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CHILTERN
District Council

Planning Committee (CDC)

Thursday, 14 June 2018 at 6.30 pm

Council Chamber, King George V House, King George V Road, Amersham

S U P P L E M E N T A R Y A G E N D A

Item

7 Supplementary Report on Main List of Applications (*Pages 1 - 11*)

Little Chalfont

CH/2018/0479/FA Ward: Little Chalfont

Page No: 2

Recommendation: Conditional Permission

Leenane, 22 Chenies Avenue, Little Chalfont, Buckinghamshire, HP6 6PP

Note: All reports will be updated orally at the meeting if appropriate and may be supplemented by additional reports at the Chairman's discretion.

Membership: Planning Committee (CDC)

Councillors: D Phillips (Chairman)
M Titterington (Vice-Chairman)
J Burton
J Cook
J Gladwin
M Harrold
C Jones
P Jones
J MacBean
S Patel
N Rose
J Rush
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Date of next meeting – Thursday, 12 July 2018

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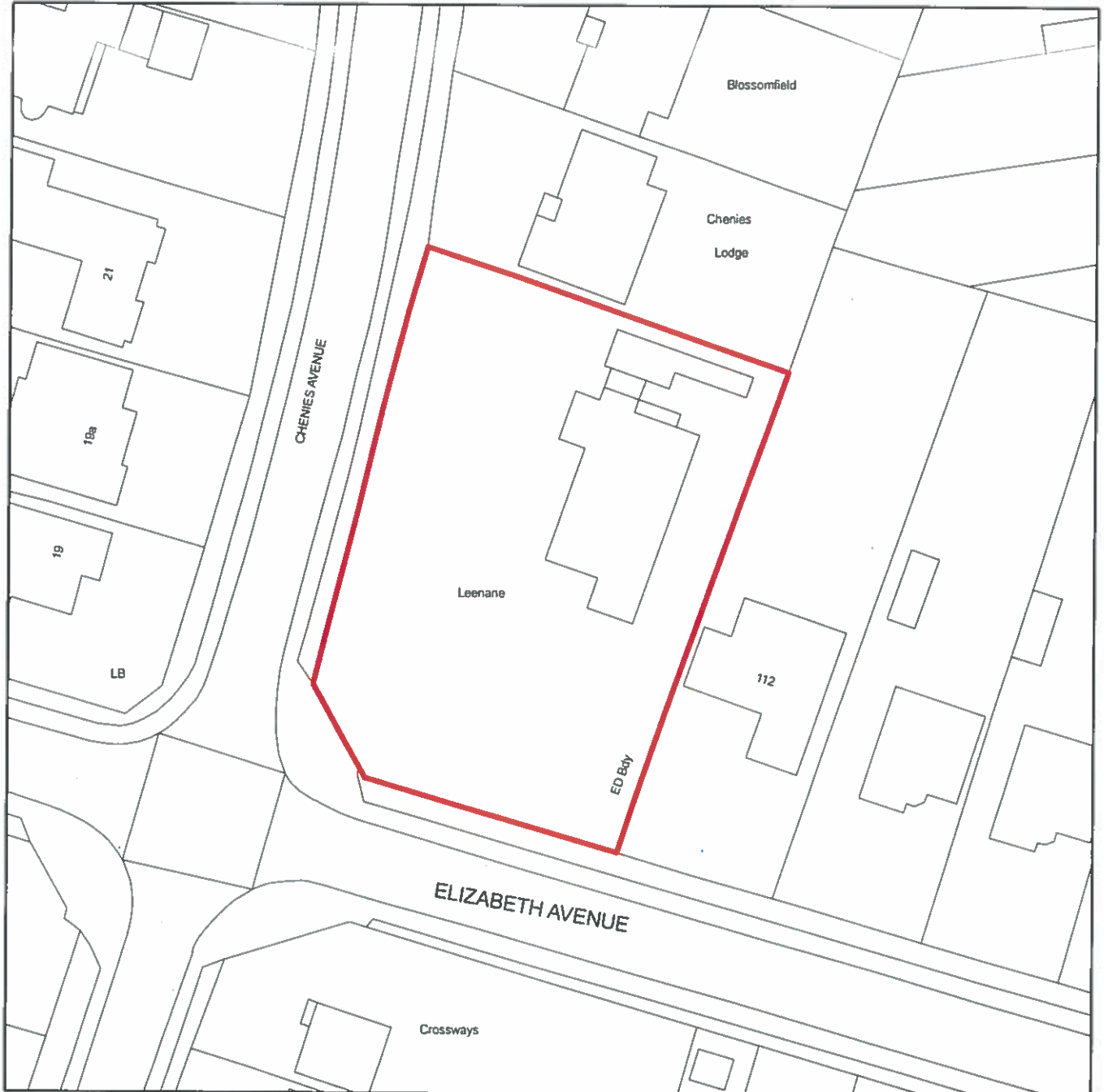
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CH/2018/0479/FA



CHILTERN
District Council

Leenane, 22 Chenies Avenue, Little Chalfont
Buckinghamshire HP6 6PP



Scale: 1:500

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Organisation	Chiltern District Council
Department	Planning & Environment
Comments	
Date	
SLA Number	100033578.2016

Classification: OFFICIAL

CHILTERN DISTRICT COUNCIL

PLANNING COMMITTEE - 14th June 2018

INDEX TO APPLICATIONS ON SUPPLEMENTARY ITEM TO MAIN LIST OF REPORT

Little Chalfont

CH/2018/0479/FA

Ward: Little Chalfont

Page No:

Proposal: Demolition of existing building and erection of 1 x 5 bedroom dwelling, 1 x 4 bedroom dwelling and 1 x 3 bedroom bungalow

Recommendation: Conditional Permission

Leenane, 22 Chenies Avenue, Little Chalfont, Buckinghamshire, HP6 6PP

REPORT OF THE HEAD OF PLANNING & ECONOMIC DEVELOPMENT

Supplementary Report to Main List of Applications 14th June 2018

CH/2018/0479/FA

Case Officer: Emma Showan
Date Received: 14.03.2018
Parish: Little Chalfont
App Type: Full Application
Proposal: Demolition of existing building and erection of 1 x 5 bedroom dwelling, 1 x 4 bedroom dwelling and 1 x 3 bedroom bungalow
Location: Leenane
22 Chenies Avenue
Little Chalfont
Buckinghamshire
HP6 6PP
Applicant: Simco Homes Ltd

Date Received:	14.03.2018	Decide by Date:	11.06.2018
Parish:	Little Chalfont	Ward:	Little Chalfont

SITE CONSTRAINTS

Article 4 Direction
Adjacent to Unclassified Road
Bovingdon Technical Radar Zone
Within 500m of Site of Importance for Nature Conservation (SINC) NC1
Townscape Character

CALL IN

Councillor Phillips has requested that this application be determined by the Planning Committee if the Officer's recommendation is for approval.

SITE LOCATION

The application site is located on a corner plot to the north side of Elizabeth Avenue and the east side of Chenies Avenue, within the built-up area of Little Chalfont. The existing property is a detached chalet style bungalow which is set towards the rear boundary of its plot and which has a frontage onto Chenies Avenue. The site is heavily screened by mature planting and the existing bungalow is not easily visible from the streetscene.

While Chenies Avenue is predominantly characterised by two storey detached properties of varying appearances and facing materials, the east end of Elizabeth Avenue (adjacent to the proposed site) is

comprised of bungalows and chalet style bungalows which are set back from the highway and which have low eaves heights and open frontages. The area has a distinct character and is referred to in the Chiltern & South Bucks Townscape Character Study as being a 'suburban road' with a consistent building line, building spacing and plot proportions.

THE APPLICATION

This application proposes the demolition of the existing building and erection of 1 five bedroom dwelling, 1 four bedroom dwelling and 1 three bedroom bungalow.

The proposed dwelling on Plot 1 would be a single storey bungalow with a maximum width of 9.9 metres, depth of 14.2 metres and pitched roof height of 7.2 metres, with an eaves height of 2.6 metres. It would have three bedrooms.

The proposed dwelling on Plot 2 would have a maximum width of 9.8 metres, depth of 14.2 metres and pitched roof height of 8.3 metres, with an eaves height of 4.9 metres. It would have 4 bedrooms and the accommodation would be sited over 3 storeys. It would have an integral garage.

The proposed dwelling on Plot 3 would have a maximum width of 9.8 metres, depth of 14.2 metres and pitched roof height of 8.3 metres, with an eaves height of 4.9 metres. It would have 5 bedrooms and the accommodation would be sited over 3 storeys. It too would have an integral garage.

The three properties would have their own accesses onto Chenies Avenue; Plot 3 would utilise the existing access while Plots 1 and 2 and would be served by two new accesses.

It is also noted that the applicant has submitted amended plans which are those that are being assessed within this report. The original application proposed three two-storey dwellings but the proposal has been amended so that the site would now accommodate two two-storey dwellings and a single storey bungalow. The spacing within the site has also been amended.

RELEVANT PLANNING HISTORY

CH/2002/1243/FA - Redevelopment to provide three detached houses and garages served by existing and two new vehicular accesses, withdrawn.

PARISH COUNCIL

No response has been received at time of writing in regards to the amended proposal.

The following comments were received in regards to the initial proposal:

'The Parish Council objects to this application on many grounds: the proposals would represent an overdevelopment and overcrowding of the plot, with overbearing properties out of character with most in the area; the proposed density and the access to Plot 1 close to the junction with Elizabeth Avenue would exacerbate the problems at an already dangerous junction, the site of many accidents, including a fatality; the development would impact adversely on neighbours' privacy (front and back), natural light and general amenity; the proposed siting on Plot 1 conflicts with the building line on Elizabeth Avenue. Also it should be noted that the plans presented are inadequate for purpose (e.g. proposed ridge heights are not provided) and inconsistent with the summary of the proposed works (with two 4-bed and one 5-bed properties proposed, not three 3-beds indicated in the summary).'

REPRESENTATIONS

11 letters of objection received to the original plans raising the following concerns:

- The proposed density is out of keeping with the area

- Heights would overpower the bungalow at No. 112
- Loss of privacy
- Out of keeping vernacular
- Second floor bedrooms would result in a loss of privacy
- Forward of the build line at Elizabeth Avenue
- Loss of light
- Loss of neighbouring amenity
- Dangerous road junction
- Limited parking
- Increase in noise
- Impact on traffic congestion
- No provision for sewerage problems
- Loss of habitat
- Loss of view
- Overcrowding
- Application form has wrong description
- Inadequate plans
- Contradicts National Planning Policy Framework (NPPF)
- The applicant is not the owner of the site (completion has not taken place yet)
- Similar application previously refused (Officer Note: previous application withdrawn)
- Little Chalfont has had its share of development
- Lack of wider neighbour notification

Three letters of objection received in response to the amended plans:

- The size of the plots is inadequate to provide enough parking
- The accesses remain unchanged and would be a danger to highway safety
- The plot is not adequate for the construction of three dwellings
- Loss of privacy
- Previous comments are still applicable
- Lack of accurate scales on plans
- Sewerage system unable to accommodate increased load
- Plans still unable to meet established bungalow build line
- Recommendation of frosted windows
- Other dwellings do not have accommodation in the loft space
- Site can accommodate smaller dwellings in keeping with Chenies Avenue

CONSULTATIONS

Buckinghamshire County Highways Authority: 'Chenies Avenue is an unclassified road subject to a speed limit of 30mph. The application seeks planning permission to demolish the existing building and erect three detached properties in its place.

In terms of trip generation, I would expect a residential dwelling to generate between 4-6 daily vehicular movements, two-way. Therefore as there is currently one existing residential unit on the site, the site would be subject to a net gain of two residential dwellings and therefore has the potential to generate between 8-12 additional daily vehicular movements, two-way. I am satisfied that these can be accommodated within the local highway network in the vicinity of the site.

I note that each dwelling will be served by an individual access. It is of my understanding that Plot 3 will be served by the existing access onto Chenies Avenue and Plot 1 and 2 will be served by new accesses. As the proposals include new accesses onto the highway, it is imperative to ensure that they are safe and suitable to

accommodate traffic movements. In accordance with guidance contained within Manual for Streets, visibility splays of 2.4m x 43m are required in both directions commensurate with a speed limit of 30mph. Having reviewed the submitted plans, I am satisfied that adequate visibility splays can be achieved from the proposed accesses.

In terms of parking provision, two spaces are proposed per dwelling. I trust the Local Planning Authority will comment on the adequacy of parking provision provided. I can confirm that there is adequate space within the site for vehicles to turn and egress in a forward gear.

Mindful of the above, I have no objection to the proposals.'

Building Control Officer: I can confirm that there are no adverse comments to make with regard to fire brigade access for the above application.

POLICIES

National Planning Policy Framework (NPPF), 2012.

Core Strategy for Chiltern District - Adopted November 2011: Policies CS4, CS8, CS20, CS24, CS25 and CS26.

The Chiltern District Local Plan Adopted 1 September 1997 (including alterations adopted 29 May 2001) Consolidated September 2007 and November 2011. Saved Policies: GC1, GC3, GC4, H3, H11, H12, TR2, TR3, TR11, TR15 and TR16.

Affordable Housing Supplementary Planning Document (SPD) - Adopted 21 February 2012.

Sustainable Construction and Renewable Energy SPD - Adopted 25 February 2015.

EVALUATION

Principle of development

1. The site is located within the built-up area of Little Chalfont where, in accordance with Local Plan Policy H3, proposals for new dwellings are acceptable in principle, subject to there being no conflict with any other Local Plan policy. Proposals should be compatible with the character of those areas by respecting the general density, scale, siting, height and character of buildings in the locality of the application site, and the presence of trees, shrubs, lawns and verges.

2. In addition, the spatial strategy for Chiltern District, in accordance with Policies CS1 and CS2 of the Core Strategy, is to focus development on land within existing settlements outside of the Green Belt and Area of Outstanding Natural Beauty.

Design/character & appearance

3. The application site would occupy a corner plot with a frontage onto Chenies Avenue and a side elevation onto Elizabeth Avenue. It is currently comprised of a detached bungalow which is set back against the rear boundary of the site and out of line with the build line along Chenies Avenue, despite the frontage being in this direction. The site is extremely secluded with tall, mature *Leylandii* surrounding the site and blocking views of the dwelling and into the site from the adjacent highways. It is proposed to demolish the existing bungalow and to create additional accesses in order to facilitate the erection of three dwellings on site. The dwellings would have a frontage onto Chenies Avenue and a side elevation onto Elizabeth Avenue.

4. Chenies Avenue is predominantly characterised by two storey detached dwellings which are sited in good sized plots and the dwellings and their gardens are well established. There is variation across the

properties in terms of their appearances and their external facing materials. In contrast, the section of Elizabeth Avenue between Chenies Avenue and Westwood Drive (which includes the application site) has a clearly defined build line and is characterised by low rise, modest bungalows which are set back from the highway. The bungalows along this stretch have relatively open frontages and are sited along both sides of the highway.

5. The three proposed dwellings would have a frontage onto Chenies Avenue and in this respect they would be sited to maintain the build line along this road. Furthermore, the dwellings would be detached, in keeping with the prevailing property type, and would retain adequate spacing to prevent the proposal from appearing cramped and maintaining the provisions set out in Local Plan Policy H11 in regards to the recommended distance between two storey walls and boundaries. In terms of the appearances of the properties, they would have a fairly traditional design and they are considered to integrate with the varied streetscene along Chenies Avenue. The respective heights are considered acceptable and in keeping with the heights of other properties along Chenies Avenue, given that the proposed accommodation in the roofspace would not result in the creation of a full second storey or large dormers. Finally, the siting is considered to be in keeping with the build pattern of Chenies Avenue, with the plot widths being in keeping with the widths of other properties along Chenies Avenue, including the plots directly opposite the application site.

6. In contrast, Elizabeth Avenue is characterised by modestly proportioned bungalows, although it is noted that at the crossroads of Chenies Avenue and Elizabeth Avenue, with the exception of the application site, the other corner plots are made up of two storey detached dwellings and the west end of Elizabeth Avenue too is predominantly characterised by two storey dwellings. As such, the application site is located in a sensitive location whereby it marks a transition between the two storey dwellings of Chenies Avenue and the west end of Elizabeth Avenue, and the modest bungalows sited along the east end of Elizabeth Avenue. In order to ensure that the proposal integrates with this local character, it is proposed to erect two two storey detached properties with a single storey bungalow located at the end of the row, on the corner of the site. Although the bungalow would have a front elevation onto Chenies Avenue, it would be low rise and would be in keeping with the bungalows along Elizabeth Avenue and it would respect the build line of Elizabeth Avenue so that the side elevation of the proposed bungalow would be close to the build line along Elizabeth Avenue. This would mean that the proposed bungalow would not project considerably forward of the dwellings along Elizabeth Avenue and subsequently introduce bulk and built form on this otherwise open corner. In addition, given the low height of the proposed bungalow, it is considered that the bungalow would not be prominent in views along Elizabeth Avenue as it would be set back from the corner and its low height would not dominate the heights of the bungalows along Elizabeth Avenue. The two proposed two storey dwellings meanwhile, would be viewed within the Chenies Avenue streetscene, and would have a less sensitive siting in comparison with the bungalow. Accordingly, their impact on the Elizabeth Avenue streetscene would be negligible.

7. Overall, it is considered that the proposal for two two storey detached properties and a single storey bungalow would be in keeping with the character and appearance of the local area. The detached properties would be in keeping with the property types in the vicinity and the vernacular too would help the dwellings to integrate within their surroundings. Adequate spacing is proposed between the three dwellings, and both the building lines along Chenies Avenue and Elizabeth Avenue would be respected. It is also noted that the low height of the proposed bungalow would ensure that the proposal is not overly prominent or intrusive in views from Elizabeth Avenue, and nor would the proposed bungalow appear overbearing in terms of its relationship with No. 112 Elizabeth Avenue as it would not appear to tower over this property. The plot widths too would be comparable with others in the vicinity and would average 14.6 metres which compares to the other plots widths along Chenies Avenue within the vicinity of the site which average 15 metres.

8. Finally, it is noted that the site currently accommodates a number of mature *Leylandii* which give the corner plot a distinct character as these trees are particularly prominent in the locality and in views along Elizabeth Avenue. The site plan indicates that it is proposed to retain these trees at the boundary between Chenies Avenue and Elizabeth Avenue. Whilst it cannot be conditioned to remain for longer than 5 years, such a condition would be appropriate in order to maintain the character of the area and an associated landscaping scheme would ensure that the green character of the site remains.

Residential amenity

9. The proposed development would have a close relationship with Chenies Lodge, Chenies Avenue and No. 112, Elizabeth Avenue. The other neighbouring properties are considered to be located at a sufficient distance away from the proposal so as not to suffer a considerable loss of neighbouring amenity. It is noted that the properties opposite the application site have raised concern in regards to overlooking, but given that in excess of 27 metres and a highway would separate the proposed dwellings from the existing dwellings opposite the applicant site, this distance is considered to be acceptable and the relationship between the properties would not be out of character with development in the built-up area.

10. In terms of the impact of Plot 3 on Chenies Lodge, the proposed dwelling would be sited broadly in line with Chenies Lodge with both properties having a flank-to-flank relationship. There would be a modest single storey rear extension at Plot 3 which would extend in depth beyond Chenies Lodge but given that 2 metres would separate Dwelling 3 from the boundary, this is considered to be acceptable to prevent the proposal from appearing overbearing. The first floor rear elevations of both properties would be broadly in line with one another also. In regards to windows, only one first floor window is proposed in the flank elevation facing towards Chenies Lodge and this would serve a bathroom so can be conditioned to be opaquely glazed to prevent intrusion. The occupier of Chenies Lodge has raised concern that the proposed accommodation within the roofspace would result in a loss of privacy but given that no windows are proposed to serve the third floor accommodation (only rooflights), it is not considered that this element of the proposal would not result in an unacceptable level of overlooking.

11. In terms of the impact of the proposal on No. 112 Elizabeth Avenue, the three proposed dwellings would have a rear to flank relationship with this bungalow. Dwelling 1, the proposed bungalow, would have a low ridge and eaves height and would be sited slightly forward of, and level with, No. 112. This would ensure that the proposal is not overbearing to No. 112. In contrast, the two storey dwellings of Plots 2 and 3 would have a rear flank wall that faces onto the side elevation and part of the rear garden at No. 112. As the proposed dwellings would maintain a minimum of 12.5 metres between their first floor rear elevations and the boundary with No. 112, this is considered to be an acceptable distance/relationship to prevent these properties from appearing overbearing to this neighbour. In terms of intrusion, Dwellings 2 and 3 would each have three first floor windows in the rear elevations. Four of these windows would serve bathrooms so can be conditioned to be obscurely glazed, leaving two remaining windows which would each serve a bedroom in their respective dwelling. As previously mentioned, 12.5 metres would separate these windows from the boundary with No. 112 and, given their placement, the windows would not look into the dwelling at No. 112. Given the separation distance between the properties and the fact that only two habitable room windows would face towards No. 112, this is considered to be acceptable and would also prevent an unacceptable level of intrusion, and the perception of intrusion, into No. 112 and this property's rear amenity area.

12. In terms of private amenity space for the three dwellings, Development Plan Policy H12 states that the general standard expected will be a minimum rear garden depth of about 15 metres, unless the rear garden lengths in the vicinity are significantly less. In this instance, the proposed garden lengths will be approximately 10.5 metres which is below the 15 metre recommendation. However, it is noted that other dwellings along this stretch of Chenies Avenue have comparable garden depths, among them Chenies Lodge and Blossomfield,

and it is also noted that further along Chenies Avenue there is access to Westwood Park which provides a large area of public open space. Based on this, no objection is raised in regards to the proposed garden sizes.

13. Adequate bin storage can also be accommodated within the curtilage of each proposed dwelling and the site benefits from existing waste collection routes.

Parking/Highway implications

14. All three properties would exceed 120 square metres and so in accordance with the provisions of Development Plan Policy TR16 the parking standard for each dwelling is three car parking spaces. The site plan indicates that Plot 1 would accommodate two spaces to the front while Plots 2 and 3 would accommodate an integral garage and hardstanding to the front capable of accommodating another vehicle. That saying, there is space within each site to accommodate additional vehicular parking and given the sustainable location within walking distance of the village high street, London Underground station and along a bus route, it is not considered that any objections based on parking could be substantiated. A condition ensuring that the proposed garages remain in use for parking only will also ensure that there is no overspill parking onto Chenies Avenue.

15. It is also proposed to create two new accesses to serve Plots 1 and Plots 2. Plot 3 would rely on use of the existing access. In this respect, the County Highways Officer has assessed the proposal and has confirmed that the additional vehicle movements can be accommodated within the local highway network and that adequate visibility splays can be provided. It is noted that a number of representations have made reference to the proximity of the proposed accesses to the junction between Chenies Avenue and Elizabeth Avenue. However, the County Highways Officer has assessed the proposal and considers that the arrangement is acceptable, so no objections have been raised. In the absence of objection from the Highways Authority, the proposed accesses are considered acceptable and there is no reason for refusal in this respect.

Sustainability and access

16. Core Strategy Policy CS4 sets out sustainable development principles for new development and in this respect it is noted that the site is within a sustainable location in the built-up area of Little Chalfont which benefits from bus routes, a train route, local amenities and existing waste collection routes. As such, no objections are raised in respect of Core Strategy Policy CS4.

Affordable housing

17. For proposals under 5 dwellings, Policy CS8 of the Core Strategy requires a financial contribution towards off-site affordable housing to be made. However, there are now specific circumstances set out in the NPPG (National Planning Practice Guidance) where contributions for affordable housing and tariff style planning obligations (Section 106 planning obligations) should not be sought from small scale development, including developments of 10 units or less, which have a gross floor space of less than 1,000 square metres.

Working with the applicant

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, the Council, in dealing with this application, has worked in a positive and proactive way with the Applicant / Agent and has focused on seeking solutions to the issues arising from the development proposal.

Chiltern District Council works with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service,
- updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions.

In this case, Chiltern District Council has considered the amended details as submitted which were considered acceptable.

The following recommendation is made having regard to the above and also to the content of the Human Rights Act 1998.

RECOMMENDATION: Conditional Permission

Subject to the following conditions:-

1 C108A General Time Limit

2 Before any construction work commences, details of the facing materials and roofing materials to be used for the external construction of the dwellings hereby permitted and any hard landscaping within the site shall be submitted to and approved in writing by the Local Planning Authority and the works shall be carried out in accordance with these details.

Reason: To ensure that the external appearance of the development is not detrimental to the character of the locality.

3 Prior to occupation of the development the proposed garages and hardstanding shall be laid out within the site to allow for the parking of cars, loading and manoeuvring, in accordance with the approved plans. This area shall be permanently maintained for this purpose. The garages shall be reserved for the parking of vehicles and the garages shall not be converted to habitable accommodation at any time.

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.

4 Before any construction work commences, full details of the means of enclosure to be retained or erected as part of the development including those between the individual gardens of the approved dwellings and on the boundaries of the site and a timetable for its erection, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard, as far as possible, the visual amenities of the locality and the amenities of the adjoining properties and approved dwellings.

5 No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping at a scale of not less than 1:500 which shall include indications of all existing trees and hedgerows on the land, with details of those to be retained, and those to be felled being clearly specified.

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

6 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

7 This permission is granted on condition that none of the trees or hedges on the site at the date of this permission, other than those agreed to be removed as part of Condition 6, shall be felled, topped, lopped or uprooted without the prior approval in writing of the Local Planning Authority for a period of five years from the date of implementation of this permission.

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

8 Prior to the occupation of the development the new accesses onto Chenies Avenue shall be designed in accordance with the approved plans.

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

9 Prior to the occupation of the development, visibility splays of 43m from 2.4m back from the edge of the carriageway from both sides of the new accesses onto Chenies Avenue 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 adequate visibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

10 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order, with or without modification), no windows/dormer windows other than those expressly authorised by this permission, shall be inserted or constructed at any time at first floor level or above in the flank or rear elevations of the dwellings hereby approved.

Reason: To safeguard the amenities of the adjoining properties and the approved dwellings.

11 The following windows of the dwellings hereby permitted shall be obscurely glazed:

- The first floor window in the north side elevation of the dwelling on Plot 3
- The first floor window in the north side elevation of the dwelling on Plot 2
- The two first floor windows in the east (rear) elevation serving bathrooms/ensuites (as shown on the approved plans) of the dwelling on Plot 3
- The two first floor windows in the east (rear) elevation serving bathrooms/ensuites (as shown on the approved plans) of the dwelling on Plot 2

Reason: To safeguard the amenities of the adjoining properties and the approved dwellings.

12 AP01 Approved Plans

INFORMATIVES

1 The applicant is advised that the access shall be constructed in accordance with; 'Buckinghamshire County Council's Guidance note, "Private Vehicular Access within Highway Limits" 2013. In addition, a licence 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 period of 28 days must be allowed for the issuing of the licence, please contact the Area Manager at the following address for information or apply online via Buckinghamshire County Council's website at <https://www.buckscc.gov.uk/services/transport-and-roads/licencesand-permits/apply-for-a-dropped-kerb/>

Transport for Buckinghamshire (Streetworks)
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The End

Page 10