



## Report to West Area Planning Committee

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<b>Application Number:</b>	21/07051/FUL
<b>Proposal:</b>	Construction of two storey building for use as Porsche Centre (3935sqm), two storey building for use as Bentley dealership (1655sqm) and single storey building for use as car preparation workshop (492sqm) comprising of vehicle showrooms and sales areas, MOT testing facility, ancillary office accommodation, car parking & display and associated landscaping
<b>Site Location:</b>	Site of Former Sports Centre Marlow Hill High Wycombe Buckinghamshire
<b>Applicant:</b>	Mr Chris Page - Dealership Developments Ltd
<b>Case Officer:</b>	Emma Crotty
<b>Ward(s) affected:</b>	Abbey
<b>Parish-Town Council:</b>	High Wycombe Town Unparished
<b>Date valid application received:</b>	2nd August 2021
<b>Statutory determination date:</b>	1st November 2021
<b>Recommendation</b>	Minded to Grant, defer for Planning Obligation

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

- 1.1 Permission is sought for the construction of three buildings- a Porsche Centre (3935sqm), a Bentley dealership (1655sqm) and a car preparation workshop (492sqm). The scheme would comprise of vehicle showrooms and sales areas, MOT testing and servicing facilities, ancillary office accommodation, car parking & display and associated landscaping.
- 1.2 The site is within the ownership of the Council (although the Council is not the applicant). As a result, the scheme must be determined by Planning Committee.
- 1.3 It is considered the development would meet tree canopy coverage requirements, parking requirements, drainage requirements, demonstrates principle of good urban design and would not have a significant impact on the residential amenities of nearby residents. A legal agreement under S106 of the Town and Country Planning Act will be needed to secure monies for the review and monitoring of the required Travel Plan for a period of 5 years.

- 1.4 The development is recommended for approval, subject to an acceptable S106 legal agreement and conditions, given that the proposal would conform with development plan policy and be consistent with the National Planning Policy Framework.

## **2.0 Description of Proposed Development**

- 2.1 The application site is 1.7 hectare in size and located within the Handy Cross Hub; it is in close proximity to Junction 4 of the M40 Motorway in High Wycombe. The site is located directly to the north of the Wycombe Leisure Centre and Waitrose supermarket, with a residential estate to the east. The A404 is to the north (with a school beyond) and a coach way station/ park and ride is located directly to the west. High Wycombe town centre lies approximately 1.5 kilometres to the north-west of the site.
- 2.2 The site forms part of the wider development site of the Handy Cross Hub, which was originally given permission under 12/06261/R4OUT for a sports centre, food store, hotel, offices and parking. This site was known as Phase 4/Gateway Site.
- 2.3 The site is currently used for temporary vehicle storage. It is close to its original cleared state, with remnants of, and levels reflective of, the previous sports centre building located on the site.
- 2.4 The development proposes the erection of a pair of motor vehicle dealerships consisting of a Porsche centre and a Bentley car dealership, comprising of vehicle showrooms and sales areas, a vehicle preparation building, workshops, ancillary offices, car parking & display, and associated landscaping.
- 2.5 Both dealership buildings would occupy the 'front' of the site, adjacent the A404. The Bentley dealership will occupy the northern corner of the site. The showroom building would reflect Bentley corporate architecture design, featuring a combination of curtain wall glazing and aluminium cladding. The building would consist of showroom and associated office facilities, with an integral workshop.
- 2.6 The Porsche centre would sit to the west of the Bentley dealership. The Porsche centre would be a combination of contemporary aluminium cladding alongside curtain wall and structural glazing systems. It would consist of display and sales offices and a larger workshop to the rear.
- 2.7 A freestanding single storey vehicle preparation building is also proposed in the south-east corner of the site.
- 2.8 The remainder of the site would be used for the display of new and used cars, customer and staff parking, and landscaping.
- 2.9 The site drops approximately 5m from the front by the A404 down to the rear by the sports centre. The scheme looks to reduce this level difference, with the buildings set below the A404 road level, but with the rear of the site raised up from the highway level, supported by retaining walls.
- 2.10 A significant amount of the site would be given over to soft landscaping, mainly consisting of trees and hedgerows. There would also be some green living walls and green wire rope trellising.
- 2.11 The application is accompanied by:
  - a) Planning Support Statement
  - b) Design and Access Statement

- c) Transport Assessment
- d) Workplace Travel Plan
- e) Air Quality Assessment
- f) Ecology Appraisal
- g) Flood Risk Assessment & Drainage Strategy
- h) Ground Investigation Report
- i) Marketing Report
- j) Planning Visuals
- k) Ecology and tree checklist
- l) Noise assessment
- m) Canopy calculator

2.12 Amended/ supplementary plans and documents have been submitted during the course of the application, mainly to ensure that the scheme would provide a policy compliant level of tree canopy cover/ biodiversity enhancement and would be acceptable from a highways and drainage perspective.

### **3.0 Relevant Planning History**

3.1 Relevant planning history for the site:

12/06261/R4OUT- Outline planning application (including details of access) for a coach way to include park and ride services with 400 parking spaces and passenger facilities; new sports and leisure centre with 323 parking spaces; up to 34,791sqm of offices (Class B1) with parking for 850 cars; a 150 bed hotel (Class C1) with 50 car parking spaces; food store (Class A1) of up to 3,600sqm gross external floorspace with 200 parking spaces; an amenities building (Class D1) of up to 420sqm with 35 parking spaces; and associated access, landscaping and open space (application under Regulation 4). Permitted.

15/06076/VCDN- Variation of condition 44 attached to outline planning permission 12/06261/R4OUT to allow for the new sports and leisure centre to be first open to the public before the first opening of the hotel or any business building. Permitted.

17/08035/MINAMD- Non material amendments to the parameters drawing approved under outline planning permission 15/060706/VCDN. Permitted. 18/05260/FUL- Temporary change of use of vacant development land to vehicle parking for commercial vehicles, erection of new security fencing and site hut. Permitted and implemented.

18/05338/R4REM- Submission of details of layout, scale, appearance and landscaping for Phases 3 (prow building and hotel) and 4 (offices) pursuant to outline planning permission 15/06076/VCDN. Permitted.

### **4.0 Policy Considerations and Evaluation**

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

Wycombe District Local Plan (August 2019):

CP1 (Sustainable Development)

CP2 (Overall Spatial Strategy)

CP5 (Delivering Land for Business)

CP4 (Securing Vibrant and High Quality Town Centres),

DSA:

DM5 (Scattered Business Sites)

DM6 (Mixed Use Development)

DM7 (Town Centre Boundaries)

- 4.1 Handy Cross Hub (of which this site is part of) is referred to in Local Plan policy CP5, but does not benefit from its own allocated policy. CP5 (Delivering Land for Business) states that:

“the Council will address the needs of the local economy by... 3. Supporting High Wycombe as a location for high quality offices by encouraging the development of new premises in the town centre and also ensuring the delivery of existing key employment commitments, including Handy Cross Hub... to provide new B1a office accommodation.”
- 4.2 This site, within Handy Cross Hub, has planning permission for around 15000 sq. m. of office floorspace, with another 7500sqm of office floorspace permitted elsewhere within Handy Cross Hub. This scheme, subject to this application, would be a sui generis use, with very little office floorspace. This policy CP5 clearly aims to protect the delivery of this approved office floorspace. However, the policy CP5 does not stipulate the amount of office space to be delivered. In this instance, there are remaining areas of the Handy Cross Hub that could be developed for office purposes.
- 4.3 Furthermore, the applicant has submitted a marketing report, produced in January 2019. The report indicates that developers have been “highly cautious and ultimately risk averse” with regard to new office development within the wider Thames Valley area, with development values and costs within High Wycombe making it difficult to establish viable schemes. Savills however continued to actively market the Handy Cross site after production of this report. 2020 saw the start of the impact of Covid-19 on the office market and the massive shift in working practices with more home working, on a permanent basis for many businesses, reducing demand for office accommodation (including new accommodation) even further.”
- 4.4 Therefore, it is considered that the redevelopment of this land for a purpose other than offices, would not have a detrimental impact on office space in the Local Plan area, nor would it undermine the aims of Local Plan policy CP5 (namely to address the needs of the local economy) and delivery of the Handy Cross Hub, given that the proposed businesses would bring about economic benefits including further employment opportunities (88 x jobs are expected to be created, with more jobs proposed in the future). Furthermore, development tends to attract development, and therefore construction works on this site, may encourage other phases within the Handy Cross Hub to come forward.
- 4.5 Local Plan policy CP6 (securing vibrant and high quality town centres) and DSA policy DM7 (Town Centre Boundaries) aims to protect the vitality and viability of town centres. However, whilst the scheme would contain a significant proportion of retail element, a car showroom (or “the sale or display for sale of motor vehicles”) is a sui generis use as per the Town and Country Planning (Use Classes) Order. Furthermore, car showrooms are not explicitly noted in the Local Plan definition of ‘Main Town Centre Uses’ (nor the NPPF definition). On this basis, it is considered reasonable to conclude that the proposed use of the site would not be a main town centre use and therefore an assessment of the impact on High Wycombe town centre is not required. In any case, it is not considered that there is a more suitable site for the proposal, within the town centre boundary.
- 4.6 The current use of the site is for commercial vehicle parking for a temporary period. Given that this only has temporary permission the former use of the land is considered

relevant. In this instance, the land is considered “white” land, i.e. land with no formal use or land allocation. However, if the current temporary use was considered to dictate its use, then DSA policy DM5 ‘scattered business sites’ would be relevant. This states that planning permission would only be granted for B1, B2 or B8 uses (or now some E uses), or “uses that deliver economic development such as employment generating sui generis uses, community facilities or main town centre uses”. Supporting text to this policy confirms that “car dealerships” could be included in terms of these other uses “where appropriate and where they would not cause nuisance to adjacent properties”. The scheme would therefore comply with policy DM5, if this was considered to be applicable to the scheme.

- 4.7 On this basis, it is considered that the principle of developing the site for two car dealerships, supporting workshop and ancillary office accommodation and parking, is acceptable and in accordance with Local Plan policy.

### **Transport Matters and Parking**

Wycombe District Local Plan (August 2019):

CP7 (Delivering the Infrastructure to Support Growth)

CP12 (Climate change)

DM33 (Managing Carbon Emissions: Transport and Energy Generation)

DM35 (Placemaking and Design Quality)

DSA:

DM2 (Transport requirements of development sites)

Buckinghamshire Countywide Parking Guidance

- 4.8 The site will continue to utilise the fourth arm to the existing mini roundabout, within the Handy Cross Hub. The applicants swept-path analysis demonstrates that manoeuvres required for the largest car transporters anticipated to turn into and out of the site via the roundabout are possible, although some overhang over the central island would occur.
- 4.9 In terms of trip generation, the Highway Authority are satisfied that the trips associated with this development could be accommodated on the local highway network.
- 4.10 200 parking spaces would exist in the development, of which 126 are considered to be operational parking (i.e. not display or stage). This is beyond the optimum standard when taking into account the level of floorspace featured. All parking spaces are of sufficient size and appropriately arranged.
- 4.11 A travel plan accompanies the planning application. It is considered to be a well thought out travel plan with some good measures to reduce single occupancy car use. It is reasonable to condition that the travel plan is implemented, with results monitored and reviewed by the Council’s travel plan team for 5 years. This requires a fee which would need to be covered in a legal agreement under S106 of the Town and Country Planning Act. The applicant has already submitted a Unilateral Undertaking to secure this cost.
- 4.12 Therefore, the Highway Authority raises no objection to this application, subject to conditions.

### **Raising the Quality of Place Making and Design**

Wycombe District Local Plan (August 2019):

CP7 (Delivering the Infrastructure to Support Growth),

CP9 (Sense of place),

DM32 (Landscape character and Settlement Patterns),

DM34 (Delivering Green Infrastructure and Biodiversity in Development),  
DM35 (Placemaking and Design Quality)

DSA:

DM11 (Green networks and infrastructure),  
DM16 (Open space in new development)

- 4.13 The scheme has been designed in accordance with the contemporary corporate images of Porsche and Bentley. The layout of the scheme is considered to reflect principles of good design whilst taking into consideration sensitive receptors and constraints of the site. The rear of the scheme would see the introduction of retaining walls, in order to reduce the levels differences from north to south across the site. To mitigate and soften the potentially harsh retaining walls and rear/side elevations of buildings, the scheme would incorporate some living walls and rope and wire green wall trellising. In addition, soft landscaping margins are proposed in front of the formal boundary lines which would incorporate hedging, trees and soft landscaping, further softening the development within the street scene. In addition, considerable soft landscaping would be incorporated into the internal layout of the scheme, providing a high quality scheme, reflective of the quality of the brands proposed.
- 4.14 It is considered reasonable to condition material details, as well as soft landscaping and boundary treatments, in order to ensure the high quality and sensitive scheme as proposed, is delivered.

#### **Amenity of Existing Residents**

Wycombe District Local Plan (August 2019):

CP7 (Delivering the Infrastructure to Support Growth),  
CP9 (Sense of place),  
DM35 (Placemaking and Design Quality)

DSA:

DM11 (Green networks and infrastructure),  
DM16 (Open space in new development)

- 4.15 Concern has been raised by a neighbour about noise and disturbance, including during the day from MOT areas. This concern has been considered by both the applicant and the Environmental Health Officer. The agent confirms that the larger workshop area to the rear of the Porsche garage would be used for MOTs - this is located at the furthest part of the site from the residential estate (approximately 100m away). Furthermore, the workshops would not operate overnight. The Environmental Health Officer is satisfied with the submitted noise assessment, but considers it reasonable to condition that the buildings are not operational overnight, in the interests of the amenities of neighbours.
- 4.16 It is also considered reasonable to condition the submission of a lighting scheme, to ensure that the development does not detrimentally affect neighbours (and ecology) through inappropriate lighting.
- 4.17 In terms of potential for traffic build up affecting the residential estate, the scheme is not considered to result in a significantly increased trip rate which could put significant pressure on the surrounding roads and junctions. Furthermore, there would be adequate on-site parking to ensure there would be no overspill onto residential roads (which have parking restrictions in any case).

## **Environmental issues**

Wycombe District Local Plan (August 2019):

CP7 (Delivering the infrastructure to support growth),

DM20 (Matters to be determined in accordance with the NPPF)

DM35 (Placemaking and Design Quality)

- 4.18 The Wycombe District Air Quality Action Plan states that at least 10% of non-residential parking spaces must be provided with an electric vehicle charging point. In total, there would be 94 spaces for non-storage parking (customer and staff parking spaces), therefore 10 parking spaces should be equipped with electric vehicle charging points; this should be secured by condition.
- 4.19 With regards to noise and lighting, as discussed above, it is considered reasonable to condition the operating hours of the building, from 7am to 7pm daily and the submission of a lighting scheme, in the interests of the amenities of neighbours.

## **Flooding and drainage**

Wycombe District Local Plan (August 2019):

CP7 (Delivering the Infrastructure to Support Growth),

CP12 (Climate Change),

DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 4.20 The scheme is located in Flood Zone 1 (low chance of flooding). Ground investigations have been undertaken in order to identify the infiltration potential of the underlying geology. The results of this testing show that infiltration as a means of surface water disposal will be feasible on site. The Lead Local Flood Authority are therefore satisfied that an acceptable SuDS scheme can be delivered and therefore raise no objection, subject to conditions. Thames Water also raise no objections.

## **Green Networks and Infrastructure**

Wycombe District Local Plan (August 2019):

CP7 (Delivering the Infrastructure to Support Growth)

CP9 (Sense of Place)

CP10 (Green infrastructure and the Natural Environment),

DM34 (Delivering Green Infrastructure and Biodiversity in Development),

DM35 (Placemaking and Design Quality)

DSA: DM11 (Green networks and infrastructure)

DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geodiversity importance)

DM14 (Biodiversity in Development)

Building sustainability

- 4.21 Green infrastructure is defined as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
- 4.22 Biodiversity refers to the diversity of species and habitats in the environment and biodiversity assets are those parts of the environment that contribute to biodiversity.
- 4.23 Planning policy DM34 requires all development to protect and enhance biodiversity and green infrastructure. In addition, a future tree canopy cover of at least 25% should be achieved, in the interests of biodiversity. In this instance, the current site is barren,

consisting of little/no vegetation. Plans show a significant amount of the site would contain soft landscaping, including around the boundaries of the site and within the car parking areas. The scheme would also contain wire rope and trellis green wall systems (with climbing plants growing up the system) and sections of living wall (which would have an irrigation and fertiliser dosing system). Tree canopy calculations show that a 25% future tree canopy cover would be achieved, which would be fully through new greening opportunities; this would meet planning policy requirements. There is concern that this is a potentially challenging site from a tree establishment perspective, but with great ecosystem service potential (such as improving air quality at a busy junction/opposite a school/leisure centre/nursery). Landscaping plans currently submitted, appear to be based on satisfying the quantitative requirements of policy, rather than meaningful soft landscaping. Furthermore, there is very likely going to be a need for below ground soil vaults/supporting structures to accommodate the necessary soil volume. It is therefore necessary to condition the submission of landscaping details, to ensure an appropriate and viable scheme can be incorporated into the development and satisfactorily retained and maintained.

- 4.24 Whilst it is noted that no biodiversity net gain calculation has been submitted, it is reasonable to deduce that the scheme would significantly enhance biodiversity at the site, given the existing conditions.

#### Ecology

- 4.25 An ecological appraisal has been submitted which covers aspects in relation to protected species and habitats and makes suitable recommendations about avoidance, mitigation, and enhancement measures. This includes the provision of bat tubes and bird boxes. It is considered reasonable to condition that the development is carried out in accordance with the recommendations made in the ecology appraisal.

#### **Building Sustainability and Climate Change**

Wycombe District Local Plan (August 2019):

DM33 (Managing Carbon Emissions: Transport and Energy Generation),

Air Quality SPD

- 4.26 As per the requirement of DM33, renewable technologies should be integrated into the scheme. Supporting documentation states that the scheme would utilise air source heat pumps and photovoltaic solar panels on some rooftops, which would enable the development to meet sustainability principles and policy requirements. Detailed information to demonstrate how these would be integrated into the scheme is lacking however and therefore a condition will be required to ensure details are approved to comply with these requirements.
- 4.27 In addition, electric vehicle charging points are proposed (including rapid chargers) which can be secured by condition. These electric vehicle charging points should have a minimum rating of 32 amp. Furthermore, a travel plan has been submitted with the aim of reducing the amount of single occupancy vehicles. The proposal is therefore considered to be in accordance with Council's sustainability and climate change policies.

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

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth)

DSA: DM19 (Infrastructure and delivery)

- 4.28 The development is a type of development where CIL would be chargeable.
- 4.29 Having regard to the statutory tests in the Community Infrastructure Levy regulations and the National Planning Policy Framework it is considered that the following planning obligation(s) are required to be secured within a section 106 agreement:
- (a) Monitoring fee for the workplace travel plan
- 4.30 The applicant has confirmed they are willing to enter into a legal agreement and have submitted a Unilateral Undertaking to cover the costs.

## **5.0 Weighing and balancing of issues / overall assessment**

- 5.1 This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.
- 5.2 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:
- a. Provision of the development plan insofar as they are material,
  - b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
  - c. Any other material considerations
- 5.3 As set out above, it is considered that the proposed development would accord with development plan policies and should be recommended for approval, subject to conditions and a legal agreement to secure funding for travel plan review and monitoring.
- 5.4 Local planning authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

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

- 6.1 In accordance with paragraph 38 of the NPPF (2021) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.
- 6.2 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
- 6.3 In this instance:
- The applicant was provided with pre-application advice.
  - The applicant was provided the opportunity to submit amendments to the scheme to address issues.

## 7.0 Recommendation

7.1 As the Council is landowner, the application should be determined at Planning Committee. The planning officer's recommendation is:

### **Minded to grant conditional permission subject to the completion of a S106 legal agreement**

That the Service Director of Planning and Environment be given delegated authority to grant Conditional Permission provided that a S106 legal agreement is made to secure the following matters:

- £5000 for the review and monitoring of the workplace travel plan
- or to refuse planning permission if a S106 legal agreement cannot be secured.

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

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).
2. The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers 0501-04, P280-03C, P280-04C, P280-05B, P280-08B, P280 01Z, 20-014 901A, P280-160A, 20-014 900B, 20-014 920A, P280-136, P280-137, P280-159, P280-160, P280-06A, P280-07, 1439-0501-03, 37619-T, P280, P280-02M unless the Local Planning Authority otherwise first agrees in writing.  
Reason: In the interest of proper planning and to ensure a satisfactory development of the site.
3. The operating hours for the development shall be restricted to the hours of 0700 to 1900 on any given day.  
Reason: In the interests of the amenities of local residents.
4. Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before any work to the external finish of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.  
Reason: To secure a satisfactory external appearance.
5. Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of all surfacing materials shall be submitted to and approved in writing by the Local Planning Authority before any work to the finished surfaces of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.  
Reason: To secure a satisfactory appearance.
6. Drawings identifying the following shall be submitted to and approved in writing by the Local Planning Authority before any development takes place;

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

Reason: This is a pre-start condition to ensure that the work is carried out at suitable levels in relation to adjacent development and highways.

7. Prior to commencement of the development a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, 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:

- Soakaways to be located completely within the chalk strata at a suitable depth for infiltration
- Cross-section drawings showing the depths below ground level of the existing geology, the soakaways and the proposed ground levels, to accord with the updated ground investigations
- Ground investigations including:
  - Infiltration rate testing in accordance with BRE365
- Geotechnical investigation into the risk of solution features on site
- Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the drainage hierarchy as outlined in paragraph 080 of the Planning Practice Guidance.
- Assessment of SuDS components as listed in the CIRIA SuDS Manual (C753) and provide justification for exclusion if necessary
- Demonstrate that water quality, ecological and amenity benefits have been considered o Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority must be given to above ground SuDS components o Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
- Details of proposed overland flood flow routes (volume, depth, direction) 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.
- Full construction drawings of all SuDS and drainage components
- Details of phasing, including where applicable a phasing plan

Reason: The reason for this pre-commencement 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.

8. 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 National Planning Policy Framework.

9. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk).

10. The scheme for parking and manoeuvring and the loading and unloading of vehicles shown on the submitted plans shall be laid out prior to first 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, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

No part of the development shall be occupied until the approved Travel Plan has been implemented and subject to annual review thereafter for a period of at least 5 years. For the avoidance of doubt the Travel Plan will require the appointment of a Travel Plan Co-ordinator. Reason: In order to influence modal choice and to reduce single occupancy private car journeys and comply with national and local transport policy.

11. Notwithstanding any indications illustrated on drawings already submitted, no development shall take place until a canopy cover implementation plan produced in line with the canopy cover SPD has been submitted to and approved in writing by the LPA. The plan will include the following:

1. tree pit design including details of the required soil volume and how the required volume will be achieved in both hard and soft landscaped areas.
2. the locations of other underground infrastructure to demonstrate that there are no clashes.
- 3 - details of monitoring and supervision of the tree planting process including provision to take photographs of each tree pit/soil volume space, prior to filling with soil.
3. details of how the tree planting is to be phased across the development so that planting takes place in line with the occupation of the development.
4. details of maintenance and management (and replacement procedure if necessary) of trees for at least 5 years after planting. Thereafter the development shall be carried out and completed in accordance with the approved scheme unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure the canopy cover requirements for the site can be met and that the development complies with the requirements of Policy DM34 and the Canopy Cover Supplementary Planning Document.

12. Notwithstanding any indications illustrated on drawings already submitted, no development shall take place until a scheme of landscaping, has been submitted to and approved in writing by the Local Planning Authority. Landscape details shall include:
  1. location, type and materials to be used for hard landscaping including specifications, where applicable for:
    - a) permeable paving
    - b) Sustainable urban drainage integration;
  2. a schedule detailing species, sizes and numbers/densities of all proposed trees/plants; including support measures, guards or other protective measures; biosecurity procedures including best working practices to reduce the spread of pests and disease.
  3. specifications for operations associated with plant establishment and maintenance that are compliant with best practice; methods to improve the rooting environment for retained and proposed trees and landscaping including watering, weed control, pruning, etc.
  4. types and dimensions of all boundary treatments
  5. For green walls and wire rope trellising it will be necessary to detail: - plans and section of the proposed green walls - the location and volume of soil to support the growth of the wall, - the size, species, location/pattern of plants to be used, - details of an irrigation system Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting. Any new or retained tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Reason: This is a pre-start condition to ensure satisfactory landscaping of the site in the interests of amenity, to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits.

13. The development hereby permitted shall only be implemented in all respects in accordance with the scheme of ecological mitigation/ compensation/ enhancement submitted with the planning application as detailed within the Ecological Appraisal dated June 2021. Variations

to the submitted scheme shall only be made where these have been agreed in writing by the Local Planning Authority.

Reason: To comply with the Conservation (Natural Habitats &c) Regulations 2010, Schedules 1, 5 and 8 of the Wildlife & Countryside Act 1981 (as amended), and the Protection of Badgers Act 1992.

14. Prior to occupation, a lighting design strategy (which follows the Bat Conservation Trust and Institute of Lighting Professionals Guidance Note 08/18 'Bats and artificial lighting in the UK') shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a. identify those areas/features on site that are particularly sensitive for wildlife and that are likely to cause disturbance in or around their breeding sites and resting places or along important movement corridors; and
- b. show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) and detail how timing of lighting will be controlled, so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.
- c. ensure that lighting shall have a colour temperature of less than 2700 Kelvin. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: Many species active at night are sensitive to light pollution. The introduction of artificial light might mean such species are disturbed and/or discouraged from using their breeding and resting places, established movement corridors or foraging areas. Such disturbance can constitute an offence under relevant wildlife legislation. Limiting negative impacts of light pollution is also in line with paragraph 180 of the NPPF. Furthermore, a lighting strategy is needed in the interests of the amenities of neighbours.

15. A scheme for generating at least 10% of the predicted energy requirement of the development from decentralised renewable and/or low carbon sources shall be submitted to and approved in writing by the Local Planning Authority before any above ground development takes place. The approved scheme shall be implemented before the development is first occupied and shall remain operational for the lifetime of the development.

Reason: In the interests of sustainability.

16. Prior to the occupation of the development hereby permitted, 10 electric vehicle charging points with a minimum rating of 32amp must be installed.

Reason: To comply with the air quality SPD and, to reduce carbon emissions and the impact on the health of Nitrogen Dioxide emissions from the development.

#### Informatives

1. The attention of the applicant is drawn to the requirements of section 60 of the control of pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application under Section 61 of the Act, for prior consent to the works, can be made to the environmental Services Division of the Council.

2. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
3. 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.
4. It is contrary to section 163 of the Highways Act 1980 for surface water from private development to drain onto the highway or discharge into the highway drainage system. The development shall therefore be so designed and constructed that surface water from the development shall not be permitted to drain onto the highway or into the highway drainage system.
5. You are advised that Planning Obligations have been entered into in connection with this permission.
6. In accordance with paragraph 38 of the NPPF2 Buckinghamshire Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. Buckinghamshire Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application. In this instance, pre-application advice was given and amendments were made during the course of the application.

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

### Councillor Comments

No formal comments received.

### Consultation Responses

#### **SuDS/ Drainage Officer:**

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

Following the LLFAs previous letter the applicant has provided cross-sections of the site, as requested. These show that the soakaways will be located in the depths of the existing chalk strata, at a suitable depth for infiltration; this is also confirmed within the email correspondence from Axis 3 Design Limited (15.12.2021). The LLFA are satisfied that the soakaways will not be located within any fill material and or unsuitable ground conditions, i.e. where infiltration has not been demonstrated to be viable.

It should be noted that at the detailed design stage, the aforementioned cross-sections will need to be updated to be representative of any amendments to the proposed site levels and the strata encountered during the additional ground investigations, discussed below. This is to allow for an understanding of the relationship between the infill material, the existing ground levels and the locations of the proposed soakaways following the detailed design of the scheme. This will allow the LLFA to verify that the soakaways are located within the appropriate geology. The LLFA would also welcome clarification of the infill material to be used during the cut and fill exercise.

#### Ground investigations

As noted within the LLFAs previous letter, ground investigations have been undertaken in order to identify the infiltration potential of the underlying geology. The results of this testing show that infiltration as a means of surface water disposal will be feasible on site. However, at the detailed design stage the applicant is required to undertake additional infiltration rate testing in the location, depth and head of water that replicates the design of each of the proposed soakaways. Infiltration rate testing must be undertaken in full accordance with BRE365. As noted above, the soakaways are shown to lie wholly within the chalk geology; this proposal must be maintained through the detailed design of the scheme.

The Infiltration SuDS Map, provided by the British Geological Survey (2016), shows the site to have very significant constraints to infiltration due to the risk of solution features. The initial trial pit logs (appendix D of the Flood Risk Assessment and Drainage Strategy) also show the site to be underlain by low density chalk. As such a geotechnical ground investigation must be undertaken to determine the risk of solution features on site and the buffer distances required between the soakaways and all buildings and structures. This investigation must be undertaken by a suitably qualified geotechnical engineer. The required buffer distance must comply with Section 7.10.2 of CIRIA C574 and details of the required distances must be provided to the LLFA at the detailed

design stage. The drainage layout must clearly show whether the required buffer distances are achievable.

If infiltration techniques are found to be unfeasible, then an alternative discharge receptor must be investigated. Any alternative scheme must be in accordance with Paragraph 080 of the Planning Practice Guidance.

#### Calculations

At the detailed design stage the applicant is required to provide calculations for the proposed surface water drainage scheme for the events detailed below:

- 1 in 1 year event demonstrating that there is no surcharging within the system in line with Sewers for Adoption
- 1 in 30 year event demonstrating that the system does not flood
- 1 in 100 year event plus 40% climate change demonstrating that any flooding is contained on site

These calculations must include details of critical storm durations and demonstrate how the proposed system as a whole will function during different storm events. The calculations must reflect any amendments/revisions to the proposed scheme that occur as a result of the requirements outlined within this letter. The calculations for each soakaway must be informed by the infiltration rates derived in each respective location.

#### Climate change allowances

The Environment Agency updated the climate change allowances for peak rainfall intensity in 2016. When designing a surface water drainage system, the LLFA encourage that 40% climate change allowance is used however a climate change allowance of 20% will be accepted if the system has been sensitivity checked for the 1 in 100 plus 40% climate change allowance event.

#### Exceedance

If any flooding occurs for the 1 in 100 year plus 40% climate change event, details of where this flooding will occur, along with the volume and depth of the flooding must be provided.

#### Half-drain time

From reviewing the current calculations for the 1 in 100 year +30% climate change allowance event it is noted that the system does not drain within 24 hours. While it is not a requirement for the system to have drain within 24 hours for this event, as per Section 25.7 of CIRIA C753 (2015) the applicant must demonstrate that a half drain time within 24 hours is achievable for the 1 in 30 year storm event.

#### Soakaway Base

Within the Micro Drainage calculations for the soakaways the 'Infiltration Coefficient Base' has been assigned a value of 0.036m/hr. Within the updated calculations this value must be revised to 0.00m/hr to account for the silting up of the infiltration device over time (section 25.4 CIRIA SuDS Manual, 2015).

#### Water quality and SuDS Assessments

Priority must be given to above ground, green SuDS components which can provide water quality, water quality, amenity, and biodiversity benefits to the site. We are pleased to see the inclusion of a green wall within the building design. Due to the nature of the proposed development the LLFA

expect that priority will be given to the inclusion of the following SuDS components within the scheme at the detailed design stage:

- Permeable surfacing,
- Bio retention areas including rain gardens. For further information, please see UK Rain Garden Guide
- Tree pits
- Green roofs
- Rainwater harvesting (active)

The applicant is required to undertake a further assessment of SuDS components as listed in the CIRIA SuDS Manual C752 (2015) to determine the viability of inclusions within the scheme. As noted above, the LLFA expect priority to be given to the components listed above due to the nature of the development. Where a SuDS component is to be excluded from the scheme, justification for exclusion must be provided. It should be noted that the LLFA considers active rainwater harvesting to sit above the drainage hierarchy outlined within Paragraph 080 of the Planning Practice Guidance; these systems should also be considered as part of the SuDS assessment. Please note that, if incorporated within the wider surface water drainage scheme, the overflow from this system must demonstrate compliance with the drainage hierarchy. The applicant must also undertake a water quality assessment (Section 26, CIRIA SuDS Manual, 2015) to ensure that pollution is adequately managed. Often a combination of various SuDS components, such as those outlined above, are required to meet the criteria of this assessment.

#### Drainage layout

A detailed drainage layout is required, this must show the full connectivity of the surface water drainage scheme and be inclusive of pipe numbers, sizes and gradients, along with the storage volumes of all SuDS components. This layout must also clearly outline the required buffer distance between all buildings and structures and the proposed soakaways. As a minimum this must be 5m however it should be noted that larger buffer distances may be required following the results of the geotechnical ground investigations.

A drawing showing the proposed overland flood flow routes, in the event of system exceedance or failure must also be provided. This should be show in the form of directional flood flow arrows based upon the topographical levels of the site.

#### Construction details

At the detailed design stage, construction drawings for all surface water drainage components are required. These must be shown in the form of cross-sections and be inclusive of cover and invert levels, along with details of construction materials.

#### Maintenance

A maintenance schedule for the surface water drainage system needs to be provided. This must include the maintenance tasks which are required, the frequency by which these will be undertaken, along with details of the persons responsible for undertaking the required maintenance.

#### Phasing

At detailed design the applicant must provide details as to whether the development will be implemented in phases. Where the development parcels, and associated drainage systems, will be implemented at different phases then further details regarding this must be provided. This includes a phasing plan including details of any strategic provision for surface water drainage

required across phases and any temporary works requirement associated with the construction of the surface water drainage. This is to ensure that the proposed surface water drainage system is delivered and carried out at the appropriate stage of development.

**Tree Officer:**

25% tree canopy cover requirement shown to be met.

The concern is that it's a very prominent and potentially challenging site (from a tree establishment perspective), with great ecosystem service potential (such as air quality at a busy junction/opposite a school/leisure centre/ nursery), yet there doesn't appear to be a great deal of meaningful thought being given to the soft landscaping outside of satisfying quantitative criteria based on the policy requirements.

Tree establishment is best addressed at the design stage but the SPD allows for Tree Planting Detail, Green Infrastructure Elements Detail, Trees and GI Elements Management Plan and Supervision and Monitoring Reports by condition (pre-commencement would be appropriate to ensure the tree pit design can accommodate underground services/have suitable load-bearing capability etc.).

The agent should be aware that there is very likely going to be a need for below ground soil vaults/supporting structures to accommodate the necessary soil volume and the arboricultural officer will be recommending supervision and monitoring report in line with the manufacturers recommendations be submitted to the council.

**Environmental Health Officer:**

Wycombe District Air Quality Action Plan states that at least 10% of non-residential parking spaces must be provided with an electric vehicle charging point. Recommendation (with conditions if appropriate): No objection subject to conditions imposed requiring electric charging points.

**Thames Water Comments:**

Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer networks.

Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.

The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains. Thames Water request that a condition be added to any planning permission.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

#### **Highway Authority:**

The site will gain access via a fourth arm to the existing mini roundabout. The applicants swept-path analysis demonstrates the manoeuvres required for the largest car transporters anticipated to turn into and out of the site via the roundabout. The swept-path analysis shows that large car transporters could turn out of the site on to the roundabout to exit the site onto Marlow Road although some overhang over the central island would occur.

In terms of trip generation, within the Highway Authority's comments dated 24<sup>th</sup> August 2021, it was determined that the trips associated with this development could be accommodated on the local highway network.

The site would still offer a level of parking beyond the optimum standard when taking into account the level of floorspace featured. In addition, I am satisfied that the parking spaces demarcated on the submitted plans have sufficient dimensions and that the arrangements shown could work successfully.

The swept-path analysis of the largest anticipated car-transporter demonstrates that these vehicles could enter the site, manoeuvre and exit the site in a forward gear.

Mindful of the above and in consideration of my previous comments for this application, the Highway Authority raises no objection to this application, subject to planning conditions.

#### **Travel Plan Team:**

This is a well thought out travel plan with some good measures to reduce single occupancy car use, there is some additional information required before we are able to approve the plan.

#### **Ecology Officer:**

The Ecological Appraisal covers aspects in relation to protected species and habitats and makes suitable recommendations about avoidance, mitigation, and enhancement measures.

However, the wider biodiversity value of the site has not been quantitatively assessed and there is therefore no evaluation of whether the proposals would result in a biodiversity net gain. Considering the extent of building and hard standing which is proposed, it is likely that there would be a net loss with the current proposals, however it would be relatively easy to include green roofs on the buildings which would likely mean that a biodiversity net gain would be achieved and would also help contribute to canopy cover targets. The protected species avoidance, mitigation and enhancement measures, including lighting design can be conditioned.

## **Urban Design:**

The proposed layout and building design is broadly acceptable, except for the following points:

- parking bays do not conform to the adopted Buckinghamshire Parking Standards with regards to bay sizes. In the vehicle prep/repair area, these are too small.
- there is no reason why extensive green roofs (relatively lightweight) cannot be incorporated into the proposed building designs, to achieve/exceed canopy cover requirements and contribute to a SuDS. This exemplary standard of building design would also accord with the premium branding of the retail offer.

Conditions:

- detailed landscape proposals are to be submitted for agreement including soil depths and plant species, sizes, densities and layout. Construction details should be included for green walls, green roofs and tree pits.

## Other Representations

1 x letter has been received supporting the proposal:

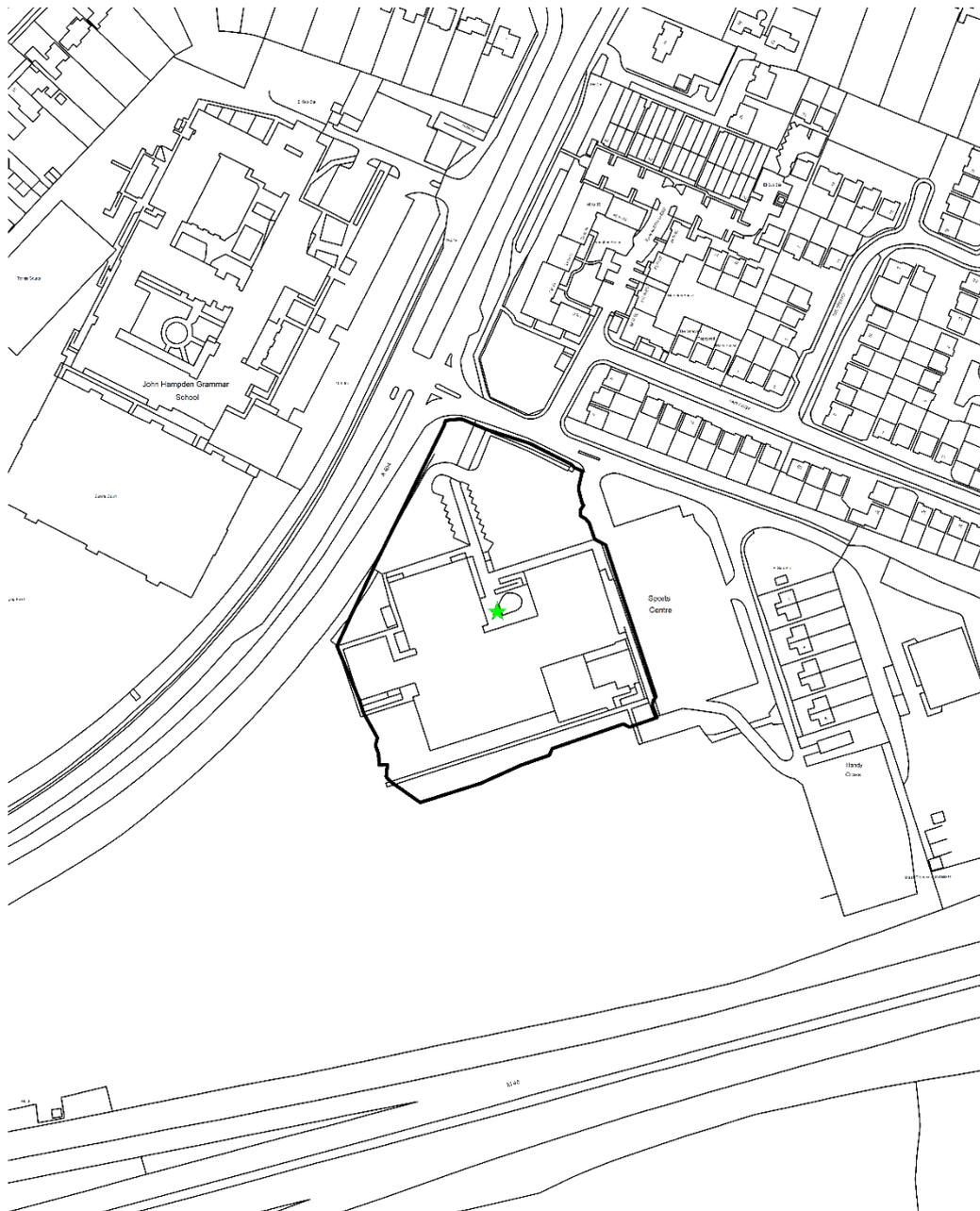
- will get rid of some useless place used just for parking
- will grow the value of the estate and area by having 2 prestige manufacturers coming in.
- Will provide lots of new jobs for the locals.
- Developers and owners likely to be considerate of the neighbours- it is a car business not a fun fair that will be built.

1 x letter has been received objecting to the proposal:

- Workshop will be directly opposite my property affecting my bedroom. Concerns about noise. Could location be reviewed?
- Increased traffic will be a disturbance and impact on residents getting into and out of estate.



21/07051/FUL  
Scale 1/2500



Planning Committee  
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