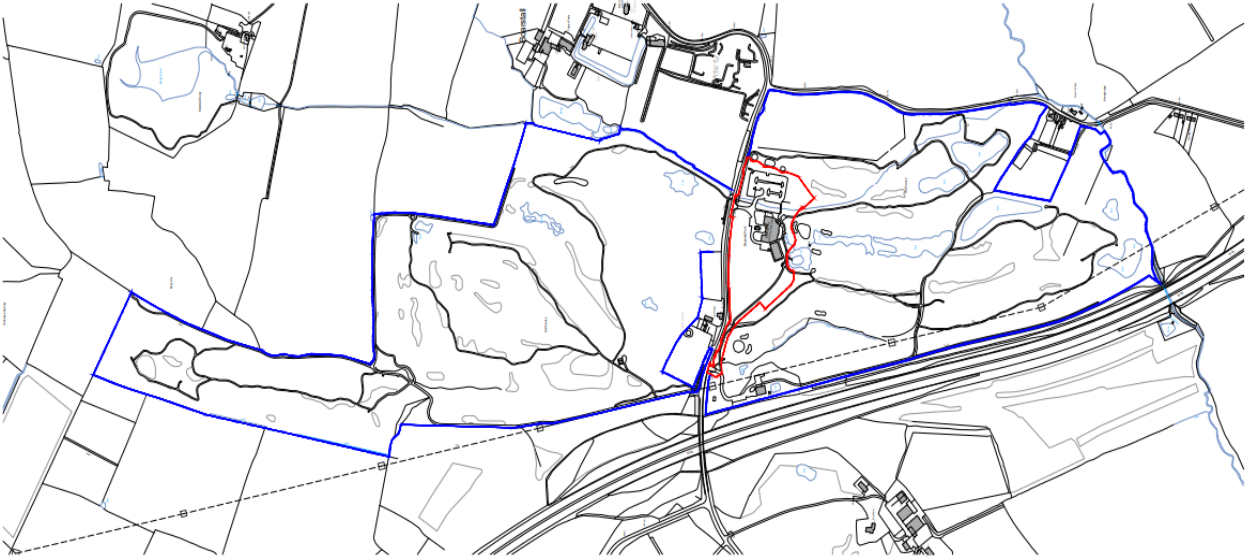
- The proposal would provide amenities for the surrounding area
  - The proposal would bring employment opportunities to the area
  - The increase in scale is required to provide a long term viable business
  - Careful consideration should be given to dark skies
  - Signage is required regarding speed limits
  - In support of the redevelopment of the site, however the plans are out of keeping with the area

14 comments have been received objecting to the proposal:

### *Summarise comments*

- Concerns relating to the highways impact
  - Concerns relating to noise impact on the local community as a result of weddings and functions
  - Concerns relating to the increased traffic levels through small villages
  - Concerns relating to light pollution
  - Objections to the scale and massing of the proposal
  - Concerns relating to inaccurate information submitted
  - The extent of the proposal has not been fully explained
  - Concerns that the applicant has not stated that 7 static caravans will be placed on site for permanent staff
  - Concerns relating to the proposed use class as part of the hotel would be used by non-guests to the restaurant or golf club
  - Concerns about design quality
  - Concerns regarding energy and sustainability
  - Concerns relating to impact on wildlife and biodiversity
  - Concerns relating to flooding and drainage
  - Concerns relating to construction traffic
  - Concerns relating to waste water
  - Concerns that traffic calming measures are required

# APPENDIX B: Site Location Plan



Site Location Plan  
Scale 1:3500

Do not scale – this map is indicative only

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