



Report to West Area Planning Committee

Application Number:	22/07161/FUL
Proposal:	Construction of second floor to facilitate the creation of 5 x 1-bed and 2 x 2-bed apartments (7 in total)
Site Location:	Treadaway Court Treadaway Hill Loudwater Buckinghamshire
Applicant:	Mr A Schneck - Archgrove Estates Ltd
Case Officer:	Heather Smith
Ward(s) affected:	Tylers Green And Loudwater
Parish-Town Council:	Chepping Wycombe Parish Council
Date valid application received:	5th August 2022
Statutory determination date:	30th September 2022
Recommendation	Application Permitted

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 This application seeks full planning permission for the erection of a second floor to facilitate the creation of 5 x 1 bed and 2 x 2 bed apartments (7 in total) at Treadaway Court (formerly site of Attobus), Treadaway Hill, Loudwater.
- 1.2 The site is located within the High Wycombe Settlement Area and in a sustainable location. As such the principle of additional residential accommodation is acceptable.
- 1.3 The design of the proposed extension is compatible with the existing structure and will not harm the character of the surrounding area.
- 1.4 The applicant has demonstrated that there is sufficient provision of on street car parking to accommodate the requirements of this development in the locality. As such, this proposal would not result in the loss of highway safety.
- 1.5 This proposal would provide a reasonable standard of accommodation for future occupiers and would have no adverse effect upon the amenities of adjacent residents.
- 1.6 This proposal would not be at risk from flooding and would not result in an increase in flooding elsewhere.
- 1.7 This proposal would have no adverse effect upon the character of the surrounding area, the environment or ecology.

- 1.8 This proposal complies with the policies of the Development Plan and is recommended for approval.
- 1.9 This application has been referred to the Planning Committee at the request of Chepping Wycombe Parish Council on the grounds that the development lacks sufficient off-street parking.

2.0 Description of Proposed Development

- 2.1 Planning permission is sought for the erection of a second floor to facilitate the creation of seven new apartments. The proposed apartments would form part of the overall flatted development, (recently converted into 26 flats), resulting in the provision of 33 units in total.
- 2.2 The additional storey takes the form of a mansard roof and is on the main building towards the northern part of the site. Each new apartment would have a small private terrace. In addition a communal terrace is proposed.
- 2.3 The existing building was previously in a B1 (office) use. However, under the prior notification process, an application has been permitted for 25 flats. The only matters for consideration under this prior notification application were related to transport and highways, contamination risks and flooding risks. These notification procedures related to the change of use only and no external works were permitted under this procedure.
- 2.4 More recently planning permission has been granted to split a large flat at number 24 into two flats (21/06925) and therefore the overall site has permission for 26 apartments.
- 2.5 In November 2020, planning permission was refused for a similar development to that now proposed, involving the erection of an additional floor of residential accommodation to provide eight flats (Ref:20/07442/FUL).
- 2.6 In May 2022, a similar application to this current application was refused planning permission on the grounds that the proposed development failed to provide adequate provision within the site for the parking and manoeuvring of vehicles clear of the highway. As such the development would lead to additional cars parking on the highway to the detriment of public and highway safety. Ref 21/08082/FUL applies.
- 2.7 This current application is identical to Reference 21/08082/FUL, but has now included a Parking Survey which covers the level of on street parking provision within the surrounding area.
- 2.8 The application is accompanied by
 - a) Design and Access Statement
 - b) Transport Assessment
 - c) Ecology and Trees Checklist

3.0 Relevant Planning History

Reference	Development	Decision	Decision Date
17/07721/PNP30	Prior notification application (Part 3, Class O) for change of use of existing building falling within Class B1(a) (offices) to Class C3 (dwellinghouses) to create 27 apartments	DAPP	24 November 2017
18/06251/PNP30	Prior notification application (Part 3, Class O) for change of	DAPP	29 June 2018

	use of existing building falling within Class B1(a) (offices) to Class C3 (dwellinghouses) to create 25 apartments		
18/07974/FUL	Construction of second floor to create 3 x 2-bed, 4 x 1-bed & 1 x 3-bed self-contained flats (8 in total)	APPRET	
19/05595/FUL	Creation of mezzanine floors to Flats 15, 16, 17, & 18, first floor side extension to Flat 24 & alterations to fenestration including new windows to flats 8 and 9 and alterations to flat 5.	PER	28 May 2019
21/05883/FUL	Installation of 4 x lamp posts to illuminate the rear car park at night for safety and security (part retrospective)	PER	20 May 2021
21/08082/FUL	Erection of second floor to facilitate the creation of 5 x 1-bed and 2 x 2-bed apartments (7 in total)	REF	31 May 2022

The above application was refused for the following reason:

In the opinion of the local planning authority, the proposed development fails to provide adequate provision within the site for parking and manoeuvring of vehicles clear of the highway. The development if permitted would therefore be likely to lead to additional on-street parking to the detriment of public and highway safety. The development is therefore contrary to the National Planning Policy Framework, Policy DM 33 (Managing Carbon Emissions: Transport and Energy Generation) of the Wycombe District Local Plan (adopted August 2019), Buckinghamshire Council Local Transport Plan 4 (adopted April 2016), the Buckinghamshire Council Countywide Parking Guidance Policy (adopted September 2015) and the Buckinghamshire Council Highways Development Management Guidance document (adopted July 2018).

4.0 Policy Considerations and Evaluation

Principle and Location of Development

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development), CP3 (Settlement Strategy), CP4 (Delivering Homes), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

DSA: DM1 (Presumption in favour of sustainable development), DM6 (Mixed-use development).

4.1 The application site is an established residential development, situated within the High Wycombe Settlement Area.

4.2 The provision of additional residential accommodation is acceptable, in principle.

Affordable Housing and Housing Mix

Wycombe District Local Plan (August 2019): DM22 (Housing Mix), DM24 (Affordable Housing), DM41 (Optional Technical Standards for Building Regulations Approval)
Planning Obligations Supplementary Planning Document (POSPD)

- 4.3 The application site has already been converted into residential accommodation. It is therefore considered that this proposal does not form part of the original conversion of the property.
- 4.4 The provision of seven residential units falls below the Council's requirement for affordable housing.

Transport matters and parking

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM33 (Managing Carbon Emissions, Transport and Energy Generation)
DSA: DM2 (Transport requirements of development sites).

- 4.5 This application has been reviewed by the Council's Highway Authority. The following comments have been received.
- 4.6 Treadaway Hill is a C-class road subject to a speed restriction of 30mph, parking and waiting restrictions are present in the form of double solid white centrelines leading south-west from the site. The road benefits from pedestrian footways and street lighting.
- 4.7 Boundary Road in this location is an unclassified residential road subject to a speed restriction of 30mph. Parking and waiting restrictions are in place in the form of double yellow lines to the opposite side of the carriageway between the site access and the roundabout junction.
- 4.8 I note the Highway Authority have provided comments on a similar application at this site (21/08082/FUL), dated 4th February 2022. The comments objected to the proposal based upon inadequate provision within the site for parking and manoeuvring of vehicles clear of the highway. The application was ultimately refused by the Local Planning Authority. As the quantum of development is identical to the previous application, I reiterate the Highway Authority's previous comments.

Sustainability

- 4.9 The site is located on the edge of a residential area to the south of Loudwater which falls within guidance for a suitable walking distance from the site. This is set out in the guidance document Providing Journeys On Foot (CIHT, 2000) which sets out a 1km acceptable and 2km maximum distance for commuting by walking.
- 4.10 The closest bus stops are upon Kingsmead Road, 150 metres from the western access or 200 metres from the eastern access, and Boundary Road, 190 metres from the eastern access and 350 metres from the western access. The Kingsmead Road bus stop is served by an irregular bus service with 1(no) hour or 2(no) hour times between bus services (Number 35). The Boundary Road bus stop is served by an approximately half hourly service (Number 37).
- 4.11 High Wycombe train station is approximately 4.6 kilometres from the application site.
- 4.12 Given the location of the application site and the current level of public and active travel availability within the vicinity of the site, I consider the site to be representative of Residential Zone B, as defined by the Buckinghamshire Countywide Parking Guidance (BCPG) policy document.
- 4.13 The local conditions do not justify a departure from the recommended standards. I therefore do not accept the applicant's suggested use of national level data for calculating parking standards, as this does not provide a measurement that would reflect the parking generation of this specific site. I note that the locations and relative accessibility data for the national dataset suggested for use by the applicant is not available to be assessed.

- 4.14 The Highway Authority would require more specific local evidence in the form of Census data of the local ward to provide the locally evidenced assessment which could justify a departure from these standards. However, having carried out previous assessments of parking data from the Census for wards within High Wycombe, I note that private ownership flats within High Wycombe itself, in much more accessible locations with access to a greater degree of sustainable travel modes have car ownership rates of typically around 1.1 vehicles per unit for privately owned flats.
- 4.15 I would therefore expect local Census data at this application site to demonstrate an equal or higher parking requirement than 1.1, due to the more limited accessibility to sustainable forms of transport and fewer amenities within the local vicinity than are available within the centre of High Wycombe. The local data therefore does not support the applicant's suggested use of the national rate of 0.71 vehicles per apartment unit.

Trip Generation

- 4.16 The application proposes the use of the unaltered existing site accesses to serve the proposed development. I would consider units of the proposed type and quantum in this location to generate approximately 4(no) vehicular movements per day, totalling approximately 28(no) daily vehicular movements generated by the proposed development.
- 4.17 The Highway Authority has carried out an assessment of expected vehicular trip generation using the T.R.I.C.S. ® database to assess the T.R.I.C.S. ® database assessment provided by the applicant in their transport statement. Having considered the selected sites, I do not consider the selected sites to be representative of the application site.
- 4.18 Factors that are not comparable include: the population within 5 miles / 1 mile; the provision of walking and cycling infrastructure within the vicinity of the site; the car ownership rates within the vicinity of the sites; distance to town centre, amenities, and transport nodes.
- 4.19 The Penrith site is: opposite a large discount supermarket; opposite the hospital; located within 800 metres walk of the majority of the town centre; within a walkable 1.4km distance from Penrith train station.
- 4.20 The Hull site is: within an area of 0.5-1.0 car ownership; directly adjacent to an off-road cycle route which crosses the site frontage and connects to amenities and employment areas; within an area of higher density development than Loudwater, which is an area of lower density of development than High Wycombe to the north-west.

Vehicular Access

- 4.21 Having assessed the proposed accesses, I have no objection to the existing accesses' visibility splays. I note that the accesses measures 5.5 metres in width, and I therefore consider them capable of safely accommodating simultaneous access and egress at each access. I therefore have no objection to the proposed access point, and the trip rates associated with this access.

Parking Provision and Arrangement

- 4.22 Having assessed the proposed development using the Buckinghamshire Countywide Parking Guidance policy document I consider the proposed development to require 11(no) parking spaces if more than half of the total parking spaces are unallocated, or 14(no) parking spaces if less than half of the parking spaces are unallocated.
- 4.23 The current proposals fall within the existing Treadaway Court site. The existing site requires 39(no) parking spaces if more than half of spaces are unallocated, or 47(no) spaces if less

than half of spaces are unallocated. When assessed in addition to the existing permitted 26(no) residential units, the site would require 50(no) parking spaces if more than half are unallocated, or 60(no) spaces if less than half of spaces are unallocated.

- 4.24 I further note that the proposed flats are all demonstrated as for private market sale. This impacts the parking requirement of the site, and any assessment of local Census data should therefore break down the available data by tenure type.

Parking Survey

- 4.25 Mindful of the above comments for the previous application, the current application has provided a new parking survey to demonstrate the availability of areas where safe on-street parking can be accommodated within the vicinity of the site.
- 4.26 Having assessed the updated parking survey, I am satisfied that the survey has been carried out in full accordance with Lambeth Methodology, and photographs have also been provided to validate the findings.
- 4.27 I note Treadaway Hill has not been considered as an area to accommodate on-street parking which is satisfactory. The southbound carriageway forms two lanes approximately 60metre north of the site access to provide what is essentially a crawler lane for vehicles travelling up the hill. On-street parking in this location would disrupt the free-flow of vehicles (in particular HGVs) traveling towards Flackwell Heath.
- 4.28 The parking survey has demonstrated that there is parking availability, particularly along Boundary Road and Kingsmead Road. This availability has also been evidenced by the submission of photographs during peak residential demand which demonstrates parking availability along the aforementioned roads.
- 4.29 As such, I am satisfied that 11(no) vehicles can be accommodated safely upon the local road network.
- 4.30 Mindful of the above, the Highway Authority raises no objections and in this instance no conditions to include on any planning consent that you may grant.
- 4.31 In light of the Highway Authority's comments, the Local Planning Authority is no longer able to object to this proposal on the grounds that displacement parking will result in a danger to public and highway safety.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019): CP9 (Sense of place), 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)
Housing intensification SPD

- 4.32 The matter for consideration is the raising of the roof, extension and fenestration alterations.
- 4.33 The main alterations relate to the building within the northern section of the site. The land is at a lower level than Treadaway Business Park but at a higher level than the existing dwellings on Boundary Road.
- 4.34 The design of the alterations are considered acceptable. The roof extension is not out of keeping with local distinctiveness, given the varying forms and adjoining development.

Amenity of existing and future residents

Wycombe District Local Plan (August 2019): DM35 (Placemaking and Design Quality), DM40

(Internal space standards)

Housing intensification SPD

- 4.35 With regard to the amenities of future occupiers, the proposed flats would provide a reasonable standard of accommodation. Each flat meets the minimum size standard set down by the nationally described standards and will have access to a private amenity space, together with a larger, outdoor communal terrace area. In addition each flat will have a dual aspect.
- 4.36 With regard to the amenities of adjacent residential properties, it is considered that this proposal will have no adverse effect, by way of loss of light or outlook.
- 4.37 A large outdoor communal area is to be formed on the north eastern corner of the building. Despite its second storey position, it is considered that the proposed terrace would be situated at a sufficient distance from neighbouring properties to avoid a loss of privacy from occurring. However, in order to prevent a sense of overlooking, to a) the proposed units on the second floor of this development, and b) any sense of overlooking to adjacent rear gardens, a privacy screen should be provided around the perimeter of the terrace, to prevent overlooking into adjacent properties. This matter could be secured by way of a planning condition.
- 4.38 The previous application, 20/07442/FUL was partly refused planning permission on the grounds that the proximity of the mansard roof to the rear of 263A, would result in overshadowing and dominance to the existing occupiers. However, this proposal differs in that the number of flats proposed has been reduced and an outdoor terrace created. Therefore the bulk and mass of the proposed roof has been reduced and will no longer result in a loss of outlook to adjacent residents.
- 4.39 Furthermore, the applicant has provided sectional information to demonstrate that overlooking into the adjacent dwellings in Boundary Way will not occur.
- 4.40 In conclusion, this proposal will not result in sufficient harm to the amenities of adjacent residents, sufficient to justify the refusal of planning permission.

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)

- 4.41 In accordance with the Council's Air Quality SPD, electric car charging points are required to be provided for each dwelling. Therefore, a total of 7 car charging points would normally be required for the proposed development, adjacent to the proposed parking provision. However, in this instance, the parking for the additional flats proposed will be accommodated on street where electric car charging points are not provided.
- 4.42 A concern has been raised regarding the issue of raw sewerage in the locality. However, the Environmental Health Officer has raised no objection has been raised regarding the lack of sewerage facilities

Flooding and drainage

Wycombe District Local Plan (August 2019): DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 4.43 The site is located within Flood Zone 1, where development is considered to be appropriate and a flood risk assessment is not considered necessary.

4.44 In terms of surface water drainage, the footprint and extent of hardstanding is not increasing. Therefore, it is considered that this proposal will not increase surface water flood risk in this location.

Ecology

Wycombe District Local Plan (August 2019): DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DSA: DM13 (Conservation and enhancement of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in development).

4.45 Policy DM34 requires all development to protect and enhance both biodiversity and green infrastructure features and networks both on and off site for the lifetime of the development.

4.46 No assessment has been provided with this proposal so it falls to the Local Planning Authority to consider what would be proportionate for the development proposed.

4.47 Given the limited scale of the development, it is considered that two bat and or bird boxes would provide a sufficient and proportional net gain in biodiversity opportunities, in this instance. A planning condition should be imposed that that effect.

Building sustainability

Wycombe District Local Plan (August 2019): DM41 (Optional Technical Standards for Building Regulations Approval)

4.48 It is considered necessary to condition water efficiency in accordance with Policy DM41

Infrastructure and Developer Contributions

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

DSA: DM19 (Infrastructure and delivery)

BCSNP: Policy 13 (Connecting the Parish)

4.49 The development is a type of development where CIL would be chargeable.

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 the development plan policies.

6.0 Working with the applicant / agent

- 6.1 In accordance with paragraph 38 of the NPPF 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 application was acceptable as submitted and no further assistance was required.

7.0 Recommendation

Grant planning permission, subject to the following conditions and reasons:

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 JW881-105/A; JW881-111/E; JW881-130/E; JW881-131; JW881-132/A; JW881-171; 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 materials to be used for the external surfaces, including walls, roofs, doors and windows shall be of the same colour, type and texture as those used in the existing building, or as otherwise specified in the application details, unless the Local Planning Authority otherwise first agrees in writing.
Reason: To secure a satisfactory external appearance.
4. Prior to the first occupation of the development, hereby approved, a 1.7m high privacy screen shall be erected around the external perimeter of the second floor, open communal area. Thereafter the privacy screen shall be retained permanently for the lifetime of the development.
Reason: In order to prevent undue overlooking from the amenity area into adjacent residential properties.
5. Prior to the first occupation of the development, hereby permitted, two bat and or bird boxes shall be installed within the curtilage of the site and thereafter retained permanently for the lifetime of the development.
Reason: In order to ensure that the development provides a net gain in biodiversity opportunities, in accordance with Policy DM34 of the adopted Wycombe District Local Plan (2019).
6. The development, hereby permitted, shall be designed and constructed to meet a water efficiency standard of 110 litres per head per day.

Reason: In the interests of water efficiency as required by Policy DM41 (Optional Technical Standards for Building Regulations Approval) of the Local Plan.

INFORMATIVE(S)

- 1 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, the application was acceptable as submitted and no further assistance was required.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

None received

Parish/Town Council Comments

CWPC strongly objects to this planning application. The Travel Report doesn't bear scrutiny and a survey of the parking needs to be carried out. There is insufficient parking in Loudwater now and with the redevelopment of The Happy Union pub into apartments even less! Note the objections from residents already living in the Treadaway apartments who are already complaining of parking problems and that is before all the apartments have been sold!

If officers are minded to recommend approval of the application, then we ask that the application be brought to the Planning Committee for determination.

Consultation Responses

Highway Authority:

Following the submission of the parking survey, no objections are raised and no conditions are requested.

Environmental Health:

No objection

Cadent Gas:

No response received.

Representations

Eight letters of objection have been received from local residents. The grounds of objection include:

- Lack of parking facilities for existing development. More flats will exacerbate problem
- Loss of privacy
- Loss of light and general amenity
- No cycle sheds have been provided for current development
- Current development is overcrowded
- Overdevelopment of the site
- Current building is unsafe for existing occupiers/ health hazard
- Noise and disturbance from building works.

APPENDIX B: Site Location Plan

22/07161/FUL
Scale 1/2500



Planning Committee
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Ordnance Survey 100062456