



Planning Committee

Date: 14 February 2018
Time: 6.30 pm
Venue: Council Chamber
District Council Offices, Queen Victoria Road, High Wycombe Bucks

Membership

Chairman: Councillor P R Turner
Vice Chairman: Councillor A Turner

Councillors: Mrs J A Adey, M Asif, Ms A Baughan, S Graham, C B Harriss, A E Hill, D A Johncock, A Lee, N B Marshall, H L McCarthy, Ms C J Oliver, S K Raja, N J B Teesdale and C Whitehead

Standing Deputies

Councillors H Bull, D J Carroll, M Hanif, M A Hashmi, A Hussain, M Hussain, M E Knight, Mrs W J Mallen and L Wood

Fire Alarm - In the event of the fire alarm sounding, please leave the building quickly and calmly by the nearest exit. Do not stop to collect personal belongings and do not use the lifts. Please congregate at the Assembly Point at the corner of Queen Victoria Road and the River Wye, and do not re-enter the building until told to do so by a member of staff.

Filming/Recording/Photographing at Meetings – please note that this may take place during the public part of the meeting in accordance with Standing Orders. Notices are displayed within meeting rooms.

Agenda

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| 1. | Apologies for Absence
To receive apologies for absence. | |
| 2. | Minutes of the Previous Meeting
To confirm the Minutes of the meeting of the Planning Committee held on 17 January 2018 (attached). | 1 - 4 |
| 3. | Declarations of Interest
To receive any disclosure of disclosable pecuniary interests by Members relating to items on the agenda. If any Member is uncertain as to whether an interest should be disclosed, he or she is asked if possible to contact the District Solicitor prior to the meeting. | |

Members are reminded that if they are declaring an interest, they should state the nature of that interest whether or not they are required to withdraw from the meeting.

Planning Applications

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| 4. | Planning Applications | |
| 5. | 17/05605/FUL - Timber Yard, Main Road, Walters Ash, Buckinghamshire | 5 - 16 |
| 6. | 17/05825/FUL - Bumpers Farm, Ilmer Lane, Ilmer, Buckinghamshire, HP27 9RE | 17 - 38 |
| 7. | 17/06581/FUL - Land Rear of 7 High Street, Marlow, Buckinghamshire, SL7 1AY | 39 - 52 |
| 8. | 17/07148/OUT - 8 - 10 Wellington Avenue, Princes Risborough, Buckinghamshire, HP27 9HY | 53 - 65 |
| 9. | 17/07242/FUL - Land opposite 14 Old Kiln Road, Flackwell Heath, Buckinghamshire | 66 - 88 |
| 10. | 17/07081/FUL - 32 Fennels Way, Flackwell Heath, Buckinghamshire, HP10 9BY | 89 - 105 |
| 11. | 17/07500/FUL - Clematis Cottage, Lower Icknield Way, Great Kimble, Buckinghamshire, HP17 9TX | 106 - 122 |

Other items

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| 12. | Pre-Planning Committee Training / Information Session | 123 |
| 13. | Appointment of Members for Site Visits
To appoint Members to undertake site visits on Tuesday 6 March 2018 should the need arise. | |
| 14. | Delegated Action Authorised by Planning Enforcement Team | 124 - 127 |
| 15. | File on Actions Taken under Delegated Authority
Submission of the file of actions taken under delegated powers since the previous meeting. | |
| 16. | Supplementary Items (if any)
If circulated in accordance with the five clear days' notice provision. | |
| 17. | Urgent items (if any)
Any urgent items of business as agreed by the Chairman. | |

Planning Committee Mission Statement

The Planning Committee will only determine the matters before it in accordance with current legislation, appropriate development plan policies in force at the time and other material planning considerations.

Through its decisions it will:

- Promote sustainable development;
- Ensure high quality development through good and inclusive design and the efficient use of resources;
- Promote the achievement of the approved spatial plans for the area; and
- Seek to improve the quality of the environment of the District.

(As agreed by the Development Control Committee on 7 January 2009).

Mandatory Planning Training for Planning and Regulatory & Appeals Committee Members

A new Member (or Standing Deputy) to either the Planning or Regulatory & Appeals Committees is required to take part in a compulsory introductory planning training session.

These sessions are carried out at the start of each New Municipal Year usually with a number of 'new Planning & R&A Members/Standing Deputies' attending at the same time.

All Members and Standing Deputies of the Planning and Regulatory & Appeals Committee are then, during the municipal year, invited to at least two further training sessions (one of these will be compulsory and will be specified as such).

Where a new Member/Standing Deputy comes onto these committees mid-year, an individual 'one to one' introductory training session may be given.

No Member or Standing Deputy is permitted to make a decision on any planning decision before their Committee until their introductory training session has been completed.

Members or Standing Deputies on the Committees not attending the specified compulsory session will be immediately disqualified from making any planning decisions whilst sitting on the Committees.

This compulsory training session is usually held on two occasions in quick succession so that as many members can attend as possible.

Please note the pre planning committee training / information session held on the evening of Planning Committee do NOT constitute any qualification towards decision making status.

Though of course these sessions are much recommended to all Planning Members in respect of keeping abreast of Planning matters.

Note this summary is compiled consulting the following documents:

- Members Planning Code of Good Practice in the Council Constitution;
- The Member Training Notes in Planning Protocol as resolved by Planning Committee 28/8/13; and
- Changes to the Constitution as recommended by Regulatory & Appeals Committee.

Planning Committee Minutes

Date: 17 January 2018

Time: 6.30 - 8.08 pm

PRESENT: Councillor P R Turner (in the Chair)

Councillors Mrs J A Adey, Ms A Baughan, S Graham, C B Harriss, D A Johncock, A Lee, N B Marshall, H L McCarthy, Ms C J Oliver, S K Raja, N J B Teesdale and C Whitehead.

Standing Deputies present: Councillors M A Hashmi.

Apologies for absence were received from Councillors: M Asif and A Turner.

LOCAL MEMBERS IN ATTENDANCE

Councillor A Green

APPLICATION

17/07627/FUL

75 MINUTES OF THE PREVIOUS MEETING

RESOLVED: That the minutes of the Planning Committee meeting held on 15 November 2017 be approved as a true record and signed by the Chairman.

76 DECLARATIONS OF INTEREST

There were no declarations of interest.

77 PLANNING APPLICATIONS

RESOLVED: that the reports be received and the recommendations contained in the reports, as amended by the update sheet where appropriate, be adopted, subject to any deletions, updates or alterations set out in the minutes below.

78 17/05769/FUL - THE SPINNEY, UPPER ICKNIELD WAY, WHITELEAF, BUCKINGHAMSHIRE, HP27 0LY

Before debate on the application took place the Chairman read out a statement from the Ward Member who was absent from the meeting due to illness.

Members noted in the Update sheet that the recommendation had been amended to read:

Minded to grant permission subject to completion of a Planning Obligation.

That the Head of Planning and Sustainability be given delegated authority to grant Conditional Permission provided that a Planning Obligation is made to secure the following matters:

- 1) prevent further development pursuant to previously granted application ref: 15/06439/CLP; if permission 17/05769/FUL was implemented;
- 2) require all other outbuildings on the site to be demolished; if permission 17/05769/FUL was implemented.

Or to refuse planning permission if an Obligation cannot be secured.

Following a full debate, Members voted on the motion to refuse the application on the grounds of the development being inappropriate in the Green Belt and therefore contrary to Wycombe District Council Planning Policy. This motion fell away as a majority in favour of the motion was not reached.

Members then voted on the motion to approve the application, subject to the amendment to the recommendation and the additional condition to include retention of boundary trees and appropriate root protection. This motion was carried.

RESOLVED: that the Head of Planning and Sustainability be given delegated authority to grant Conditional Permission provided that a Planning Obligation was secured as referenced above.

The Committee was addressed by Mr John Biggs in objection and Mr Martin Crook, the agent on behalf of the applicant.

79 17/07627/FUL - LAND ADJACENT TO 32 QUEEN STREET, HIGH WYCOMBE, BUCKINGHAMSHIRE, HP13 6EZ

Members noted that despite the concerns raised when refusing the previous planning application, the Planning Inspector only accepted the impact on the outlook of the neighbour. Therefore, while their concerns persisted, this appeal decision was a material planning consideration.

The Committee also noted the concerns expressed by the Conservation Officer in relation to the arrangement of the windows on the front elevation. He considered that there should be single central windows as two was overcrowded and architecturally unresolved. It was considered that this could be relatively easily addressed and a motion to defer the application to seek these changes was passed.

The Committee therefore voted in favour of the motion to give delegated authority to the Head of Planning and Sustainability to grant Conditional Permission, provided that the fenestration amendments could be agreed with the applicant.

RESOLVED: that the Head of Planning and Sustainability be given delegated authority to grant Conditional Permission, provided that the fenestration amendments outlined above could be agreed with the applicant.

The Committee was addressed by Councillor A Green, the Local Ward Member.

The Committee was addressed by Mr Richard Wilkinson in objection and Mr Duncan Gibson, the agent on behalf of the applicant.

80 PRE-PLANNING COMMITTEE TRAINING / INFORMATION SESSION

The Committee noted that no requests had been received and therefore no pre-Committee training/information session would be held. The Chairman agreed that the next Committee meeting could start at 6.30pm.

81 DELEGATED ACTION AUTHORISED BY PLANNING ENFORCEMENT TEAM

Members noted the Delegated Action authorised by the Planning Enforcement Team.

82 APPOINTMENT OF MEMBERS FOR SITE VISITS

RESOLVED: That in the event that it was necessary to arrange site visits on Tuesday 13 February 2018 in respect of the agenda for the meeting on Wednesday 14 February 2018, the following Members be invited to attend with the relevant local Members:

Councillors: S Graham, C B Harriss, D A Johncock, T Lee, N B Marshall, H L McCarthy, Mrs C Oliver, N J B Teesdale, A Turner, P R Turner and C Whitehead.

83 FILE ON ACTIONS TAKEN UNDER DELEGATED AUTHORITY

The file on actions taken under delegated authority since the previous meeting was circulated for the Committee's attention.

Chairman

The following officers were in attendance at the meeting:

Mr T Cowell	Senior Development Manager
Mrs G Davies	Development Management Officer
Mrs L Hornby	Senior Democratic Services Officer
Mr P Miller	Technical Officer
Mr A Nicholson	Development Manager
Ms R Steele	Assistant Solicitor

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Agenda Item 5.

Contact: Jenny Ion DDI No. 01494 421599

App No : 17/05605/FUL App Type : FUL

Application for : Partial demolition of an existing building and erection of extension to an existing workshop and erection of a new workshop building. Change of use of former training area to offices with associated alterations to fenestration/doors and part removal to create drive through with creation of 4 additional parking space serving new offices

At Timber Yard, Main Road, Walters Ash, Buckinghamshire

Date Received : 07/03/17 Applicant : Mr M Bryant

Target date for decision: 02/05/17

1. Summary

- 1.1. Permission is sought for the conversion of an existing building to office use, the extension of an existing building to provide further office space, and the erection of a detached workshop building. It is also proposed to remove part of an existing building to be demolished.
- 1.2. The proposed development is not inappropriate development in the Green Belt. It is acceptable in design terms and would not have an adverse impact on the rural character of the area or the amenities of surrounding properties, subject to the imposition of appropriate conditions. The application is therefore recommended for permission.

2. The Application

- 2.1. In 2014 permission was granted for the change of use of the majority of the site of a commercial riding establishment to a storage and distribution use for a business which supplies landscaping and fencing materials. The site area for that application did not include all of the equestrian buildings and land, although the remaining land associated with the former equestrian use was in the applicant's ownership.
- 2.2. The current application seeks permission for an extension for an office and a new workshop in conjunction with the existing storage and distribution use on land that was included in the 2012 application. The current application also includes an additional building, courtyard and parking area which was outside the original application site. It is proposed to convert the building to an office use. The agent has confirmed that, initially this office use is to be ancillary to the existing business using the wider site.
- 2.3. The building to be converted is a single storey building which was originally faced in brick but has more recently been clad in timber. The conversion would alter doors and windows and also create a covered passageway into the internal courtyard between this and one of the storage buildings. The office extension would add a section 5 x 8.5 metres onto the end of an existing brick building which is used in conjunction with the storage use. It would be clad in timber.
- 2.4. A detached workshop measuring 16 x 6 metres, with a mono-pitch roof with low eaves of 3 metres and high eaves of 3.6 metres, is proposed to the east of the existing yard. It would be a timber clad building.
- 2.5. The application is accompanied by:
 - a) Planning Statement
- 2.6. The agent has clarified that, the proposed offices created through the conversion are

to be used in connection with the existing storage and distribution use, not as a separate independent unit. However, in the long term the applicant wishes to retain the flexibility for the building to be occupied separately.

3. Working with the applicant/agent

3.1. In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service,
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
- by adhering to the requirements of the Planning & Sustainability Customer Charter

3.2. In this instance

- the applicant/agent was updated of any issues after the initial site visit,
- The agent was asked to clarify the proposed use of the office conversion.
- The application was dealt with/approved without delay.
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

4. Relevant Planning History

4.1. 12/07953/FUL - Change of use of land and buildings from commercial riding establishment (school/livery) to storage & distribution of landscaping & fencing materials; increase in height of rear boundary wall to 2.4 m and landscaping. Permitted subject to planning obligation.

5. Issues and Policy considerations

Principle and Location of Development

ALP: GB2 (Green Belt), C7 (Re-use and Adaptation of Buildings in the Countryside)

CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development)

DSA: DM1 (Presumption in favour of sustainable development)

Wycombe District Local Plan Regulation 19 Version (October 2017): CP1 (Sustainable Development), DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM42 (Managing Development in the Green Belt), DM45 (Conversion of Existing Buildings in the Green Belt and Other Rural Areas)

5.1. The site is located in the Green Belt and Chilterns AONB. There are three elements to the current proposals; the conversion of an existing building to office accommodation; the extension of an existing building to provide additional office space; the construction of a detached workshop building. The principle of the various elements must be assessed against both local and national policy.

5.2. The proposed office conversion would re-use an existing single storey building which was originally part of the riding school. This building, along with the enclosed courtyard to its west, and the area immediately to the south and east, did not form part of the application site in the 2012 application. The re-use of existing buildings, of a permanent and substantial construction, for alternative purposes, is in line with both national and local policy (the latter giving preference to employment generating uses). Therefore in principle this element of the application is acceptable.

5.3. It is the applicant's intention to use the converted office space in connection with the existing landscape supply business operating from the wider site. However, the agent has confirmed that in the long term the applicant wishes to retain the flexibility

for this to be occupied separately and would not wish to see a condition restricting its occupation. Given that it did not form part of the application site in 2012, that conversion complies with the relevant local and national policies on re-use of building, and that the building can be accessed separately from the main yard, a restrictive condition would not be reasonable in this instance.

- 5.4. The extension would be a relatively modest addition of 42.5 square metres to provide further office accommodation ancillary to the storage and distribution use. Paragraph 89 of the NPPF states that the extension or alteration of a building is not inappropriate development in the Green Belt provided that it does not result in disproportionate additions over and above the size of the original size of the building. In this instance the scale of the extension is not disproportionate to the original single storey brick building, or in the context of the wider site, and as such is acceptable in principle.
- 5.5. The same paragraph of the NPPF also states that the limited infilling or partial or complete redevelopment of previously developed sites which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development is not inappropriate.
- 5.6. The plans indicate that part of the existing building to the west would be removed. This is the end section of the former stable building which sits in the centre of the site and runs roughly north to south. Subject to the removal of this end of the building the erection of the new workshop building would not result in an increase in either footprint or volume of building on the site and as such would not have any significant impact on the openness of the Green Belt and is therefore judged to be acceptable in principle.

Transport matters and parking

ALP: T2 (On – site parking and servicing),

CSDPD: CS16 (Transport), CS20

Draft New Local Plan: DM33 (Managing Carbon Emissions, Transport and Energy Generation)

- 5.7. The site is served by an existing access which has now been upgraded to the required specification in accordance with the requirements of the 2014 permission. The main traffic movements associated with the existing use are large delivery lorries bringing goods to the site, then delivery lorries taking smaller loads from the site for delivery to customers. In addition there are movements associated with staff arriving and leaving the site at the beginning and end of the working day.
- 5.8. The proposed conversion, extension and workshop would provide additional accommodation for the existing business, primarily for staff to work at the site. This would therefore result in some additional traffic movement to and from the site. The Highway Authority was consulted on the application and has not raised any objection in terms of traffic generation, either in terms of intensification of the use of the access, or the increase in traffic on the highway network. Reference back to the 2012 application indicates that the B8 use resulted in a reduction in traffic movements compared to the previous riding establishment use, and as such a refusal on traffic impact grounds would be difficult to substantiate.
- 5.9. Given the removal of part of the existing building the workshop and office extension are not considered to require the provision of additional parking. The office conversion is shown to be provided with four spaces, and the alterations to the building also provide for a covered access through to the internal courtyard which has potential to provide additional parking space. A pure B1 office use would require the provision of 5 spaces and as such there is sufficient space available within the site for parking in connection with the conversion.
- 5.10. The main yard is gated, however the access to the parking area for the converted building is between the main entrance and the gates and there would therefore be no impediment to accessing this parking area if the office conversion was occupied

independently.

Raising the quality of place making and design, Landscape and visual Impact

ALP: G3 (General design policy), G8 (Detailed Design Guidance and Local Amenity), G10 (Landscaping), L1 (Chilterns Area of Outstanding Natural Beauty), C7 (Re-use and Adaptation of Buildings in the Countryside)

CSDPD: CS17 (Environmental Assets), CS19 (Raising the quality of place shaping and design)

Draft New Local Plan: CP9 (Sense of place), DM30 (Chilterns Area of Outstanding Natural Beauty), DM35 (Placemaking and design quality)

- 5.11. The former training / lecture theatre area is a single storey timber clad building with timber windows and a felt roof. The proposed conversion entails alterations to the fenestration and cladding of the exterior of the existing building in timber. The works retain the character of the existing building and would not have any adverse impact on the character of the area.
- 5.12. The office extension would be an addition to an existing functional brick building and is proposed to be clad in timber boarding. It would have a similar height and roof profile to the existing brick building and the use of timber cladding is in keeping with both rural outbuildings generally and the appearance of other buildings on the site. There is no objection in design terms to the extension.
- 5.13. The proposed workshop would be 6 x 16 metres with a mono-pitch roof, with low eaves to the rear (facing the main road) 3 metres high and 3.6 metres to the front (facing into the site). It would be clad in timber boarding and would have no openings except in the west elevation. The building is considered to be of an acceptable design and appearance for this rural location and with its relatively low height would not be unduly obtrusive. It is noted that the area where it would be sited can at present be used for external storage up to 4 metres high. The building would not be significantly higher than the close boarded fence with currently bounds this area and would not therefore, have any adverse impact on the rural character or appearance of the area.

Amenity of existing residents

ALP: G8 (Detailed design guidance and local amenity),

CSDPD: CS19 (Raising the quality of place shaping and design)

Draft New Local Plan: DM35 (Placemaking and Design Quality)

- 5.14. The conversion would not have any adverse impact on the amenity of surrounding properties given the degree of separation and that there are no changes to the size of the building envelope. There are existing buildings to both the south and east which screen it from wider view. Office use is by definition compatible with residential development.
- 5.15. The office extension would be over 20 metres from the boundary with the nearest dwelling to the north east and would not result in any undue loss of light or privacy, or undue noise and disturbance.
- 5.16. The proposed workshop would be between 10 and 17 metres from the site boundary and would not therefore result in loss of light to nearby dwellings. The main issue with regard to this building is the potential for noise and disturbance associated with the proposed workshop use. It is intended that it would be used for the manufacture of gates and trellis to complement the existing business which includes the distribution of fencing products. This would require the use of a band saw, circular saw, nail gun and tenon and mortice machine.
- 5.17. There is therefore potential for this to create noise and disturbance to neighbouring properties. Environmental Services were consulted on the application and have not raised any objections. Conditions could be used to require the approval of a scheme of sound insulation for the building, the approval of any ventilation or extraction

equipment, and to limit the hours of use. Permission should not be refused where the imposition of conditions could address potential harm and it is therefore considered that, subject to the imposition of such conditions the development would be acceptable in terms of its relationship to and impact upon nearby residential properties.

Weighing and balancing of issues – overall assessment

- 5.18. 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.
- 5.19. 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 (in this case, CIL)
 - (c) Any other material considerations
- 5.20. As set out above it is considered that the proposed development would accord with the development plan.

Recommendation: Application Permitted

- 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 J399-P20, J399-P21, 17102 001, 17102 002, 8487 001 and 8487 002 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 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.
- 4 The workshop hereby permitted shall be used ancillary to the use of the wider site for storage and distribution purposes and shall at no time be severed and occupied as a separate independent unit without the prior express permission of the Local Planning Authority.
Reason: To allow the LPA to control the future use of the site and fully assess the impact of the creation of independent units on the amenity of the surrounding area.

- 5 On site working at the premises shall be restricted to the hours of 07:00 to 19:00, Mondays to Fridays, and 08:00 to 12:30 on Saturdays, and there shall be no on-site working at any time on Sundays and Bank or Statutory Holidays.
Reason: In the interests of the amenities of adjoining residents.
- 6 The scheme for parking, garaging and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the office conversion hereby permitted and that area shall not thereafter be used for any other purpose.
Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.
- 7 A scheme of sound insulation for the workshop building shall be submitted to and approved in writing by the Local Planning Authority before any construction of that building above foundation level takes place. Thereafter, the building shall not be occupied until the approved scheme has been fully implemented.
Reason: To protect the occupants of nearby residential properties from noise disturbance.
- 8 Details of the height, position, design and materials of any extraction vent to be provided in connection with the workshop shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason: In order to safeguard the amenities of adjoining properties.
- 9 Details of the air ventilation systems for the workshop building shall be submitted to and approved in writing by the Local Planning Authority before the development is first occupied. The facilities shall be provided in accordance with the approved details before the development is occupied and retained as such.
Reason: To protect the amenities of the occupiers of residential accommodation in the vicinity
- 10 Prior to the commencement of the construction of the workshop building the parts of the building shown to be demolished on drawing no. J399-P21 to be removed shall be demolished and the materials removed from the site.
Reason: To preserve the openness of the Green Belt as, in permitting a new building on the site, the Council has had regard to the benefits of the removal of this building when assessing the impact on openness.

INFORMATIVE(S)

- 1 In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:
- offering a pre-application advice service,
 - as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
 - by adhering to the requirements of the Planning & Sustainability Customer Charter.
- In this instance the agent was asked to clarify certain matters with regard to the proposed use. Thereafter the application was considered by the planning committee.
- 2 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 Health Section of the Environment Service on 01494 421737 at the Council Offices.

17/05605/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Carl Etholen – Having received a number of objections to this application from local residents, I wish to ask for this to be called in to be heard by the Planning Committee as there are grave concerns about noise from the manufacture of wood products onsite and extra vehicular traffic. Also there is a concern that a canopy has been already erected without any planning application.

Parish/Town Council Comments/Internal and External Consultees

Bradenham Parish Council

Comments: The parish council has no objections to make on this planning application, but does have the following comments to make: 1) There is concern about potential noise nuisance from the woodworking workshop. 2) The change of use from B8 to B1 for offices could be a future concern. The parish council would like see that the change of use from B8 to B1 only relates to the former training area/lecture room. 3) The planning statement contains some minor inaccuracies in point 6.23 the nearest residential properties are not exactly located east and south, but due east and due south east of the proposed workshop.

County Highway Authority

Comments: The proposed development has been considered by the County Highway Authority who has undertaken an assessment in terms of the impact on the highway network including net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway objections.

Control of Pollution Environmental Health

Comments: I have no objections to this proposed planning application.

Representations

2 letters from Naphill and Walter's Ash Residents' Associations

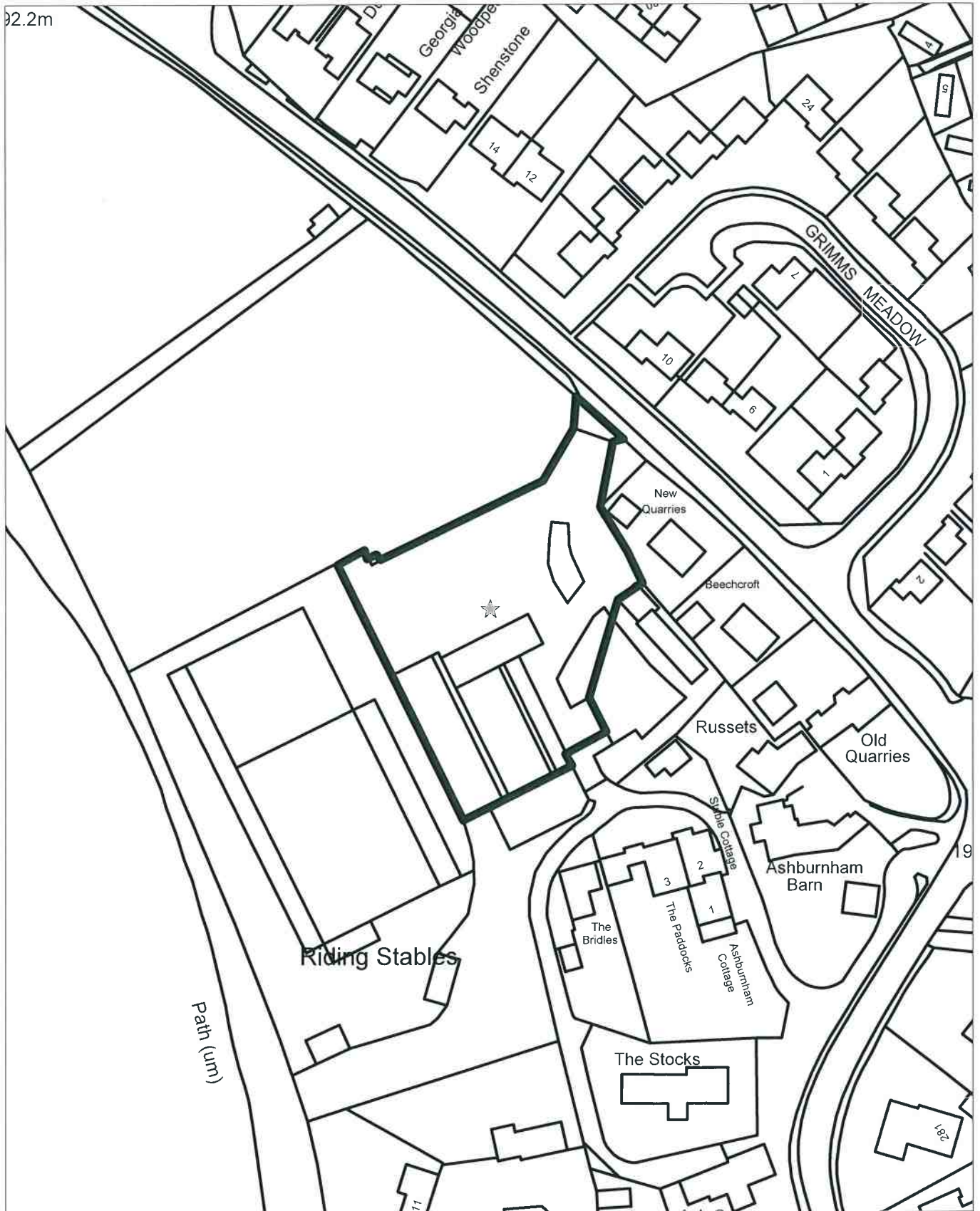
- Strongly object to the application.
- The site is in the Green Belt and Chilterns AONB therefore subject to additional constraints.
- 2012 was permitted against strong local oppositions.
- 2014 permission was subject to a condition (9) restricting use to storage and distribution and preventing retail sales.
- Current application needs to be considered against the backdrop of this condition.
- The workshop contravenes condition 9. It is stated that this will be used by a stand alone company which further confirms a breach of the condition. [Officer note: the agent has confirmed the workshop is to be used ancillary to the storage and distribution business, not separately. The Planning Statement did not suggest it would be separate – this reference was to the office conversion.]
- The machine shop will include the use of noisy saws and woodworking machinery which will cause substantial noise to residential properties in New Road and Bradenham Woods Lane.
- Conversion of the training area and lecture theatre to separate offices will lead to a significant increase in traffic to the site. There are already issues with HGV's manoeuvring into and out of the site.
- Concern that this site will turn into a general trading estate which is out of keeping with the village and inappropriate in the Green Belt.
- A condition restricts the hours of delivery to the site, however vehicles which arrive early are parking on Bradenham Woods Lane.

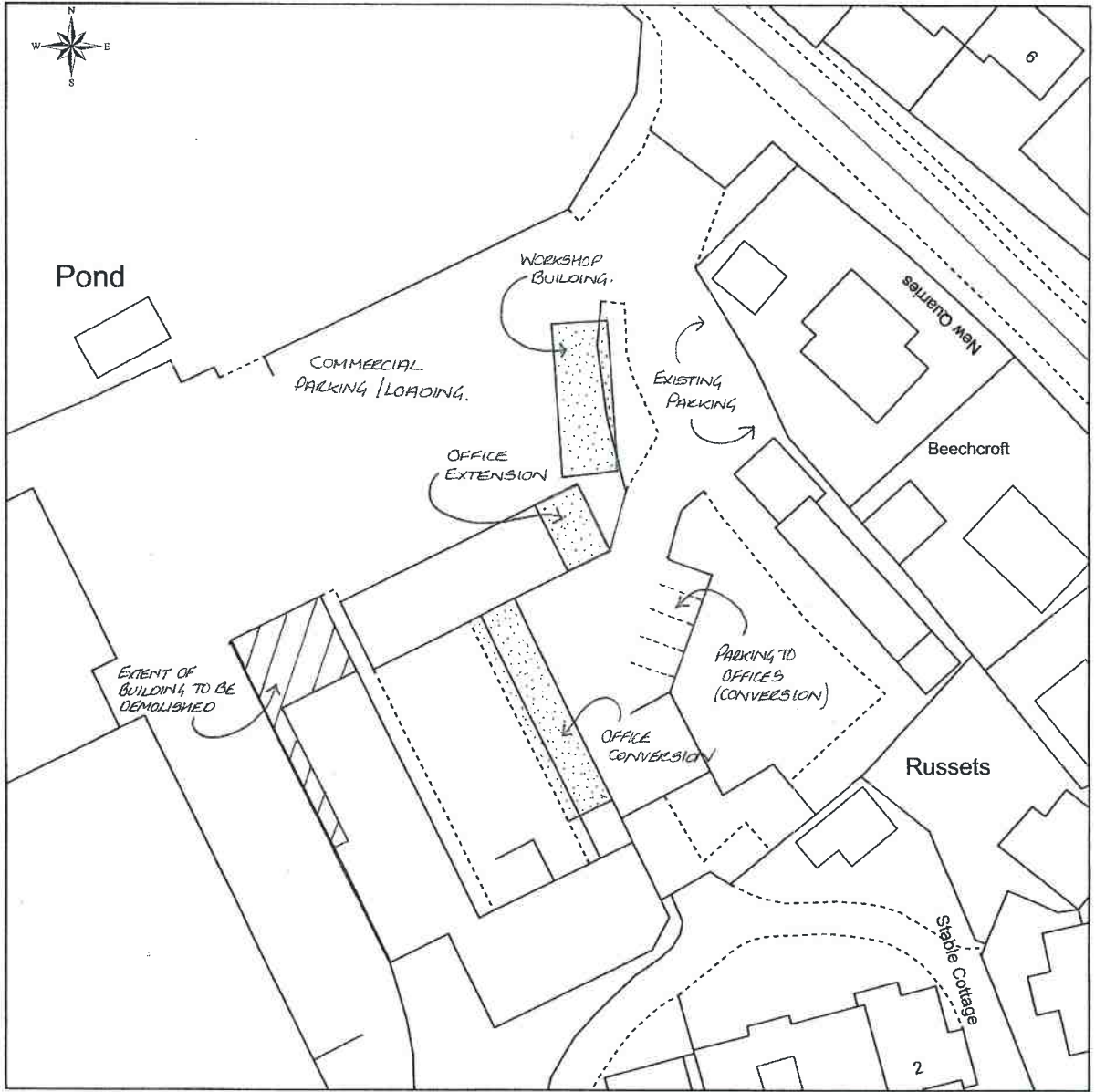
One comment has been received objecting to the proposal:

- Application for change of use to storage and distribution was strongly resisted by local residents primarily because of concerns about traffic.
- The condition requiring the access to be altered has only just been complied with.
- The work to investigate the introduction of weight restrictions has yet to be completed. [Officer note: The previous consent was subject to a planning obligation which required the applicant to make a financial contribution towards the cost of the County Council investigating both weight restrictions on Clappins Lane & Stocking Lane, and waiting restrictions on Main Road. The contribution has been paid but the investigative work, to be undertaken by the County Council, is outstanding.]
- Application for a wider use ignores restrictions on the original permission which restricts use to storage and distribution.
- Concerned that if permitted the next step will be retail sales on site and further development creep.
- If approved the application would result in an increase in traffic.

17/05605/FUL

Scale 1/1250





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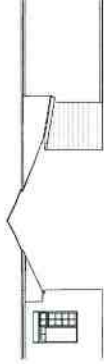
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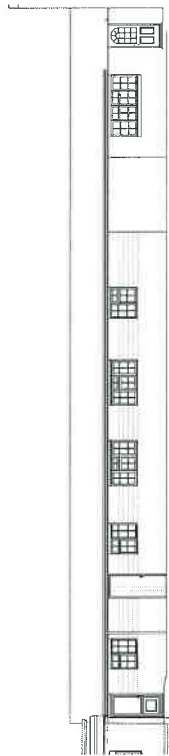
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 Site Plan
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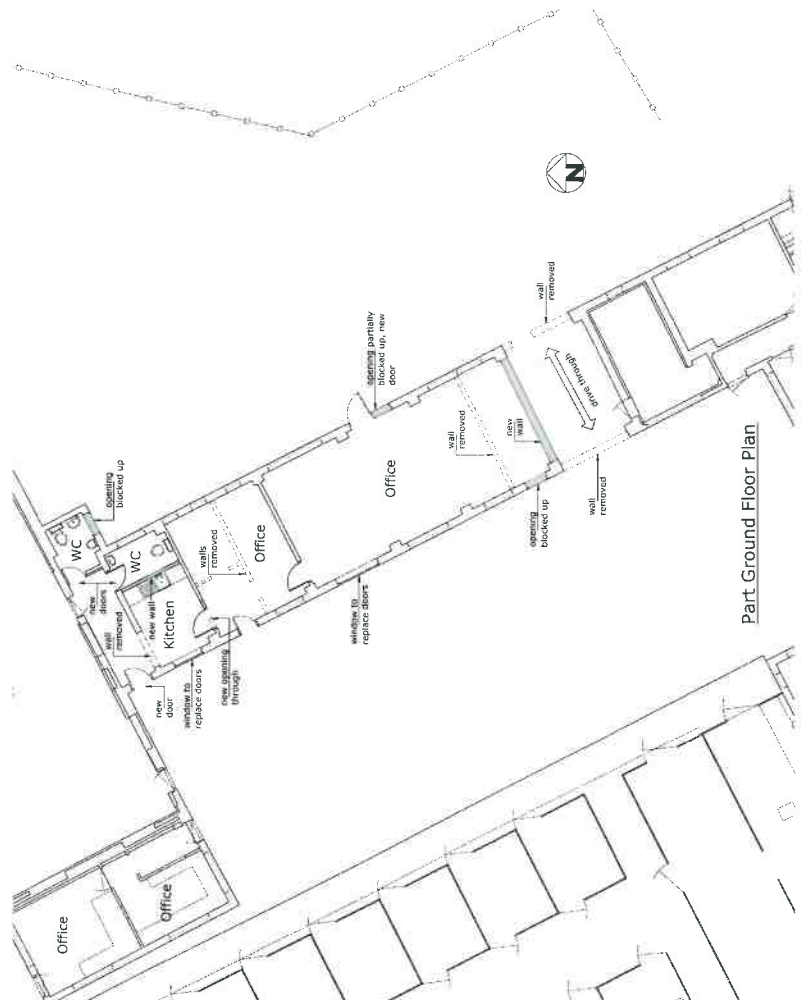
North East Elevation



South East Elevation



South West Elevation



General Notes

Drawing Status

17/10/2002

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Proposed

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London W1B 4JF

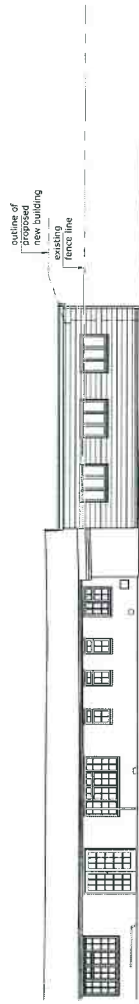
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General Notes

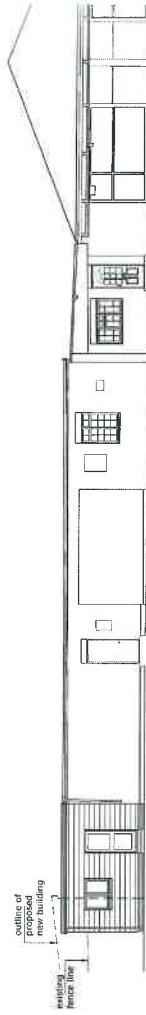
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3. Details of existing work are shown. These are to be retained unless otherwise stated. Details of any alterations reported so that adjustments may be made to the structural scheme if necessary.



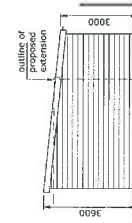
South East Elevation (Extension)



North East Elevation (Extension)



North West Elevation (Extension)



South Elevation (New Building)



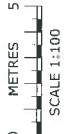
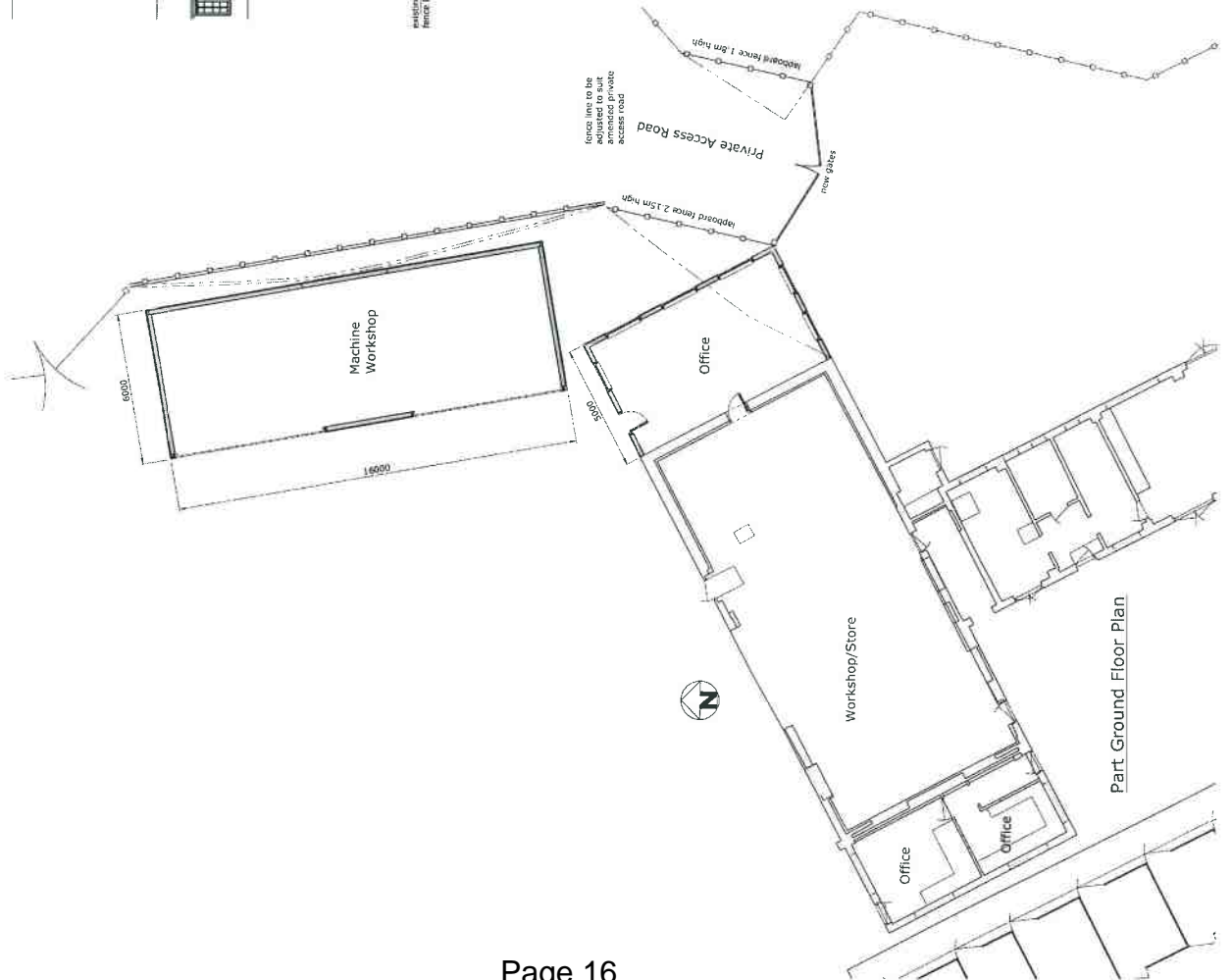
West Elevation (New Building)



East Elevation (New Building)



North Elevation (New Building)



00	JAN 18	NY	FOR APPROVAL
REV	DATE	BY	REMARKS
11 Place Farm House, Place Farm Way, Feltham, Middlesex, UK Tel: 01884 274 472 Fax: 01884 273 085 e-mail: mail@coxclifford.co.uk			
Project		Shops New Road, Walters Ash, Bucks HP14 4UZ	
Title		Proposed	
Job No.		8487	
Scale	1:100	Drawn	NY
Dwg No.	Rev. 00	Check	CJC
002		Date	01/18

Agenda Item 6.

Contact: Stephanie Penney DDI No. 01494 421823

App No : 17/05825/FUL App Type : FUL

Application for : Creation of compound with 2.4 m high boundary fence & gates housing 20 x banks of battery units, 20 x transformer units, 1 x metering room and 1 x 132/33kv transformer to provide energy balancing services to the national grid.

At Bumpers Farm, Ilmer Lane, Ilmer, Buckinghamshire, HP27 9RE

Date Received : 03/04/17 Applicant : Harmony Energy Storage

Target date for decision: 29/05/17

1. Summary

- 1.1. This report recommends approval of a full planning application for the installation of an energy storage facility to the west of Ilmer in the North of the District.

2. The Application

- 2.1. The site is located to the south east of a recently constructed 52ha solar farm. The site is just under 0.9 ha of arable farmland situated about 300 metres west of the village of Ilmer and lying to the south of the A4129. The main Marylebone to Birmingham rail line is to the south west of the site and there a number of public footpaths on the margins of the site and in the surrounding area. The site is approximately 4.5km from the AONB.
- 2.2. The proposal is for the creation of compound with 2.4 m high boundary fence & gates housing 20 x banks of battery units, 20 x transformer units, 1 x metering room and 1 x 132/33kv transformer to provide energy balancing services to the national grid. The containers are similar in style to shipping containers, powder coated in grey – green finish. The containers would be accessed by doors on their side elevations. All containers will sit on a reinforced concrete foundation. The wider site would be bounded by a 2.4m fence.
- 2.3. The proposed development comes as a result of the closure of thermal generation plants and the need for battery storage facilities charged from renewable energy. The need for such facilities are demonstrated by the fact that the National Grid runs a tender process and issues contracts for such plants to ensure security of supply for the UK. The batteries would be charged solely from renewable energy sources (predominantly wind and solar energy) but would not necessarily store the energy generated from the adjacent solar farm. Energy would be transferred via cable connections would be made between the HV container and the local network operator's HV switchgear at the closest substation. The applicant intends to enter into a Power Purchase Agreement with a renewables provider, which would ensure that all energy stored at the facility comes from renewable resources.
- 2.4. The application is accompanied by:
 - Planning (Design and Access) Statement
 - Landscape and Visual Impact Assessment
 - Heritage Statement
 - Flood Risk Assessment
 - Highway Access Appraisal
- 2.5. The application has been amended significantly since it was originally submitted reducing the overall height of the storage units by 2.2m, inverters reduced in height by 1.5m. In addition a Highways Access Appraisal has been prepared with regard to

access safety and potential impact on the local highway network.

- 2.6. The proposed battery storage facility is separately owned and operated from the solar farm.

3. Working with the applicant/agent

- 3.1 In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service,
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
- by adhering to the requirements of the Planning & Sustainability Customer Charter

The application has been amended significantly since it was originally submitted reducing the overall height of the storage units by 2.2m, inverters reduced in height by 1.5m. In addition a Highways Access Appraisal has been prepared with regard to access safety and potential impact on the local highway network. Following the receipt of no objections from the Highways Officer, the application progressed without delay and an extension of time agreed.

4. Relevant Planning History

Solar Farm

- 4.1. In March 2014 the Council adopted a screening opinion concluding that this application was not EIA development.
- 4.2. Aylesbury Vale District Council granted planning permission on 5th September 2014 for the parts of the development that lie within their district (the access tracks). (Reference 14/01926/APP).
- 4.3. 14/06582/FUL. Construction of a ground mounted solar farm including supporting infrastructure comprising 14 x inverter enclosures, Distributor Network Operator (DNO) cabin, security fencing and CCTV system, underground cabling, landscaping and associated works to include creation of access tracks. Appeal allowed.
- 4.4. 16/08195/MINAMD. Proposed non-material amendment to permission for Construction of a ground mounted solar farm including supporting infrastructure comprising 14 x inverter enclosures, Distributor Network Operator (DNO) cabin, security fencing and CCTV system, underground cabling, landscaping and associated works to include creation of access tracks granted under pp 14/06582/FUL appeal ref: APP/K0425/W/14/3001711. Application permitted. Agreed amendments:
- a) Introduction of a site phasing drawing 001916_10 Phasing Plan_RevA. The site will be built in two stages one energising in March 2017 the other in November 2017.
 - b) The height of the solar panels to reduce from 2.135m to 2.03 metres. With a conventional pile driven post system except for the archaeological area where ballast is used. The land area for the utilised by the solar farm will reduce but the number of modules will be the same. An array within the flood risk area has been removed. The site layout drawing is now 001978_01_PL Site Layout Planning_Rev E.
 - c) The cables will be low voltage surface mounted. This will ensure less damage to the archaeological area.
 - d) 4 central inverter transformer buildings will be reduced to six small LV buildings as shown on drawing 001916_11 Planning Typical Buildings_RevA.
 - e) The site, size and location of the DNO buildings has changed. The revised drawing is 001978_06_Typical Buildings_RevA.

- f) Inclusion of six energy storage units (batteries) and associated buildings. This will store the energy generated during daylight and released onto the grid when the demand is highest. They are coloured dark green. Drawing 001978_17 ESS Typical Buildings_RevA refers.
- g) The replacement of CCTV cameras with discrete infra-red beam detection systems with no artificial light or noise.
- h) 2.2m high deer fence to allow a 150mm gap beneath the fence for the free movement of small mammals.

5. Issues and Policy considerations

Policy Overview

- 5.1. Before moving on to consider the specific proposals Members are asked to consider the following overview of national policy. This is intended to highlight only the key national policy issues relevant to the application.

National Planning Policy Framework

- 5.2. The core aim of the NPPF is to support sustainable development:
- 5.3. "...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions." (Paragraph 8)
- 5.4. Whilst they have certain obvious green credentials it would be wrong to conclude too easily that any particular renewable energy infrastructure proposal was, in the round, sustainable.
- 5.5. The environmental strand includes both "**protecting and enhancing our natural, built and historic environment**" and "**adapt to climate change including moving to a low carbon economy.**" This inherent tension between preservation and change also runs through the core land-use planning principles that should underpin decision making. As set out in paragraph 17 of the NPPF planning should (amongst other things):

"take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, **recognising the intrinsic character and beauty of the countryside** and supporting thriving rural communities within it;

support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and **encourage the use of renewable resources** (for example, by the development of renewable energy);"

- 5.6. At paragraph 97 and 98 the NPPF says:

"To help increase the use and supply of renewable and low carbon energy, local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources.

When determining planning applications, local planning authorities should:

not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy and also recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and

approve the application if its impacts are (or can be made) acceptable. Once suitable areas for renewable and low carbon energy have been identified in plans, local planning authorities should also expect subsequent

applications for commercial scale projects outside these areas to demonstrate that the proposed location meets the criteria used in identifying suitable areas.”

- 5.7. On the topic of ‘Conserving and enhancing the Natural Environment’ paragraph 109 of the NPPF says:

“The planning system should contribute to and enhance the natural and local environment by:

protecting and enhancing valued landscapes, geological conservation interests **and soils**;

recognising the wider benefits of ecosystem services;

minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;

National Policy Statements (Energy)

- 5.8. Alongside the NPPF the Government has published a series of National Policy Statements (NPS) on Energy.

- 5.9. Generally the NPS are designed to guide the parliamentary Infrastructure and Planning Committee on national infrastructure projects – however they can also be material to LPA decisions on local schemes. This can be seen for example in the widely reported recovered appeal at Southminster (APP/X1545/A/12/2174982). The Energy NPS were approved by the Secretary of State in July 2011, however they have not been replaced by the NPPF and, as shown by the Southminster appeals, they are given full weight by the Secretary of State.

- 5.10. EN1 Overarching National Policy Statement for Energy paragraph 1.2.3 says:

“Further information on the relationship between NPSs and the town and country planning system, as well as information on the role of NPSs is set out in paragraphs 13 to 19 of the Annex to the letter to Chief Planning Officers issued by the Department for Communities and Local Government (CLG) on 9 November 2009”

Paragraph 16 of said letter:

“16. Under existing planning law, decisions by LPAs on planning applications must be taken in accordance with the development plan unless material considerations indicate otherwise. In cases where development plans have not yet been updated to take account of a particular NPS, the NPS is likely to be a material consideration which the LPA (and the Secretary of State on appeal or call-in) will have to take into account when determining planning applications. Whether or not the NPS is a material consideration in this or any other circumstance and the weight to be applied to it by the decision-maker will have to be determined on a case by case basis.”

- 5.11. EN1 Paragraph 2.2.4:

“The role of the planning system is to provide a framework which permits the construction of whatever Government – and players in the market responding to rules, incentives or signals from Government – have identified as the types of infrastructure we need in the places where it is acceptable in planning terms. It is important that, in doing this, the planning system ensures that development consent decisions take account of the views of affected communities and respect the principles of sustainable development.”

5.12. EN1 3.3.11

“As part of the UK’s need to diversify and decarbonise electricity generation, the Government is committed to increasing dramatically the amount of renewable generation capacity”

“An increase in renewable electricity is essential to enable the UK to meet its commitments under the EU Renewable Energy Directive 24. It will also help improve our energy security by reducing our dependence on imported fossil fuels, decrease greenhouse gas emissions and provide economic opportunities.”

National Planning Practice Guidance

5.13. On 9 April 2014 The Rt Hon Eric Pickles Minister for Communities and Local Government submitted a written statement to Parliament saying (amongst other things) that:

“We have published planning guidance to help ensure planning decisions on green energy do get the environmental balance right in line with the National Planning Policy Framework. The guidance is designed to assist local councils in their consideration of Local Plans and individual planning applications. In publishing the guidance, we have been quite clear that the need for renewable energy does not automatically override environmental protections and the planning concerns of local communities.”

5.14. On 6 March 2014 the Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. (The NPPG) This was a comprehensive review of secondary planning guidance and amongst other things it replaced the “Planning practice guidance for renewable and low carbon energy” July 2013.

Development Plan Policy

5.15. There are a range of policies which are directly relevant to the current application relating variously to development in the countryside, the transport impacts of development, for example. These are detailed further in the main body of the report.

5.16. From 16 October 2017 the emerging policies of the Wycombe District Local Plan (Regulation 19) Publication Version will also be material. The weight to be given to individual policies will be assessed in accordance with paragraph 216 of the NPPF.

5.17. Weight is of course a matter for the decision maker but the NPPF says:

Para 216. From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Other Guidance

5.18. In December 2012 Natural England published updated technical guidance on soil classification.

<http://publications.naturalengland.org.uk/file/4424325>

Principle and Location

Adopted Local Plan (LP): C10 (Development in the Countryside Beyond the Green Belt)
Core Strategy Development Planning Document (CS): CS1 CS2 CS7 CS17 CS18
Delivery and Site Allocations Development Plan Document (DSA) DM1 DM17

Emerging Local Plan (Regulation 19) Publication Version: CP1 (Sustainable Development) Policies, CP10 (Green Infrastructure and the Natural Environment); DM32 (Landscape Character and Settlement Patterns); DM34 (Delivering Green Infrastructure and Biodiversity in Development) and DM44 Development in the Countryside Outside of the Green Belt.

- 5.19. The site is in open countryside outside of the Green Belt and the Chilterns AONB and is not previously developed land.
- 5.20. In the terms of the NPPG before a greenfield development can be considered in detail it is necessary to first consider “whether the proposed use of any agricultural land has been shown to be necessary and poorer quality land has been used in preference to higher quality land”. The previous identification and assessment of the solar farm has been referred to.
- 5.21. The first part of this requires the identification of a search area for alternative sites. There is no government guidance on this point but there is an appeal precedent from elsewhere that indicates that this is likely to be a wide area and will not necessarily relate to political boundaries. This is especially relevant where, as in the current case, the application site is adjacent to the District Boundary. For this reason Officers have taken the view that a reasonable area of search for alternate ‘non-agricultural’ sites would be the combined Buckinghamshire and Oxfordshire area, allowing that the Chilterns AONB should be excluded. The applicant has undertaken an analysis of alternative development sites on this basis. This sets out a number of reasonable search criteria regarding the size of site and its location relative to the necessary national grid infrastructure and similar factors. The initial search identifies 6 potential sites (including for example Land at Royal Ordnance, Westcott and RAF Bicester) and assesses their potential for solar farm development. Officers are satisfied with their conclusions and it is therefore considered that the use of some agricultural land is necessary.
- 5.22. The second part of this test requires a more detailed analysis of soil quality to ensure that ‘poorer quality land has been used in preference to higher quality land’. Higher quality land in this context is a reference to what is termed the ‘best and most versatile’ agricultural land (BMV) which encompasses grades 1 to 3a inclusive. In response to feedback from Officers the applicant has recently completed a detailed soil test assessment in accordance with the relevant technical guidance. This demonstrates that the majority of the site is subgrade 3b – moderate quality - with two small areas within the westernmost field comprising subgrade 3a – good quality. The assessment then argues that as the vast majority of the field which includes some small areas of BMV is poorer quality that the field would not ever be used as BMV in practice. This is a reasonable assumption and as such it is considered that no objection should be raised with respect to this.
- 5.23. It should be acknowledged that with respect to the solar farm site, the Inspectorate concluded that the proposed development would not result in the substantive loss of one of the District’s areas of high quality BMV agricultural land.
- 5.24. It is considered that the location of the proposed development is acceptable in principle. The determining issues will therefore be whether the proposal is also acceptable in terms of landscape and the other impacts discussed below. National policy is clear that the need for renewable energy does not automatically override the need to protect local environmental quality.

Landscape and Biodiversity

Does the proposal (either singly or cumulatively) have a significant adverse impact on the landscape?

What is the impact on the Chilterns AONB?

What impact does the proposal have on biodiversity?

Adopted Local Plan (LP): C10 G10-11 L1
Core Strategy Development Planning Document (CS): CS2 CS7 CS17 CS18
Delivery and Site Allocations Development Plan Document (DSA) DM14 DM15
Emerging Local Plan (Regulation 19) Publication Version: CP1 (Sustainable Development) Policies, CP10 (Green Infrastructure and the Natural Environment); DM32 (Landscape Character and Settlement Patterns); DM34 (Delivering Green Infrastructure and Biodiversity in Development) and DM44 Development in the Countryside Outside of the Green Belt.

- 5.25. The application is supported by a Landscape and Visual Impact Appraisal.
- 5.26. The height of the facilities have reduced significantly since the application was submitted. The battery units were approximately 5m high, with 6 converter units at 4m high and switchgear equipment at 8.6m high. The amended scheme results in the battery units at 2.2m high, the metering unit at 4m high and the transformer at 6.8m high.
- 5.27. The first point to note is that whilst the development is technically reversible the 25 year duration of the impacts is effectively permanent and should be judged on this basis. However, reference should be made to the solar farm where the Inspectorate attached an expiry date on the application from 25 years of when electricity is first exported from any of the solar panels to the electricity grid.
- 5.28. The proposal inevitably has a significant impact on the existing landscape character of the site itself, but this is not considered to be a sensitive landscape area, and this is not considered to justify an objection to the proposal.
- 5.29. The Landscape Officer has concluded that the amended development would have a permanent Moderate/Minor Adverse visual effect on users of local PRoW's, LCI/12/1 and LCI/34/1 and a Minor/Negligible Adverse effect on landscape character. The landscape and visual impact of this development could be reduced if the 6.8m high transformer apparatus was located in the southern corner of the site, where it could be set against some existing tree cover and the railway embankment, leaving the lower and less impactful battery storage units and inverters to be located further north where there is less existing landscape cover. Either way, a high quality, mixed native hedgerow and tree planting scheme would be required as a condition of any permission.
- 5.30. The Landscape Officer did request that the transformer apparatus be relocated to the southern corner of the site to further reduce visual impact. However, the Agent advised that the location of this apparatus is dictated by the need for this equipment to be located as close as possible to the connection with the grid. The further the transformer is located from the connection with the grid, the greater the system losses and the less efficient the storage facility become. Therefore, moving the transformer to the south of the site would have a noticeable impact on the efficiency of the facility.
- 5.31. The proposed development is not expected to result in adverse impacts on protected or notable species and habitats.
- 5.32. In conclusion on these points it is therefore considered that the proposal is acceptable with regards to landscape impacts and biodiversity.

Heritage

Does the proposal result in an unacceptable loss of significance to a heritage asset?

Adopted Local Plan (LP): HE3 HE11 HE19
Core Strategy Development Planning Document (CS): CS17
Delivery and Site Allocations Development Plan Document (DSA)
Emerging Local Plan (Regulation 19) Publication Version: DM31 Development effecting the Historic Environment.

- 5.33. The site lies to the north (approximately 270m) of the Ilmer Conservation Area. The Conservation Area includes the Grade II* Listed St Peters Church. The proposal is considered to have no significant impact on their setting. This was also concluded by the Inspectorate with reference to the solar farm appeal.

Impact on adjoining uses

What is the impact of the proposal on adjoining uses in terms of noise and disturbance?

Adopted Local Plan (LP): G8 G15

Core Strategy Development Planning Document (CS):

Delivery and Site Allocations Development Plan Document (DSA)

Emerging Local Plan (Regulation 19) Publication Version: DM35 Placemaking and Design Quality and DM37 Small scale non-residential development.

- 5.34. Surrounding land uses are mainly agricultural with a number of nearby residential properties, mainly in the village of Ilmer. Due to the nature of the development and its location the proposal has the potential to generate noise and disturbance both during the construction phase and during the operational phase.
- 5.35. Construction work is inherently noisy and a degree of short-term disturbance is to be expected. Usually such noise disturbance is regulated outside of the planning regime but due to the location and nature of this development it will be necessary to control construction hours by way of a formal planning condition.
- 5.36. In conclusion it is considered that the impact on neighbouring uses is acceptable.

Impact on the transport network

What is the impact of the proposal on the safe operation of the highway network?

What is the impact of the proposal on the safe use of the rights of way network?

What is the impact of the proposal on the safe operation of the railway?

Adopted Local Plan (LP): T2 T4

Core Strategy Development Planning Document (CS): CS16 CS20

Delivery and Site Allocations Development Plan Document (DSA): DM2

Emerging Local Plan (Regulation 19) Publication Version: DM35 Placemaking and Design Quality

- 5.37. Due to the nature of the development the significant highway impacts are limited to the construction phase. Access to the site is proposed via the same access to the solar farm which is via an existing stone road extending from a gated access on Ilmer Road. Ilmer Road is an unclassified rural lane and is subject to the national speed limit. The width of the road is between 4.2 and 4.3m. Ilmer Road does not have any road markings and grass verges are either side of the carriageway. Visibility at the proposed access is constrained to the right by the bridge.
- 5.38. The construction period is expected to be 16 weeks and traffic generation over this period will be approximately 165 HCV two-way trips, equivalent to 10 trips per week or 2 trips per day. Post construction, it is expected that the site will generate 12 trips per year to support site operations and maintenance activities. Height restrictions at the railway bridge means that HCV access to the site will only be made via a right turn from the highway and egress movements from the site will only be made via a left turn movement onto Ilmer Road.
- 5.39. Access to the solar farm was approved with construction access to the eastern site via a new means of access from the existing layby on the A4129. This was secured by condition. This access is to be remediated post construction.
- 5.40. The application as originally submitted resulted in an objection from the BCC Highways. BCC Highways stated:
- 5.41. Due to the culvert weight limit restriction, the restricted width of the carriageway, the horizontal alignment of the highway carriageway, and the associated restricted

forward visibility that results from these conditions, the Highway Authority considers Ilmer Lane to be incapable of safely and conveniently accommodating the specific tonnage, type and quanta of construction vehicles that will implement the proposals subject to this application.

- 5.42. I note that Ilmer Lane is the sole public highway access for the settlement of Ilmer, and that the proposal of construction vehicles would cause both obstruction and an unsafe situation upon the publically maintained highway. In addition, the only public highway access to Ilmer could become inaccessible should damage occur as a result of the proposed access arrangements. This would have a severe effect upon the settlement of Ilmer and prevent access for emergency services and refuse collection services to Ilmer in addition to highway infrastructure damage.
- 5.43. The Highway Access Assessment has based the highway impact of vehicular movements upon a mean average, equally distributing vehicular trips across the whole period of development. Additional information will be required to justify the use of a flat rate of construction vehicle trip generation as a mean average assessment is not considered appropriate. It is reasonable to expect certain stages of development to require a larger number of deliveries within a short timeframe and a perfectly distributed pattern would not be expected for a development of this quantum with three hundred and thirty proposed construction vehicle movements, or one hundred and sixty five two-way trips.
- 5.44. However, BCC Highways did state in their comments that the objections could be overcome by way of Construction Traffic Management Plan demonstrating a temporary access off of the A4129 or the adjacent layby, with the agreement of the landowner, thereby bypassing Ilmer Lane. However, the Agent has pursued access off Ilmer Lane.
- 5.45. The Access Appraisal advises the site can be accessed safely, with minimal disruption to the local and wider highway network given the anticipated number of vehicle movements. Whilst access to the solar farm during the construction phase is via the A4129, this is a completely separate site with different vehicular movements.
- 5.46. BCC Highways have now raised no objections to the scheme for the following reasons:
- 5.47. The applicant has recently submitted additional information in the form of a Highway Access Assessment. I note that my previous comments raised objections to the access proposals of the development, the applicant has suggested off-site works and the use of a Construction Traffic Management Plan in order to overcome the objections of the Highway Authority.
- 5.48. In response to the culvert weight limit, the applicant will be required to carry out works to either augment or replace the culvert to a standard capable of accommodating the construction traffic required by the proposed development. As such, should these off-site works be approved by the Local Planning Authority, the proposal should overcome the objections of the Highway Authority based upon the unsuitability of the aforementioned Ilmer Lane culvert to take development traffic.
- 5.49. In order to address the restricted width of the carriageway, the applicant should provide additional off-site works in order to widen sections of the highway to accommodate the required construction traffic and other vehicles utilising the highway. I note that Ilmer Lane is the sole public highway access for the settlement of Ilmer, and that the proposal of all off-site works must therefore ensure continual public access along Ilmer Lane. Details of how access is to be maintained should be submitted along with information upon the agreed off-site works. These proposals should include vehicle tracking for the length of Ilmer Lane, including the proposed culvert and passing bays to demonstrate their viability.
- 5.50. A Construction Traffic Management Plan detailing the access arrangements should be submitted to the Local Planning Authority for approval in consultation with the

Highway Authority. The requirements are outlined in the below condition.

- 5.51. Section 59 pre-start/post-construction surveys for the highway between Thame Road (A4129) and the proposed site access are required. This is in order to ensure that any damage to the local highway network during the period of construction will be repaired by the applicant subsequent to the completion of construction.
- 5.52. Mindful of the above comments, the Highway Authority removes its objection to the proposed application subject to the conditions being placed upon any permission granted.
- 5.53. Conditions will require submission of details for off-site works and a Construction Management Plan. In addition Highways have advised that the Section 59 of the Construction Management Plan will ensure that any damage to the local highway network during the construction will be repaired by the applicant.
- 5.54. The proposal does not require the closure or diversion of any rights of way. However, the access I shared with Public Footpath No. 12 in Longwick Parish. Accordingly, the BCC Rights of Way Officer has requested further details of the surfacing works, which can be secured by condition.
- 5.55. In conclusion on these points the impact on the local transport network is considered acceptable.
- 5.56. Concerns from local residents and the Ward member have been acknowledged however access to the solar farm is a separate matter and does not form part of this application. Any subsequent application made which uses the access track should not be bound by the condition on a permission to which is has no connection.

Conclusions. Weighing and balancing

Does the proposal accord with the Development Plan?

Does the proposal accord with the NPPF?

Are there other material considerations?

Do the benefits of the scheme outweigh any harm arising?

- 5.57. There is public objection, and the Minister has been clear that “the need for renewable energy does not automatically override environmental protections and the planning concerns of local communities”. Had Officers found a conflict with a policy, these objections would have added weight to this.
- 5.58. However the proposal is considered to accord with both local and national policies for the reasons set out in the report above and as such it is recommended for approval.

Recommendation: Application Permitted

- 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 WDC1, WDC3 rev D, 001J and GM0001 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 This grant of planning permission shall expire no later than 25 years from the date when the site becomes operational. Written notification of this shall be given to the Local Planning Authority within 14 days of its occurrence.
Reason: To ensure that the site is suitably restored upon cessation of the use permitted given the renewable use being of a temporary nature.

- 4 Prior to the commencement of development a Decommissioning and Restoration Scheme shall be submitted to and approved in writing with the Local Planning Authority. This statement shall include details of the timescale and management of the decommissioning works; the removal of all equipment and all other associated structures and the reinstatement of the land to its former condition. The works shall be carried out in accordance with the approved details.
Reason: To ensure that the site is suitably restored upon cessation of the use permitted given the renewable use being of a temporary nature.
- 5 Prior to the commencement of development, a fully detailed landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the scheme shall include: a high quality, mixed native hedgerow and tree planting scheme' around the periphery of the site that ties in with existing landscape features and also the planting scheme for the permitted solar farm scheme adjacent.
Reason: To provide landscape and biodiversity enhancements and ensure landscape and visual impacts are reduced to a minimum.
- 6 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the the completion of the development. Any trees, plants or areas of turfing or seeding which, within a period of 3 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 first gives written consent to any variation.
Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.
- 7 Prior to the commencement of any works on the site, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, routing from the Strategic Road Network, frequency of visits, proposed vehicle conveying, daily time frames, use of signalised traffic lights at the highway access, on-site loading/unloading arrangements, Section 59 pre-start/post-completion survey and parking of site operatives vehicles) shall be submitted and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with such approved management plan.
Reason: This is a pre-commencement condition as development cannot be allowed to take place, which in the opinion of the Highway Authority, could cause danger, obstruction and inconvenience to users of the highway and of the development.
- 8 No other part of the development shall commence until the off-site highway works have been laid out and constructed in accordance with details to be submitted to and first approved in writing by the Local Planning Authority in consultation with the Highway Authority.
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
- 9 Prior to commencement of development details of the surface material to be used for the construction of Public Footpath LC/12/2 shall be submitted to an approved in writing by the Local Planning Authority, then laid out and constructed in accordance with the approved details.
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
- 10 No construction work shall be carried out outside the hours of 07:00 to 19:00 on Mondays to Fridays, 08:00 to 13:00 on Saturdays and not at any any time on Sundays, Bank or Public Holidays
Reason: To protect the amenities of nearby residents.

INFORMATIVE(S)

1 In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service,
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
- by adhering to the requirements of the Planning & Sustainability Customer Charter

The application has been amended significantly since it was originally submitted reducing the overall height of the storage units by 2.2m, inverters reduced in height by 1.5m. In addition a Highways Access Appraisal has been prepared with regard to access safety and potential impact on the local highway network. Following the receipt of no objections from the Highways Officer, the application progressed without delay and an extension of time agreed.

2 The applicant is advised that the off-site works will need to be constructed under a section 278 of the Highways Act legal agreement. This agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 8 weeks is required to draw up the agreement following the receipt by the Highway Authority of a completed Section 278 application form. Please contact the Transport Development Control Section at the following address for information:-

Development Management, Buckinghamshire County Council, 9th Floor, County Hall, Walton Street, Aylesbury, Buckinghamshire, HP20 1UY
Tel: 01296 395000

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

4 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.

5 The applicant is advised to contact the Highways Development Management delivery team to determine the extent of pre-condition surveys.

6 The comments received from Network Rail are drawn to your attention:

The developer should contact the Network Rail Asset Protection using the reference: WM/NAJ2/27/3/LF - in all correspondence.

When designing proposals, the developer and LPA are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary fence, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments which might be adversely impacted by third party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability.

The developer/applicant must ensure that their proposal, both during construction and as a permanent arrangement, does not affect the safety, operation or integrity of the existing operational railway / Network Rail land. The works on site must not undermine or damage or adversely impact any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and boundary treatments. Any future maintenance must be conducted solely within the applicant's land ownership.

- 1) The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to: AssetProtectionLNWSouth@networkrail.co.uk
- 2) The fence must be constructed and maintained wholly within the applicant's land ownership footprint. The foundations must be constructed and maintained wholly within the applicant's land ownership footprint, without over-sailing or encroaching onto or over the Network Rail boundary. The fence must not prevent Network Rail from maintaining and/or renewing its boundary treatments. Network Rail's existing boundary treatment must not be removed, altered or damaged in anyway both during construction and as a permanent arrangement.
- 3) Any scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, must have at least a 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.
- 4) If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement must be submitted to the Network Rail Asset Protection Engineer for agreement.
 - All works shall only be carried out in accordance with the method statement and the works will be reviewed by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling.
 - The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement.Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

- 5) All surface water is to be directed away from the direction of the railway. Soakaways, as a means of storm/surface water disposal must not be constructed near / within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.
- Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains.
 - Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property.
 - Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
 - Suitable foul drainage must be provided separate from Network Rail's existing drainage.
 - Drainage works could also impact upon culverts on developers land.

Water discharged into the soil from the applicant's drainage system and land could seep onto Network Rail land causing flooding, water and soil run off onto lineside safety critical equipment / infrastructure; or lead to de-stabilisation of land through water saturation.

- 6) Network Rail will need to review and agree all excavation and earthworks within 10m of the railway boundary to determine if the works impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree to the following:
- Alterations to ground levels
 - De-watering works
 - Ground stabilisation works

Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. The LPA are advised that the impact of third party excavation and earthworks can be different depending on the geography and soil in the area. The LPA and developer are also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area; therefore consultation with Network Rail is requested.

Alterations in loading within 15m of the railway boundary must be agreed with Network Rail.

- 7) Network Rail requests that the developer ensures there is a minimum 2 metres gap between the buildings and structures on site and the railway boundary. Less than 2m from the railway boundary to the edge of structures could result in construction and future maintenance works being undertaken on Network Rail land. This would not be acceptable. All the works undertaken to facilitate the design and layout of the proposal should be undertaken wholly within the applicant's land ownership footprint.
- 8) As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA.

For major works / large scale developments an Asset Protection Agreement will be required with further specific requirements.

AssetProtectionLNWSouth@networkrail.co.uk

17/05825/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Clive Harris

First Comment: In view of the uproar locally caused by the initial development and the construction and now service traffic using the Ilmer Road for access and not the main road, I would like to see this application brought to committee if the officers are minded to approve under delegated powers.

Amended comment: The neighbours have indicated that they are very concerned by the visual and vehicular impact on this rural location which provides the only access to the community in Ilmer village. The special nature of vehicles needed to service, maintain and update the site in the future they consider will cause extensive damage to the Ilmer Road. In light of these comments if minded to approve could you please refer at least to Delch but preferably to committee.

Parish/Town Council Comments/Internal and External Consultees

Longwick cum Ilmer Parish Council

Comment: The Longwick-cum-Ilmer Parish Council does not object to this planning application but has the following concerns:-A new means of access to the eastern site via the existing lay-by on the A4129 has been sited for industrial vehicular access to minimise the danger, obstruction and inconvenience to the users of the highway. The construction traffic is not adhering to the agreement in the original planning application to use the access from the Thame Road and is using the Ilmer Road which is totally unsuitable for the size and width of the lorries often wider than the road itself. This condition needs to be enforced to protect the newly resurfaced Ilmer Road and the safety of the residents. The Parish Council does not consider that there is a satisfactory standard of landscaping and requests that the current unsightly screening of the site is improved and sympathetic to the local area.

Control of Pollution Environmental Health

Comment: I have no objections to this application

Cadent Gas Ltd Plant Protection Department

Comment: Not received

Town Planning Team Network Rail

Comment: No objections, but attach an informative for the Applicant's attention.

Rights of Way and Access

Comment: No objection received, but require a condition requiring the surfacing details of the access.

The Ramblers Association

Comment: Not received

County Highway Authority

Comment: No objections subject to conditions.

The applicant has recently submitted additional information in the form of a Highway Access Assessment. I note that my previous comments raised objections to the access proposals of the development, the applicant has suggested off-site works and the use of a Construction Traffic Management Plan in order to overcome the objections of the Highway Authority.

In response to the culvert weight limit, the applicant will be required to carry out works to either augment or replace the culvert to a standard capable of accommodating the construction traffic required by the proposed development. As such, should these off-site works be approved by the Local Planning Authority, the proposal should overcome the objections of the Highway Authority based upon the unsuitability of the aforementioned Ilmer Lane culvert to take development traffic.

In order to address the restricted width of the carriageway, the applicant should provide additional off-site works in order to widen sections of the highway to accommodate the required construction traffic and other vehicles utilising the highway. I note that Ilmer Lane is the sole public highway access for the settlement of Ilmer, and that the proposal of all off-site works must therefore ensure continual public access along Ilmer Lane. Details of how access is to be maintained should be submitted along with information upon the agreed off-site works. These proposals should include vehicle tracking for the length of Ilmer Lane, including the proposed culvert and passing bays to demonstrate their viability.

A Construction Traffic Management Plan detailing the access arrangements should be submitted to the Local Planning Authority for approval in consultation with the Highway Authority. The requirements are outlined in the below condition.

Section 59 pre-start/post-construction surveys for the highway between Thame Road (A4129) and the proposed site access are required. This is in order to ensure that any damage to the local highway network during the period of construction will be repaired by the applicant subsequent to the completion of construction.

Mindful of the above comments, the Highway Authority removes its objection to the proposed application subject to the following conditions being placed upon any permission granted.

Landscape Officer

Comments: Revised proposals have been submitted that show the proposed battery storage units at a reduced height of 2.2m (from 5m) and the inverters reduced to 2.5m (from 4m). The proposed transformer apparatus is confirmed as having a finished height of 6.8m. The six 4m high transformer units (shown yellow on previous layout) and 4m container (shown red on previous layout) are removed from the scheme. There is some confusion as to the relationship between this proposal layout and landscape scheme, and the landscape scheme permitted for the adjacent solar farm as they appear to conflict. This requires clarification as they cannot both be implemented.

Visual Impacts: The main visual effects would be felt from PRow LCI/12/2, directly adjacent to the eastern boundary of the site. The PRow is located on the inside of the existing hedgerow so there would be no screening at all until the proposed hedgerow planting established. The adverse effect would be felt from the point where the PRow crosses the railway line to the south, to the point where it goes into a wooded copse and joins PRow ASA/6/1 to the north. Users of this PRow would experience the development in the context of the existing solar farm, also visible, but also be affected by the new vertical elements of the 6.8m high transformer apparatus. Vertical features are not a characteristic of this landscape and their visual effects are therefore greater than those of horizontal, linear features such as solar panels, railways and roads. The proposed development would also be much closer than the existing solar farm. I consider users of LCI/12/2 to have a sensitivity of Medium; and would experience a High magnitude of change, resulting in a Moderate Adverse visual effect. In the longer term, when the hedgerow planting has established (10+ years) this would reduce to Moderate/Minor Adverse effect (as the majority of the development would be screened but the transformer apparatus would still be visible at close quarters). Visual effects would also be felt from the majority of PRow LCI/34/1, on the other

side of the adjacent field, to the east of the site. Users of this PRow will not be so affected by the existing solar farm as it is screened by the intervening hedgerow near the eastern boundary of the site. This hedgerow would also help screen the proposed battery storage units etc. but not the 6.8m high transformer apparatus which would look incongruous above the hedge line. I consider users of LCI/34/1 to have a sensitivity of High; and would experience a Medium magnitude of change resulting in a Moderate Adverse visual effect. In the longer term, when the proposed hedgerow trees have established (5+ years) and provide some screening for the transformer apparatus, this would reduce to Moderate/Minor Adverse effect. I agree with the LVA that impacts on PRow beyond those described above would be minor.

Landscape Character Impacts: I consider the landscape to have a Medium sensitivity; and would experience a Medium magnitude of change (from the introduction of permanent vertical apparatus), resulting in a Moderate/Minor Adverse effect on landscape character. In the longer term, landscape benefits could be gained from the establishment of a high quality, mixed native hedgerow and tree planting scheme. This would help balance the negative aspects and reduce the effect on landscape character to Minor/Negligible Adverse effect.

Conclusion: The development would have a permanent Moderate/Minor Adverse visual effect on users of local PRow's, LCI/12/1 and LCI/34/1 and a Minor/Negligible Adverse effect on landscape character. The landscape and visual impact of this development could be reduced if the 6.8m high transformer apparatus was located in the southern corner of the site, where it could be set against some existing tree cover and the railway embankment, leaving the lower and less impactful battery storage units and inverters to be located further north where there is less existing landscape cover. Either way, a high quality, mixed native hedgerow and tree planting scheme would be required as a condition of any permission.

Further Comment: I'm happy if they submit a plan with the proposed planting removed and make reference to a proposed scheme on the plan or elsewhere instead. However, there must be a clear requirement in the report for 'a high quality, mixed native hedgerow and tree planting scheme' around the periphery of the site that ties in with existing landscape features and also the planting scheme for the permitted solar farm scheme adjacent. Reason - to provide landscape and biodiversity enhancements and ensure landscape and visual impacts are reduced to a minimum. Details can be agreed at condition stage.

Representations

Nine letters of objection received from seven households:-

- Access route goes against the route approved for the solar farm
- Size, height and scale of the proposal
- Further industrialisation of the landscape
- Impact from background noise
- Heavy construction traffic will undermine the repair scheme to Ilmer Lane.
- The proposed development will bring the solar panels right up to local visibility
- Access to the solar farm is via Ilmer Lane.
- Safety of people who use the site recreationally

17/05825/FUL

Scale 1/5000





[BUMPERS]

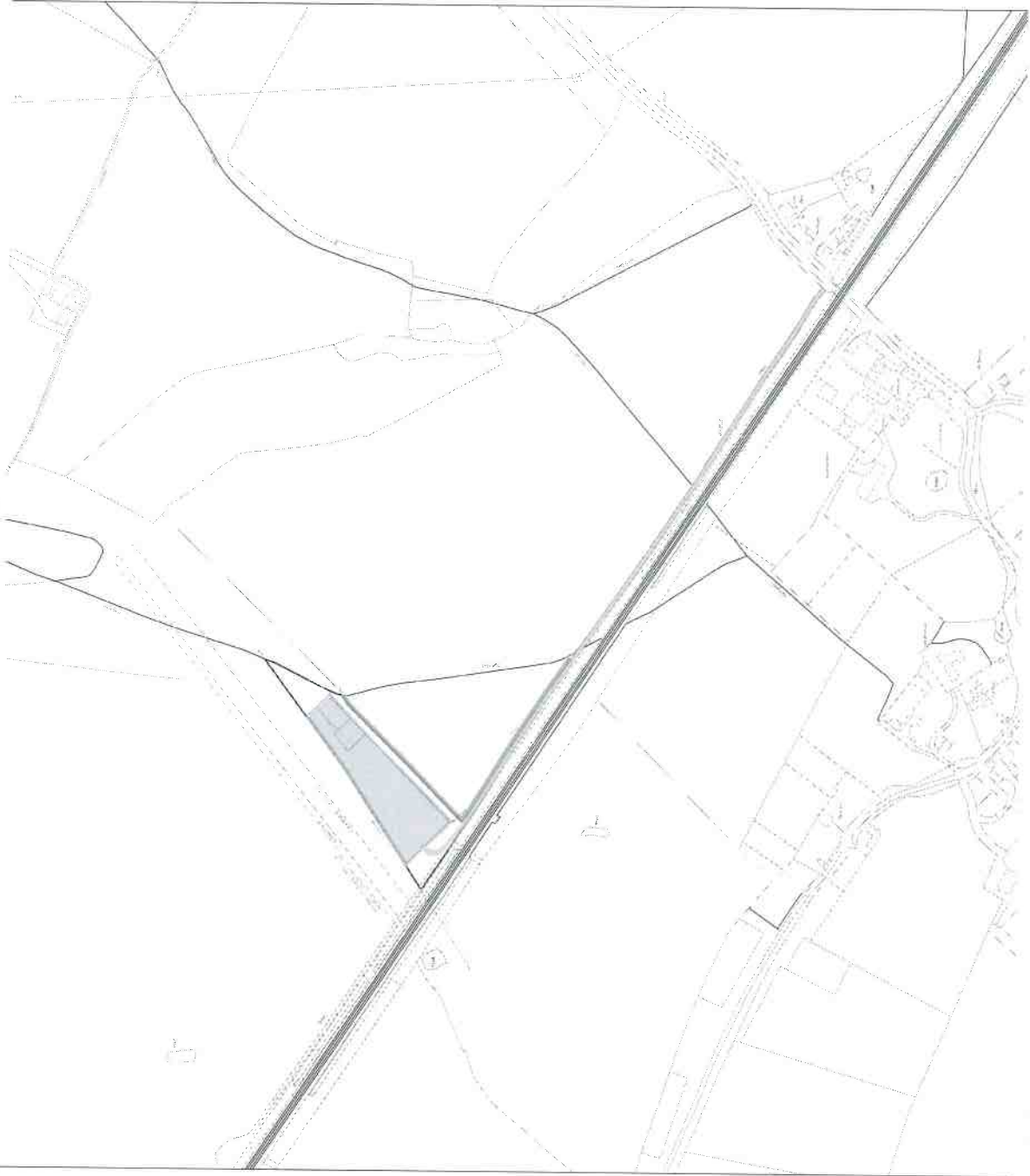


LOCATION PLAN - RED LINE

SCALE-- A3@1:2500



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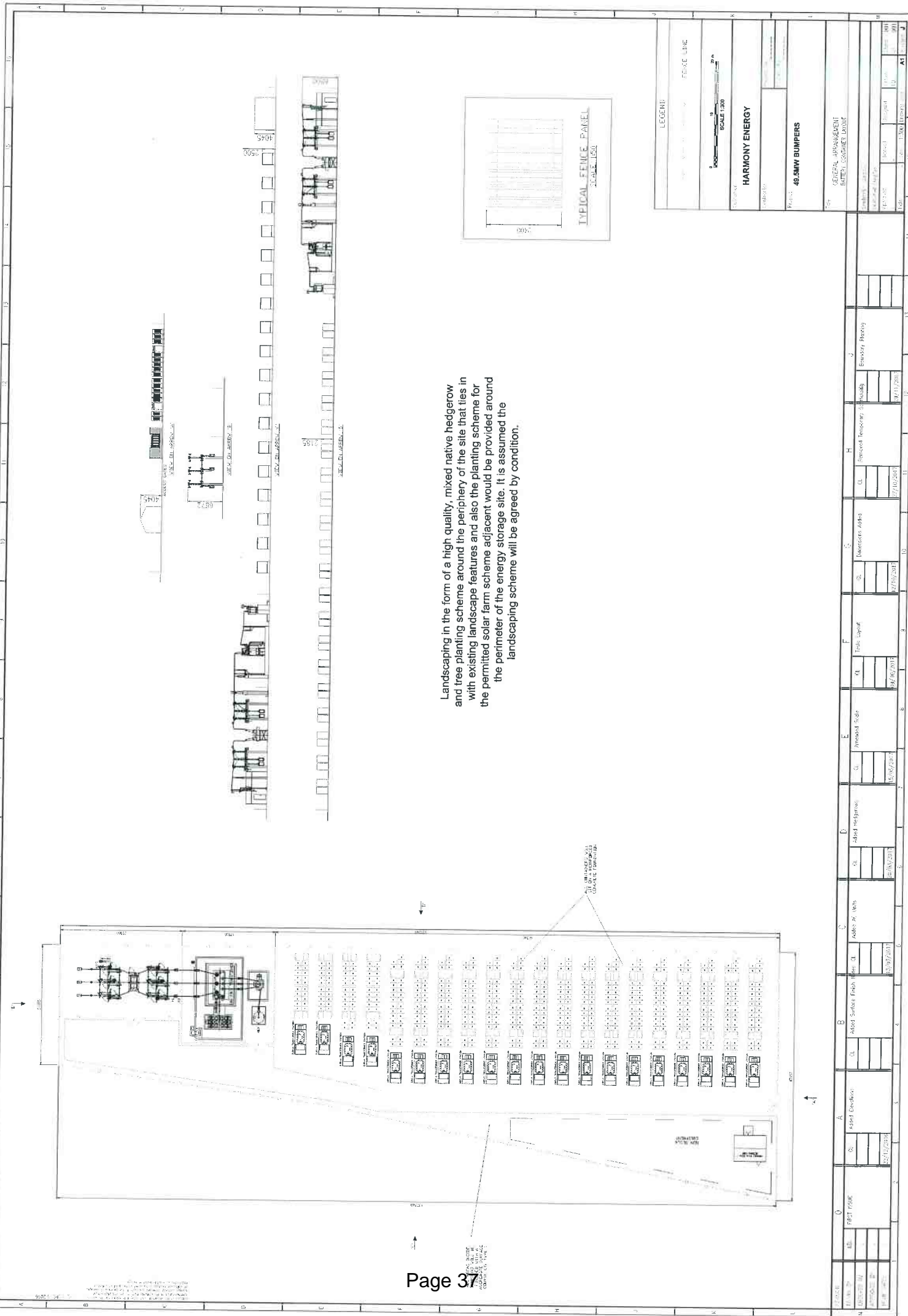


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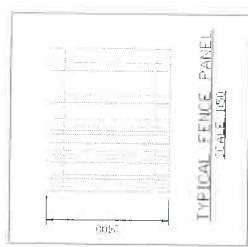
Access Route

BLOCK PLAN

SCALE 1" = 1250'



Landscaping in the form of a high quality, mixed native hedgerow and tree planting scheme around the periphery of the site that ties in with existing landscape features and also the planting scheme for the permitted solar farm scheme adjacent would be provided around the perimeter of the energy storage site. It is assumed the landscaping scheme will be agreed by condition.



LEGEND

SCREEN WALL (1.5M) FENCE LINE

HARMONY ENERGY

49.5MW BUMPERS

PROJECT: 49.5MW BUMPERS
DATE: 15/04/2017

SCALE: 1:200

DATE: 15/04/2017

NO.	DESCRIPTION	DATE	BY	CHECKED	DATE	BY
1	PRELIMINARY	15/04/2017				
2	REVISED	15/04/2017				
3	REVISED	15/04/2017				
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Agenda Item 7.

Contact: Sarah Nicholson DDI No. 01494 421514

App No : 17/06581/FUL App Type : FUL

Application for : Erection of a 2 storey detached B1 office building with associated bin & cycle stores & new pedestrian access

At Land Rear of 7 High Street, Marlow, Buckinghamshire, SL7 1AY

Date Received : 07/07/17 Applicant : Mr S Westwell

Target date for decision: 01/09/17

1. Summary

- 1.1. Permission is sought for the construction of a two storey office building fronting onto, and accessed from, Liston Road.
- 1.2. The application site is currently used as a car park by the bank which fronts onto the High Street. The application site is situated in Marlow Town Centre, within the primary shopping area and Marlow Conservation Area. It is also an archaeological notification site and in non-residential parking zone 1.
- 1.3. Members may recall that they considered this application at the meeting on 18th October 2017 when the application was deferred to seek further comments from Buckinghamshire County Highway Authority (CHA), to ensure that in making comments on this application, they had taken full account of survey information held by Buckinghamshire County Council regarding on-street car parking in Marlow and that gathered by Wycombe District Council regarding off-street car parking. Following the submission of this evidence to CHA which confirms that there is spare capacity at peak times in some town centre car parks they have confirmed their original comments on the application.
- 1.4. While the proposals will result in a loss of some parking, given its town centre location, on-street parking restrictions and access to public car parks this level of displaced car parking would be unlikely to result in demonstrable harm.
- 1.5. The scale of the building would be a concern if it was not for the sites context and the established scale of existing office development on this side of Liston Road. In all other respects the proposals are considered to be acceptable subject to conditions and the application is recommended for approval.

2. The Application

- 2.1. Full planning permission is sought for the construction of a two storey office building with associated bin and cycle stores and a new pedestrian access on land to the rear of No.7 High Street, Marlow.
- 2.2. The application site is currently part of an area laid to tarmac that is used for parking. It is sandwiched between two other late 20th century office buildings which front onto Liston Road. To the rear of the site are several large trees situated immediately behind the bank which fronts onto the High Street. Consent has already been granted under 17/05575/CTREE for the largest of these to be felled. Above the bank permission has been granted for the conversion of the 1st and 2nd floors of the building to flats.
- 2.3. The proposal is for a two storey office building with a footprint of 15.6m by 6m, a height of 6 m to the top of the parapet walls. The overall height is 8.5m to the top of the ridge, with the gable end facing onto Liston Road. The main front elevation of the building facing onto Liston Road has a door and picture window lighting an open plan

office.

- 2.4. To the rear is the service core with a WC, stairs and lift to the second floor with an emergency access on the side of the building. The first floor contains another open plan office off the service core. This will be lit by front facing windows and “ridge” skylights that run half the length of the building.
- 2.5. To the front of the building it is proposed to site cycle parking which will be partly covered by the overhang of the first floor.
- 2.6. The application is accompanied by:
 - a) Heritage Impact Statement, and a,
 - b) Design and Access Statement.
- 2.7. The application site is situated in Marlow Town Centre, within the primary shopping area and Marlow Conservation Area. It is also an archaeological notification site and in non-residential parking zone 1.
- 2.8. The proposal was the subject of pre-application advice.

3. Working with the applicant/agent

- 3.1. In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:
 - offering a pre-application advice service,
 - as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
 - by adhering to the requirements of the Planning & Sustainability Customer Charter
- 3.2. In this instance the applicant/agent was updated of any issues after the initial site visit, and asked to provide additional information on the current use of the site for parking. The applicant responded by providing the information requested and the application was acceptable as submitted and no further assistance was required. The application was referred to the Council's Planning Committee who deferred the application to seek further comments from the County Highway Authority on matters relating to the potential impact of displaced parking. The application has been referred back to the Committee for further consideration following the receipt of comments from the County Highway Authority.

4. Relevant Planning History

- 4.1. 17/05575/CTREE - Removal of 1 x Maple Tree (T1). Not to make a TPO.
- 4.2. 16/05870/PNP3O - 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 1 x 1 bed and 1 x 2 bed apartments.
- 4.3. There is also a long planning history associated with the use of the building fronting High Street as a bank none of which is relevant to this application.

5. Issues and Policy considerations

Principle and Location of Development

CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS10 (Town centre hierarchy)

DSA: DM1 (Presumption in favour of sustainable development), DM6 (Mixed-use development), DM7 (Town centre boundaries), DM8 (The Primary shopping areas), MR5 (Liston Road Car Park)

Draft New Local Plan: CP1 (Sustainable Development), CP3 (Settlement Hierarchy), DM32 (Accessible locations, sustainable transport and parking), CP6 (Securing Vibrant and High

Quality Town Centres)

- 5.1. There is no objection to the principle of office development in the town centre providing it does not impact the vitality and viability of the town centre as a destination, and respects other policy considerations including access and parking arrangements.
- 5.2. The High Street frontage of No. 7 High Street is within the Primary Shopping Frontage and the whole of site is in the Primary Shopping Area. Policy DM8 of the adopted Delivery and Site Allocations Plan allows for retail development and all other defined town centre uses. Office development is an acceptable town centre use especially in less prominent positions. Liston Road is considered to be one such location and therefore there would be no objection in principle to office development on this frontage of the site.

Transport matters and parking

ALP: T2 (On – site parking and servicing), T4 (Pedestrian movement and provision), T5 and T6 (Cycling), T7 (Public transport), T8 (Buses), T12 (Taxis), T13 (Traffic management and calming), T15 (park and ride), T16 (Green travel)

CSDPD: CS16 (Transport), CS21 (Contribution of development to community infrastructure)

DSA: DM2 (Transport requirements of development sites)

Draft New Local Plan: CP7 (Delivering the infrastructure to support growth), DM32 (Accessible locations, sustainable transport and parking)

- 5.3. Town centres are considered to be the most accessible locations close to a wide range of services, community facilities, public transport links and public car parks.
- 5.4. The site is currently used as staff parking by the bank which occupies the ground floor of 7 High Street providing 9 parking spaces for staff. If this development were to proceed the number of spaces on the site would be reduced to 3, a loss of 6 spaces. In addition the proposed offices which provide an additional floor area of just under 158 sqm, would generate an optimum requirement for 7 spaces, based on providing 1 space per 25 sqm of gross floor space.
- 5.5. The applicant has provided information which states that the existing car park serves a bank which accommodates 9(no) parking spaces. The proposed office building requires 7(no) parking spaces.
- 5.6. The applicant has stated that given the sites town centre location, the proposed office building will be a car free development and that 3(no) spaces are to be retained to serve the existing bank. Cycle parking is also to be provided for the office building. Nevertheless, it is considered that this proposal will result in loss of 6(no) existing parking spaces associated with the site.
- 5.7. The original comments received from the County Highway Authority (CHA) acknowledged that while overall the parking situation in Marlow is a concern, given the sites town centre location which makes use of public car parks and parking/waiting restrictions in the form of double yellow lines along Liston Road, they would be unable to sustain a reason for refusal at an appeal scenario. Members were concerned that in making these comments full weight may not have been given to the recent parking reviews undertaken by both WDC and BCC. The application was deferred and further comments have been sought from the CHA which are reported in full in Appendix A.
- 5.8. To summarise the Marlow parking reviews:
- 5.9. Public Car Parking Review (Marlow Parking Review prepared by Jacobs for WDC (July 2016)): This evaluates off-street parking provision in the seven car parks in Marlow managed by WDC. The survey data shows that the busiest days are Thursdays and Saturdays and that while there is some spare capacity overall during the day (existing capacity 765, existing peak demand 666), some car parks (Central,

Liston Road, West Street and Riley Road) are full at times of peak demand. The main type of parking demand is for a shorter period of time with little evidence that any of the car parks are used for commuter demand (i.e. by those who arrive in the morning and leave their car all day until returning in the evening).

- 5.10. On-Street Car Parking Review by BCC: A review of the streets where limited waiting bays are located was carried out in 2017, which showed that all bays are heavily used throughout the day. The survey showed that the key issue was the overstaying of vehicles, resulting in a loss of 209 short stay episodes on a Saturday and 196 on a Thursday. This is largely an enforcement issue, caused by the current infrequency of enforcement. In response to this the County Council are consulting on draft proposals for the introduction of additional waiting restrictions within the greater Marlow area and extensions and conversions of the existing on-street limited waiting bays within the town centre to paid parking. The public consultation is planned to start on 9th February and run until 9th March 2018. The result of the survey will be feedback to the Cabinet Member for Transport and if any changes to the current on-street parking regime are approved the necessary Traffic Regulation Orders will be processed and street furniture ordered for implementation in the late spring/ summer 2018. Parking enforcement would commence as soon as the street furniture is in place.
- 5.11. In their additional response to this current application, County Highways have confirmed the original comments they made on the application, noting that while they appreciate the concerns regarding parking in Marlow, there is proven spare capacity currently in the town centre car parks (99 spaces at peak demand) that could accommodate displaced car parking. Whilst Liston Road car park is nearing capacity during peak periods, there is spare capacity in other car parks which can be utilised. On this basis the County Highway Authority confirm that they would not be able to sustain a highway safety reason for refusal on this application.
- 5.12. While users of the proposed development may not be able to conveniently park in the nearest town centre car park to the site, there is spare capacity for long stay parking in other town centre car parks within easy walking distance and it would be unreasonable to delay the determination of this application any further to await the outcome of the County's consultation on on-street parking. On this basis and without the backing of the County Highway Authority this Council could not reasonably sustain an objection to this application on the basis of parking and.

Impact on the Marlow Conservation Area and raising the quality of place making and design

ALP: G3 (General design policy), G8 (Detailed Design Guidance and Local Amenity), HE6 (Conservation areas), HE10 (Burgage plots), G11 (Trees), G26 (Designing for safer communities),

CSDPD: CS19 (Raising the quality of place shaping and design) CS17 (Environmental assets)

Draft New Local Plan: CP8 (Sense of place), DM20 (Matters to be determined in accordance with the NPPF), DM33 (Delivering green infrastructure in development), DM34 (Placemaking and design quality)

- 5.13. The proposal will provide an active frontage onto Liston Road at a point where there is currently a blank wall punctuated by a section of railings and the access to the bank's car park.
- 5.14. The proposed two storey office building is located within a burgage plot associated with No. 7 High Street. Although large the proposed two storey building is commensurate with the scale of the office buildings either side of the application site. Unlike the buildings either side which span across the historic burgage plots, this proposal sits within one plot, although it does divide it. These long narrow plots are integral to the character of the Conservation Area and traditionally evolved through construction of simple, utilitarian buildings perpendicular to the plot associated with the burgage head. This proposal would fragment the burgage plot and while the form

is appropriate, the scale and height is larger than traditionally typical. However, given the extent of development fronting onto Liston Road, it is not felt that an objection to such development would be warranted in this location.

- 5.15. Notwithstanding the scale of the building its design although different from its neighbours will not look out of place in the wider street scene subject to the use of appropriate materials including good quality external materials (including hard landscaping), timber window joinery, conservation type roof lights and boundary treatments/details. Should permission be forthcoming these matters can all be controlled by condition.

Amenity of existing and future residents and occupiers

ALP: G8 (Detailed design guidance and local amenity), H19 (Residents amenity space and gardens) Appendix 1

CSDPD: CS19 (Raising the quality of place shaping and design)

Housing intensification SPD

Draft New Local Plan: DM34 (Placemaking and design quality), DM38 (Internal space standards)

- 5.16. The neighbouring properties bounding the application site are in a mix of uses including retail, offices and residential on the upper floors of 7 High Street and some of the other properties fronting High Street and on the opposite side of Liston Road.
- 5.17. All the residential properties will be located too far from the application site for it to have any direct impact in terms of loss of light, outlook or privacy. By only building on part of the width of the burgage plot the proposals retains the existing pedestrian access arrangements for the flats at 7 High Street, which are only accessible from Liston Road via the existing car park.
- 5.18. The proposed building which is situated tight on the northwest boundary of the site will have no direct impact on the office building located to the south east. Although it will almost abut the office building to the northwest this building has no flank windows facing towards the application site.

Environmental issues

CSDPD: CS18 (Waste, natural resources and pollution)

Draft New Local Plan: CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF)

- 5.19. Provision has been made for the storage of waste and recycling to the rear of the building in an area where it will not be overtly prominent in the street scene.
- 5.20. Offices are a use which are considered to be compatible in a residential area and in this town centre location where ambient background noise levels are likely to be relatively high the proposal will not lead to a loss of amenity due to any associated increased in noise and activity.

Flooding and drainage

CSDPD: CS1 (Overarching principles - sustainable development), CS18 (Waste, natural resources and pollution)

DSA: DM17 (Planning for flood risk management)

Draft New Local Plan: DM37 (Managing flood risk and sustainable drainage systems)

- 5.21. The application site is in an area not liable to flooding and surface water flooding in the area is low. As the site is already laid with an impermeable surface of tarmac the proposal will not significantly alter the amount of runoff from the site.

Archaeology

CSDPD: CS17 (Environmental Assets)

Draft New Local Plan: CP8 (Sense of place)

- 5.22. The site is located within an archaeological notification area to the rear of the High

Street, which was laid out in the medieval period. Burgage plots extended back from the High Street to the east and west and their layout can still be seen in plot boundaries today. Within these burgage plots archaeological evidence of back-yard activities often survives and can provide evidence of the medieval origins of the town.

- 5.23. Accordingly the County Archaeologist has recommend that archaeological trial trenching is carried out on the footprint of the proposed development. In line with the requirements of paragraph 141 of the NPPF a condition is recommended on any consent that may be granted to secure appropriate investigation, recording, publication and archiving of the results.

Building sustainability

CSDPD: CS18 (Waste, natural resources and pollution)

DSA: DM18 (Carbon reduction and water efficiency)

Draft New Local Plan: DM39 (Optional technical standards for Building Regulation approval)

- 5.24. Following the Adoption of the Delivery and Site Allocations Plan (July 2013) and in particular policy DM18 (Carbon Reduction and Water Efficiency) it would have previously been necessary to impose a condition to secure the required 15% reduction in carbon emissions as well as reducing future demand for water associated with the proposed dwelling. However, this was superseded in October 2016 by ministerial policy to transfer the issue to Building Regulations. It is only considered necessary to condition water efficiency.

Infrastructure and Developer Contributions

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

Draft New Local Plan: CP7 (Delivering the infrastructure to support growth)

- 5.25. The development is a type of development where CIL would be chargeable which will be calculated separately should consent be forthcoming.

Weighing and balancing of issues – overall assessment

- 5.26. 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 (in this case, CIL)

(c) Any other material considerations

- 5.27. As set out above it is recognised that while the proposals will result in a loss of some parking, given its town centre location and access to public car parks an objection on this ground could not reasonable be sustained. Similarly, the scale of the building would be a concern if it was not for the sites context and the established scale of existing office development on this side of Liston Road. In all other respects the proposals are considered to be acceptable.

- 5.28. It is considered that the proposed development would accord with the development plan policies and it is recommended for approval.

Recommendation: Application Permitted

- 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 01 and 16-071-10 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 applicant shall secure the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority before any development takes place.

Reason: In view of the history of the site and the desirability of recording any items of interest.

- 4 The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

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

- 5 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. For the avoidance of doubt this shall include timber window joinery and conservation type roof lights. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To secure a satisfactory external appearance.

- 6 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. For the avoidance of doubt this shall include details of all boundary treatments. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To secure a satisfactory appearance.

- 7 The development, hereby permitted, shall be designed and constructed to meet a water efficiency standard equivalent to 'excellent' under the BREEAM rating with a maximum number of water credits for the commercial element.

Reason: In the interests of water efficiency as required by Policy CS18 of the Adopted Core Strategy and Policy DM 18 of the Adopted Delivery and Site Allocations Plan (July 2013).

INFORMATIVE(S)

- 1 In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service,
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
- by adhering to the requirements of the Planning & Sustainability Customer Charter

In this instance the applicant/agent was updated of any issues after the initial site visit, and asked to provide addition information on the current use of the site for parking. The applicant responded by providing the information requested and the application was acceptable as submitted and no further assistance was required. The application was referred to the Council's Planning Committee who deferred the application to seek further comments from the County Highway Authority on matters relating to the potential impact of displaced parking. The application has been referred back to the Committee for further consideration following the receipt of comments from the County Highway Authority.

17/06581/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Richard Scott

Comments: It appears that this proposed office building will take away existing parking spaces on the plot. This is not clear from the plans, although part 10 of the application form states that "no vehicle parking details have been submitted".

Parking in the whole of Marlow is at a premium and the adjacent public car park is already full to capacity most days of the week. To lose existing spaces is therefore not acceptable.

If Officers are minded to approve, I would like the application referred to the full planning committee.

Councillor Collingwood

Comments: I support objections received as this application will generate displaced parking as well as additional requirement for parking.

If minded to approve request it goes to committee.

Parish/Town Council Comments/Internal and External Consultees

Marlow Town Council

Comments: No objection in principle but object on impact on parking which is already constrained in the town.

County Highway Authority

Holding Comments: Access to the site is to be taken off Liston Road, an unclassified road which makes use of parking/waiting restrictions. Having considered the quantum of development and designated zoning of the site, the County Council's Countywide Parking Guidance suggests that this application should provide a total of 7(no) parking spaces.

Whilst I note that Liston Road makes use of double yellow lines and that public car parks are within walking distance to the site, no information has been submitted as part of the proposals with regard to parking provision, nor regarding the amenities that the existing car park serves.

Until I am receipt of this information, I will withhold my final response.

Comments: Further to my previous comments on a letter dated 27th July 2017 where additional information was requested, the applicant has now provided information which states that the existing car park serves a bank which accommodates 9(no) parking spaces. As already mentioned within my previous comments, the proposed office building requires 7(no) parking spaces.

The applicant mentions that given the sites town centre location, the proposed office building will be a car free development and that 3(no) spaces are to be retained to serve the existing bank. Nevertheless, it is considered that this proposal will result in loss of existing parking associated with the site. I have calculated the shortfall at 6(no) parking spaces.

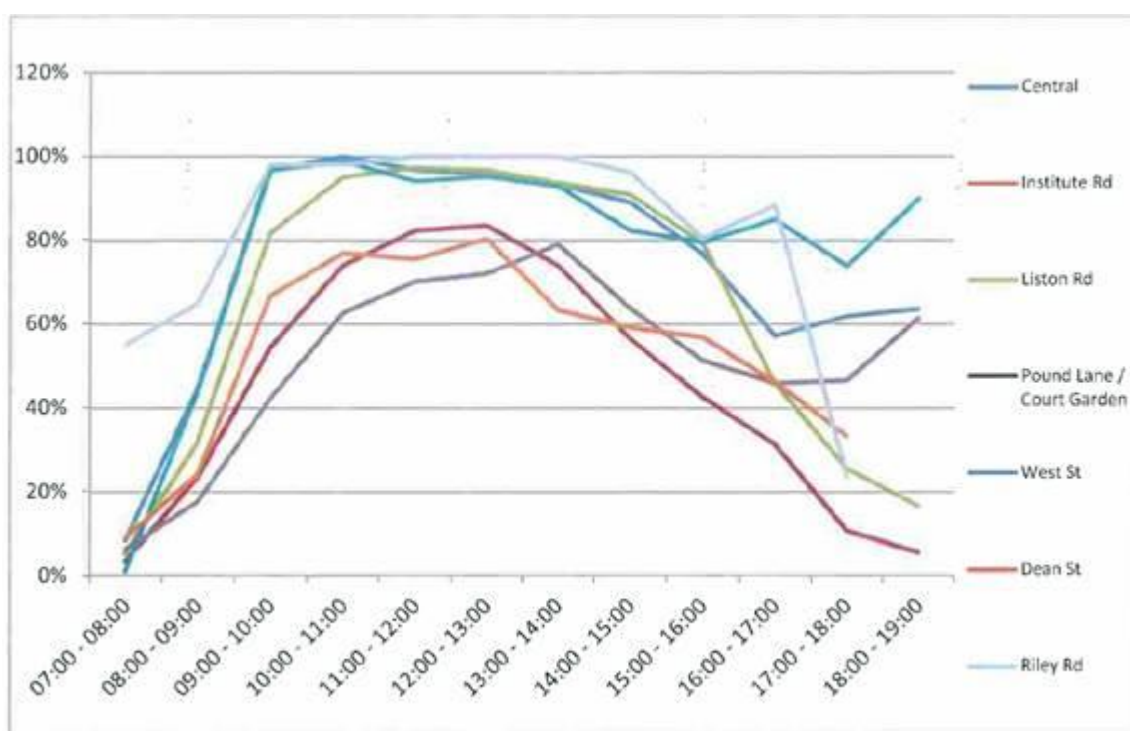
Overall, whilst I am aware of the parking situation in Marlow, given the sites town centre location which makes use of public car parks and parking/waiting restrictions in the form of double yellow lines along Liston Road, I would be unable to sustain a reason for refusal at an appeal scenario.

Mindful of the above, should you be minded to grant consent, I recommend conditions be included in any planning consent that you may grant.

Final comments (January 2018): I have reviewed the application and Armid's comments and provide my assessment below:

Public Car Parking Review

Total public off street car parking spaces within Marlow Town Centre totals 765. The car parks with the highest rates of occupancy are Central, Liston Road, Riley Road and West Street, which show peak usage between 10:00 and 11:00. Dwell times for vehicles using the car parks have been examined and show that most of the car parks are used for short stay parking and there is little all day parking that occurs within these car parks. Parking demand in Marlow is for shorter periods of time (i.e. non commuter). The survey data from 2016 suggests that there is currently some spare parking capacity during the day but some of the car parks (Central, Liston Road, West Street and Riley Road) are full at times of peak demand:



On-street Car Parking Review

In October 2017 it was agreed to by the Cabinet Member for Transport to undertake a consultation under on draft proposals for the introduction of additional waiting restrictions within greater Marlow area and extension and conversion of the existing limited waiting bays within the town centre to paid parking. A review of the streets where limited waiting bays are located were carried out in 2017, which showed that all existing limited waiting bays are having used throughout the day. The surveys highlighted that a key issue was the overstay of vehicles resulting in a loss of 209 short stay episodes on a Saturday and 196 on a Thursday. This is largely an enforcement issues however one of the drawbacks of limited waiting restrictions is the inefficiency of enforcement. The introduction of paid on street parking in Marlow, in accordance with the County Council's Implementation Plan (October 2016), will provide greater enforcement that will offer additional on-street parking

opportunities.

The public consultation is planned to start on the 9th February and run until the 9th March 2018. The Parking Manager has advised that following the consultation the responses will be collated and feedback to the Cabinet Member for approval. If approved, the necessary Traffic Regulation Orders will be processed and street furniture ordered, for an implementation in late spring/summer 2018. Parking enforcement would commence as soon as the street furniture is in place.

Potential for Displaced Car Parking

The proposal is for the erection of a 2 storey detached B1 office building on land to the rear of 7 High Street. The proposal will result in a loss of 6 spaces with 3 spaces being retained to serve the existing bank. The office itself requires 7 parking spaces however is proposed to be a car free development. Whilst we appreciate concerns regarding parking in Marlow, there is proven to be spare capacity currently in the town centre car parks (99 spaces at peak demand) that could accommodate displaced car parking. Whilst Liston Road car park is nearing capacity during peak periods, there is spare capacity in other car parks which can be utilised.

Furthermore, the majority of Marlow town centre has waiting restrictions (including Liston Road, which is in the form of double yellow lines). TfB are due to consult on further extensions to double yellow lines, generally to reinforce the Highway Code, at places where motorists must not park (e.g. within 10m of junctions, in front of accesses or to protect passing places).

Future Car Parking needs based on Local Plan Proposals:

The Marlow Parking review has highlighted that housing development within Marlow of up to 224 dwellings would have a minimal impact on public town centre parking. The provision of retail development of 1,100sqm in the town has however shown to take car parking occupancy over 100% at peak times. The provision of additional parking would therefore need to be considered as part of any significant retail proposals in the town centre.

Noting the above, I agree with Armid's response that we would not be able to sustain a highway safety reason for refusal. You will obviously need to consider whether the parking provision is likely to result in amenity issue based on the information above.

County Archaeological Service

Comments: We conclude that the proposed development is likely to affect a heritage asset of archaeological interest because it is located to the rear of the High Street, which was laid out in the medieval period. Burgage plots extended back from the High Street to the east and west and their layout can still be seen in plot boundaries today. Within these burgage plots archaeological evidence of back-yard activities often survives and can provide evidence of the medieval origins of the town. Accordingly we recommend that archaeological trial trenching is carried out on the footprint of the proposed development.

If planning permission is granted for this development then it is likely to harm a heritage asset's significance so a condition should be applied to require the developer to secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF paragraph 141.

Conservation Officer

Comments: The proposed two storey office building is located within a burgage plot associated with No. 7 High Street. These long narrow plots are integral to the character of

the conservation area and traditionally evolved through construction of simple, utilitarian buildings perpendicular to plot associated with the burgage head. This proposal would fragment the burgage plot and while the form is appropriate, the scale and height is larger than traditionally typical. However, given the extent of development to Liston Road, it is not felt that an objection to such development would be warranted in this location and accordingly if the application is minded to be approved, it should be conditional on good quality external materials (including hard landscaping), timber window joinery, conservation type roof lights and boundary treatments/details.

Control of Pollution Environmental Health

Comments: No objection.

Arboricultural Officer

Comments: No objection

Representations

One letter of objection raising the following issues:

- Lack of parking for the new offices
- Displacement of existing parking on site placing additional pressure on town centre parking

The Marlow Society

Object on the following grounds:

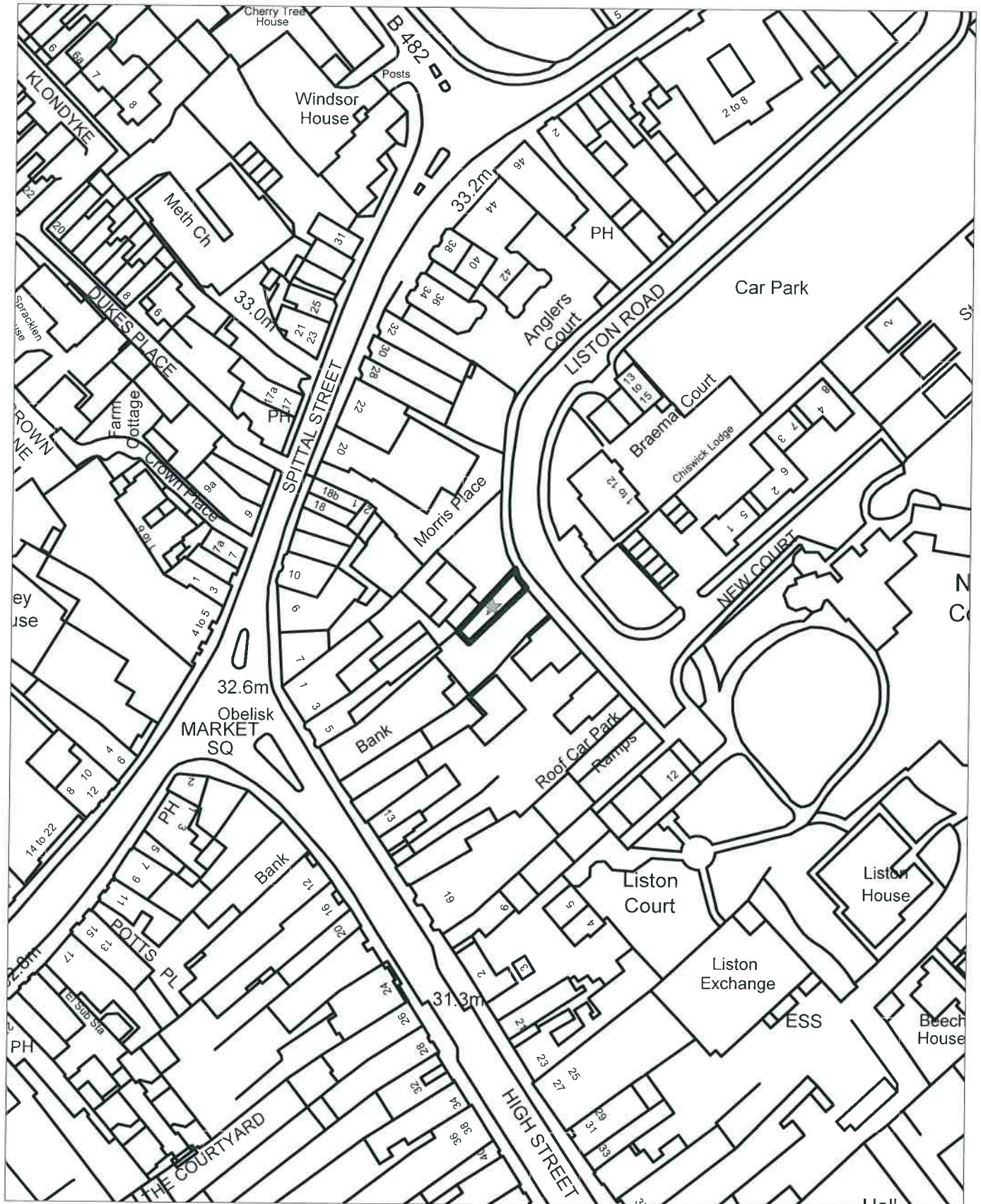
The Marlow Society has been in discussions with the Wycombe District Council and the Chamber of Trade and Commerce on the ever more difficult problem of parking in Marlow. The WDC recognises that the central car parks are regularly full with waiting queues. This application fails to address the problem of displacement and additional need for parking generated by the proposed building. Can the WDC produce an integrated response to such applications rather than dividing responsibility between the Cabinet Members for Environment and Planning. If the applicant cannot meet the requirement for additional offsite parking then this application should be rejected.

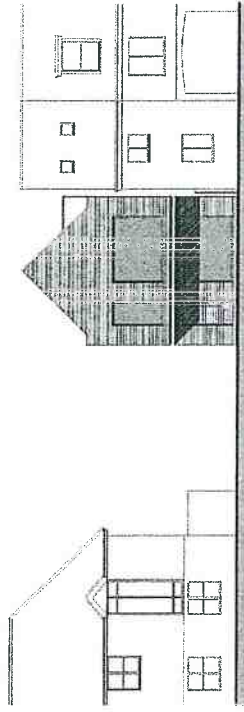
One letter of objection received raising the following concerns:

- Application fails to address the provision of parking for the new offices. Proposal will cause displaced parking for the bank placing additional pressure on already oversubscribed town centre car parks.

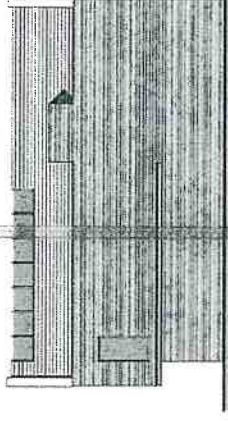
17/06581/FUL

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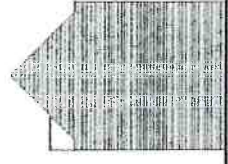




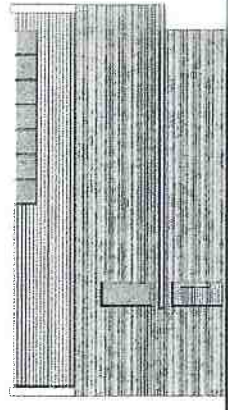
Front (NE) Elevation



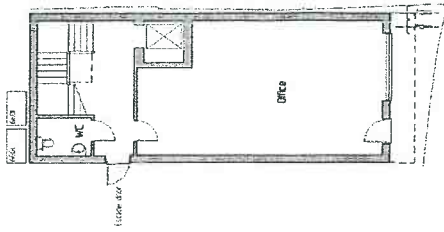
Frank (NW) Elevation



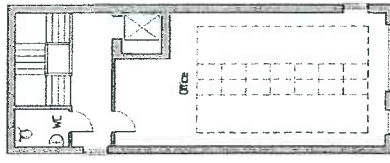
Rear (SW) Elevation



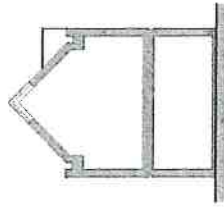
Flank (SE) Elevation



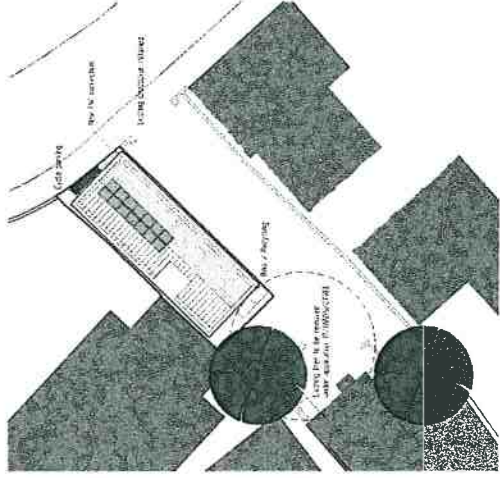
Ground Floor



First Floor



Section



Site Plan 1 : 200



Site Location Plan 1 : 1250

PROPOSED REDEVELOPMENT OF LRD 7 HIGH STREET MARLOW BUCKS SL7 1AY			
For :	COURSETYPE LTD	DATE :	16-07-10
SCHEME PROPOSALS Plans & Elevations			
SCALE :	DATE :	REF :	
1 : 80	May 2017	16-07-10	
BOWEN EVANS CONSULTANCY ARCHITECTS - PLANNERS 45A HIGH STREET MARLOW BUCKS SL7 1AY TEL: 0494 667711			

Agenda Item 8.

Contact: Sarah Armstrong DDI No. 01494 421916

App No : 17/07148/OUT App Type : OUT

Application for : Outline application (including details of access and layout) for demolition of existing buildings and erection of 9 x 2 bed apartments and 1 no 2 bed bungalow with associated external works and new access

At 8 - 10 Wellington Avenue, Princes Risborough, Buckinghamshire, HP27 9HY

Date Received : 21/08/17 Applicant : Carrington Residential Ltd

Target date for decision: 20/11/17

1. Summary

- 1.1. Outline permission is sought for the demolition of a pair of bungalows on the site and erection of 9 x 2 bed apartments and 1 x 2 bed bungalow with associated external works and new access.
- 1.2. This application relates to details of access and layout only, with appearance, landscaping and scale reserved to be submitted at a later date. Floorplans submitted are indicative only.
- 1.3. The development is considered to be in keeping with the character and appearance of the surrounding area and the access and layout details would not be detrimental to the amenities of neighbours. The scheme demonstrates that sufficient parking could be obtained on site. Therefore the proposal is recommended for approval.

2. The Application

- 2.1. The application site comprises two bungalows on the eastern side of Wellington Avenue, a mainly residential road within the built up area of Princes Risborough and located within a reasonable walking distance of the town centre and local facilities. The site is located adjacent to the sheltered development of 46 apartments known as Windsor Lodge and is in close proximity to Princes Risborough Primary School.
- 2.2. The site is approximately 30 metres wide and 75 metres in length. It is a relatively flat site and is surrounded on all sides by residential properties; two storey apartment blocks to the south, and bungalows/ chalet bungalows opposite and to the north. Properties to the rear of the site are two storey in scale. The bungalows on site would be demolished to enable the development to take place.
- 2.3. It is proposed that the three accesses that currently serve the two properties would be closed up with the development site benefitting from a single access point onto Wellington Road. The scheme would involve a single block located to the rear of the site and stretching the entire width. This block would consist of 4 apartments and an attached bungalow. A second apartment block would be located towards the front of the site and again would stretch the entire width of the site. This would house a further 5 units. Parking would mainly be located in the centre of the site (10 spaces), between the apartment blocks, utilising an undercroft driveway through the front apartment block. A further three spaces would be located at the front of the site.
- 2.4. All the units proposed would be two bed and an indicative floor plan has been provided. However appearance, landscaping and scale details are reserved for approval at a later date.
- 2.5. Details within the application suggest that the development will be restricted to occupation by persons over 60 years of age. However the description of development sought did not include reference to age restricted accommodation and

the scheme has been assessed on the basis that it is for standard (not age restricted) C3 development. However, should it be considered appropriate to restrict the age of occupants, this could be done by condition.

2.6. The application is accompanied by:

- a) Planning/ Design and Access Statement
- b) Ecology Wildlife Checklist
- c) Transport Statement and Addendum
- d) Drainage Statement
- e) Ecological Assessment

2.7. Additional information was supplied during the course of this application, consisting of an indicative floor plan, addendum to the transport statement and preliminary soakage testing. In addition an amended plan was received increasing the separation distance between the apartment blocks to at least 25m.

2.8. The Council has also widely consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on our web site.

3. Working with the applicant/agent

3.1. In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service,
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
- by adhering to the requirements of the Planning & Sustainability Customer Charter

3.2. In this instance

- The applicant was provided with pre-application advice and the application will be considered by the Planning Committee where the applicant/agent may have the opportunity to speak to the committee and promote the application.

4. Relevant Planning History

4.1. No relevant planning history for the site.

5. Issues and Policy considerations

Principle and Location of Development

CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS12 (Housing provision)

DSA: DM1 (Presumption in favour of sustainable development)

Draft New Local Plan: CP1 (Sustainable Development), CP3 (Settlement Hierarchy), CP4 (Delivering Homes), DM33 (Managing Carbon Emissions: Transport and Energy Generation)

Development Plan Framework

5.1. For the purposes of considering this application the relevant parts of the Development Plan are the Wycombe Development Framework Core Strategy (July 2008), the Wycombe District Local Plan (January 2004) and the Delivery and Site Allocations Plan (July 2013).

5.2. The Wycombe District Local Plan (Regulation 19) Publication Version was published on 16 October 2017. The emerging policies of the New Local Plan should be given some weight in any planning decisions as a material consideration.

Principle and Location

- 5.3. The proposal would represent the redevelopment of residential land. The redevelopment of this site represents a development opportunity on previously developed land within the urban area, in so far as this is compatible with any site specific constraints and limitations.
- 5.4. The proposal would be located in an established residential area in which some housing intensification has already occurred. Berndene Rise is an example of such development which has resulted in two storey housing within an area mainly characterised by detached bungalows. There is also a block of 46 sheltered housing apartments located adjacent the site. Given this, the principle of an additional residential accommodation is considered compatible with the surrounding area.
- 5.5. Furthermore, the proposed redevelopment site is within the built up area of Princes Risborough and is located within a reasonable walking distance of the town centre and local facilities. Given the provision of local bus services and Princes Risborough station the site is considered to be a relatively sustainable location in transport terms.
- 5.6. Therefore the principle of the redevelopment of the site for residential purposes is acceptable.

Affordable Housing and Housing Mix

ALP: H9 (Creating balanced communities)

CSDPD: CS13 (Affordable housing and housing mix)

Draft New Local Plan: DM22 (Housing Mix), DM24 (Affordable Housing), DM41 (Optional technical standards for Building Regulations approval)

Planning Obligations Supplementary Planning Document (POSPD)

- 5.7. The scheme comprises 10 units and therefore falls below the threshold for the current provision of affordable housing. Therefore there is no requirement for affordable housing.
- 5.8. The scheme comprises 10 x 2 bed units. Whilst providing limited variety, this is considered compatible with the surrounding area.

Transport matters and parking

ALP: T2 (On – site parking and servicing)

CSDPD: CS16 (Transport)

DSA: DM2 (Transport requirements of development sites)

Draft New Local Plan: CP7 (Delivering the infrastructure to support growth), DM33 (Managing Carbon Emissions: Transport and Energy Generation)

- 5.9. Plans show that 13 parking spaces would be provided mainly towards the centre of the site. Indicative floor plans have been provided to assist assessment of the scheme against the Buckinghamshire Countywide Parking Guidance. As the site is within residential zone B, 1 parking space would be expected for apartments (without age restrictions) that have up to 4 habitable rooms and 2 parking spaces would be required for 5 habitable rooms. The indicative plan shows that all the apartments would have 3 habitable rooms and therefore the optimum number of space would be 10 (if more than 50% unallocated) and 12 (if less than 50% unallocated).
- 5.10. As 13 spaces are shown, the scheme is considered acceptable to meet the parking requirements for standard residential (C3) accommodation. An age-restricted scheme would have a lower parking requirement.
- 5.11. In addition, the scheme allows for two-way simultaneous traffic movements and achieves suitable levels of visibility and there is no objection from County Highways.

Raising the quality of place making and design

ALP: G3 (General design policy), G8 (Detailed Design Guidance and Local Amenity), G10

(Landscaping), G11 (Trees), G26 (Designing for safer communities), Appendix 1
CSDPD: CS19 (Raising the quality of place shaping and design)
DSA: DM11 (Green networks and infrastructure), DM16 (Open space in new development)
Housing intensification SPD
Draft New Local Plan: CP8 (Sense of place), DM34 (Delivering green infrastructure and Biodiversity in development), DM35 (Placemaking and design quality)

- 5.12. Scale, appearance and landscaping are matters reserved for consideration at a later date. However, in terms of layout and access, the scheme is considered to have been designed to reflect good design principles; bringing parking away from the most sensitive boundary with no. 12, reducing the potential impact of parking on the street scene and generally ensuring the layout is compatible with the surrounding area.
- 5.13. It is noted that the Tree Officer would like to see an Arboricultural Impact Assessment given the collection of trees located towards the rear of the site which add to the general character of the area. It is accepted that some of these trees would be lost but dependent on condition, some could be retained or their loss mitigated for in a landscaping scheme. On this basis, it is considered that acceptable landscaping, appearance and scale details could come forward which would make the development appropriate in its context, ensuring it is in keeping with the street scene and the character and appearance of the surrounding area.
- 5.14. Therefore the proposal is considered to be in accordance with planning policies in this respect.

Amenity of existing and future residents

ALP: G8 (Detailed design guidance and local amenity), H19 (Residents amenity space and gardens) Appendix 1
CSDPD: CS18 (Waste, natural resources and pollution), CS19 (Raising the quality of place shaping and design)
Housing intensification SPD
Draft New Local Plan: DM35 (Placemaking and design quality), DM41 (Internal space standards)

- 5.15. A minimum of 25 metres would exist between the two blocks which is considered to ensure acceptable levels of privacy for future residents. Window separation distances of at least 25 metres would also exist between the proposal and windows in neighbouring properties. This is with exception to any potential windows in the flanks of the front building and the flanks of the neighbouring properties, but this could be dealt with by obscurely glazing windows/ careful consideration of internal layouts where necessary.
- 5.16. In relation to size of units, whilst figures are indicative at this stage, all would be of an appropriate size to ensure the residential amenities of future residents would be acceptable; for information, the plans state all would be at least 86 sq. m. each.
- 5.17. The indicative layout indicates that all units could potentially achieve dual aspect which is in accordance with the Residential Design Guidance (RDG).
- 5.18. Considering amenity space, developments are expected to provide good quality private amenity space where possible. Whilst no private amenity space has been shown on plans, it is considered that this could reasonably be provided through private courtyard areas to ground floor units and balconies to first floor units. Given that details of appearance, scale and landscaping are still to be submitted, details of private amenity spaces could be provided at this later stage.
- 5.19. Plans however do demonstrate that the apartment blocks would sit within green space which, whilst improving the setting of the development would also serve as communal amenity space.
- 5.20. The scheme is considered to be able to provide sufficient car parking spaces and is located to ensure the parking to be overlooked by flats in both blocks. The parking

and bike storage and bin storage is shown (indicatively) to be provided at the ground floor within the first block.

- 5.21. Considering any potential overbearingness on neighbouring properties, the front apartment block would line up with the adjacent neighbour at no. 12, thus protecting their amenities. The rear apartment block would be located around 30 metres behind this property and therefore would have a limited impact on the residential amenities of this neighbour. The rear parking area proposed (and the access driveway) are also set away from the boundary with this neighbour by at least 4 metres.
- 5.22. Considering the neighbours to the opposite side (block of 46 apartments), the development layout is considered to have been appropriately designed so as to ensure there would not be a detrimental impact on the residential amenities of these neighbouring occupants.
- 5.23. Properties to the rear of the application site benefit from rear gardens of a significant length (at least 40 metres) and therefore the proposal is considered to have a limited impact on the amenities of neighbours to the rear.
- 5.24. Given the above, the proposal is considered to have an acceptable impact on the residential amenities of future and neighbouring occupants.

Flooding and drainage

CSDPD: CS1 (Overarching principles - sustainable development), CS18 (Waste, natural resources and pollution)

DSA: DM17 (Planning for flood risk management)

Draft New Local Plan: DM37 (Managing flood risk and sustainable drainage systems)

- 5.25. A drainage statement has been submitted with this application. The site falls within Flood zone 1. However the site has been identified as being at risk of surface water and groundwater flooding. (1.5% of the site is at high risk of surface water flooding, 3% at medium risk and 24% at low risk). Whilst Policy DM17 Planning for Flood Risk Management DM17 requires a sequential approach to development in Flood zones 2 and 3 it is silent in respect of other forms of flooding, the second part of the policy requires that all forms of flooding are taken into account including groundwater and surface water. The NPPF states at paragraph 101 that "A sequential approach should be used in areas known to be at risk from any form of flooding."
- 5.26. The Drainage Strategy has identified that the site is within Flood Zone 1 and makes reference to the Planning Practice Guidance (Para 033) which states that:

"Nor should it normally be necessary to apply the Sequential Test to development proposals in Flood Zone 1 ... unless the Strategic Flood Risk Assessment for the area, or other more recent information, indicates there may be flooding issues now or in the future..."
- 5.27. The applicant was made aware of parts of the site are liable to surface water and groundwater flooding. The data comes from surface water mapping for the Environment Agency's Flood Risk and the data on groundwater flood risk is produced by Jacobs on behalf of the Buckinghamshire County Council. The precise extent of the surface water and ground water has not been assessed.
- 5.28. The applicant has not provided any information in support of a sequential test. It is the duty of the LPA to carry out such a test. When considering alternative sites for residential redevelopment of this scale it follows that there will be plenty of sites that come forward within the District where 10 dwellings could be accommodated on land not liable to flood. It is considered that the sequential test would be failed. The proposal therefore fails to comply with policy requirements in this respect.
- 5.29. There is a flood risk vulnerability classification. Buildings used for dwelling houses are considered to be 'more vulnerable' however as the site is for residential redevelopment the proposed use has the same vulnerability classification as the

existing use. The situation will not be made worse in terms of use of the land.

- 5.30. The submitted drainage statement and supplementary soakage testing report are considered to demonstrate that the development could be safe for its lifetime which is in agreement with the SUDs team at Bucks County Council who were consulted on the proposals. The SUDs team however has raised concern regarding flood risk. The evidence provided by way of sampling of groundwater levels was satisfactory. This is a period of groundwater drought and it is expected that the groundwater levels would normally be higher. However the evidence has demonstrated that the sustainable drainage strategy will work and the site will not flood. The SUDs team have removed their objection and conditions have been recommended which include further ground level monitoring over the winter period.

Ecology

CSDPD: CS17 (Environmental assets)

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

- 5.31. A Wildlife Checklist and Ecological Statement have been submitted. On this basis, it is considered unlikely that there are protected species or habitats or species of importance on site and therefore the proposal is considered acceptable in this respect.

Building sustainability

CSDPD: CS18 (Waste, natural resources and pollution)

DSA: DM18 (Carbon reduction and water efficiency)

Draft New Local Plan: DM39 (Optional technical standards for Building Regulation approval)

- 5.32. Following the Adoption of the Delivery and Site Allocations Plan (July 2013) and in particular policy DM18 (Carbon Reduction and Water Efficiency) it would have previously been necessary to impose a condition to secure the required 15% reduction in carbon emissions as well as reducing future demand for water associated with the proposed dwelling. However, this was superseded in October 2016 by ministerial policy to transfer the issue to Building Regulations. It is only considered necessary to condition water efficiency.

Infrastructure and Developer Contributions

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

Draft New Local Plan: CP7 (Delivering the infrastructure to support growth)

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

Weighing and balancing of issues – overall assessment

- 5.34. 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.

- 5.35. 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 (in this case, CIL)
- c) Any other material considerations

- 5.36. As set out above it is considered that the proposed development accords with the development plan policies in relation to impact on character and appearance of the area, amenities of neighbours and future occupiers and parking/ highway safety. However it is considered that it is in conflict with the NPPF requirement for a sequential approach. The proposed development has failed a sequential test.
- 5.37. The flooding issues relate to surface water flooding and ground water emergence. Some of the flooding is due to man-made intervention in the past such as the laying of non-porous surfaces. The scheme identifies the use of permeable paving and this will be able to contribute significantly to the storage of surface water runoff from the proposed units.
- 5.38. It is acknowledged that further information has subsequently been submitted including an additional Drainage Statement 13.11.2017 and Preliminary Soakage Testing 13.11.2017. The latest evidence has demonstrated that a sustainable drainage strategy which has sought to address the issues of surface water and ground water flooding is feasible for the site which should not increase flood risk. This additional information has enabled the Local Lead Flood Authority to remove their original objection to the drainage strategy subject to conditions. The failure to pass the sequential test is outweighed by the merits of the scheme which complies with the development plan in other respects.
- 5.39. Overall, it is considered that planning permission should be granted subject to conditions. No legal agreement is required.

Recommendation: Application Permitted

- 1 Approval of the details of the appearance, landscaping and scale, hereinafter called the "reserved matters" shall be obtained from the Local Planning Authority before any development is commenced.
Reason: That your application is expressed to be an outline application only.
- 2 Application for approval of all the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
Reason: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990.
- 3 The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers 1484-SP1A, F 1617, 1482-P1 and WDC1 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.
- 4 Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:
 - Consideration of permeable paving and provide justification for exclusion if necessary
 - Demonstrate that water quality, ecological and amenity benefits have been considered
 - Existing and proposed discharge rates and volumes
 - Ground investigations including:

- Infiltration in accordance with BRE365
- Groundwater level monitoring over the winter period
- Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the drainage hierarchy listed in the National Planning Policy Guidance.
- Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
- Full construction details of all SuDS and drainage components
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.
 - Flow depth
 - Flow volume
 - Flow velocity
 - Flow direction

Reason: The reason for this pre-start condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 103 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

- 5 Development shall not begin until a "whole-life" maintenance plan for the site has been 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) during and following construction, with details of who is to be responsible for carrying out the maintenance. The plan shall subsequently be implemented in accordance with the approved details.

Reason: The reason for this being a pre-start condition is to ensure that maintenance arrangements have been arranged and agreed before any works commence on site that might otherwise be left unaccounted for.

- 6 Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme.

Reason: The reason for this pre-occupation condition is to ensure the Sustainable Drainage System is designed to the technical standards

- 7 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 CS18 of the Adopted Core Strategy and Policy DM 18 of the Adopted Delivery and Site Allocations Plan (July 2013).

- 8 The development hereby permitted shall be carried out in accordance with a fully detailed Arboricultural Impact Assessment and/or Arboricultural Method Statement and Tree Protection Plan (to BS5837:2012) which will be submitted to the Local Planning Authority with the reserved matters submission for the details of the landscaping of the site.

Reason: In order to protect trees the interests of the visual amenities and character of the area.

- 9 Within one month of the new access being brought into use all other existing access points not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb or removing the existing bellmouth and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway and highway boundary.
Reason: To limit the number of access points along the site boundary for the safety and convenience of the highway user.
- 10 No other part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approved drawing and constructed in accordance with Buckinghamshire County Council's guide note "Commercial Vehicular Access Within Highway Limits" 2013.
Reason: To minimise danger, obstruction and inconvenience to users of the highway and of the development.
- 11 The scheme for parking, garaging and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.
Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.
- 12 Prior to the commencement of any works on the site, a construction traffic management plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on site loading/unloading arrangements and parking of site operatives vehicles) shall be submitted and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with such approved management plan.
Reason: This is a pre-commencement condition as development cannot be allowed to take place, which in the opinion of the Highway Authority could cause danger, obstruction and inconvenience to users of the highway and of the development.

INFORMATIVE(S)

- 1 In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by;
- offering a pre-application advice service,
 - as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
 - by adhering to the requirements of the Planning & Sustainability Customer Charter.
- The applicant was provided with pre-application advice and the application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.
- 2 The applicant is advised that the off-site works will need to be constructed under a Section 184 of the Highways Act legal agreement. This Small Works Agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 3 weeks is required to process the agreement following the receipt by the Highway Authority of a written request. Please contact Transport for Buckinghamshire at the following address for information:-

Development Management, Buckinghamshire County Council, 9th Floor, County Hall, Walton Street, Aylesbury, Buckinghamshire, HP20 1UY

17/07148/OUT

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Alan Turner- Given this section of Wellington Avenue is predominately detached bungalows I have concerns with the size, bulk and mass of this application in regard to the potential impact on neighbouring properties and the general street scene. This part of the road, approaching a bend, is often congested and increasing that congestion might be considered unwise. Therefore, should officers be minded to grant permission I request that it be brought to Planning Committee for determination.

Councillor David Ian Knights- I am concerned that this site may be subject to over development. The site is not large but the resulting proposed development will take up most of the site and in bulk will not be in keeping with the existing street scene. The site is adjacent to another existing development for older people which already struggles to provide enough parking provision for residents and visitors. I am encouraged at the approach to parking, but suggest that if the older residents need support and care, a larger number of visitor spaces will be required.

Parish/Town Council Comments/Internal and External Consultees

Ecological Officer

Comments: Features of the buildings may be suitable for bat roosts and there is also potential bird nesting on site therefore a Preliminary Ecological Appraisal (as per CIEEM technical guidance) and Preliminary Roost Assessment for the building as per BCTs Bat Surveys for Professional Ecologists - Good Practice Guidance must be undertaken. Further surveying may be necessary dependent upon the findings.

Latest Comments: The properties do not show any signs of supporting bat roosts and therefore this is not an issue which needs to be taken any further. It is appropriate to put a condition on any permission to ensure ecological enhancements are included with any landscaping scheme.

Parish

Comments: The Princes Risborough Town Council strongly objects to this application as it will have a detrimental effect on the street scene and is concerned with the loss of bungalow accommodation.

Buckinghamshire County Council (Major SuDS)

Latest comments: There is no objection to the proposed development subject to conditions requiring a surface water drainage scheme, a "whole-life" maintenance plan and a verification report to demonstrate that the approved scheme has been constructed.

County Highway Authority

Comments: Parking provision is in excess of that recommended in the Buckinghamshire Countywide Parking Guidance. Furthermore the scheme allows for two-way simultaneous traffic movements and achieves suitable levels of visibility. The transport statement states that refuse collection is to be in accordance with the carry distances mentioned in 'Manual for Streets' and Part H6 of the Building regulations. On this basis I do not deem this application to be detrimental to the safety and convenience of the highway network. No objections subject to a condition relating to the new means of access.

Arboriculture Spatial Planning

Comments: The proposal shows that there will be a significant loss of woody vegetation. No arboricultural details as to the quality of these trees or any mitigation proposals have been offered to assist with considering this proposal. An Arboricultural Impact Assessment is required.

Representations

7 letters have been received objecting to the proposal:

- The site is opposite a school and there is concern about the safety of the children through increase traffic.
- Road is already congested- this would add to an already dangerously chaotic situation.
- Parking is a major problem in the immediate area and this would add to an already difficult situation.
- Traffic Statement refers to large retirement homes with general resident facilities which differs from this proposal for flats with no age restriction.
- Character of the area is changing and deteriorating by amount of new development. The town is beginning to take on the appearance of nothing more than inner city urban sprawl.
- No restriction on flats being for local residents only, releasing the larger homes in the area.
- Un-neighbourly and intrusive. Adjacent homes would be overlooked.
- Outlook for surrounding properties will be severely affected and the entire street scene will be changed/destroyed.
- Insufficient parking on site.
- Age occupancy development is built as a way for developers to provide less parking.
- Area really needs small 2 bed developments for first time buyers to redress balance in area.
- Redevelopment of site should be in a similar sympathetic nature.
- Inappropriate to build anymore large scale developments in Wellington Avenue.
- If development is granted what is to stop the greater part of the road to be demolished and flats extending to Berndene Rise?
- Concern about ridge height shown
- Wellington Avenue isn't straight and therefore on-street parking causes problems and highway danger
- Will alter views.
- Does not state how trees and wildlife will be protected.
- Lack of diversity of housing mix in locality.

LABC
2015 Awardee

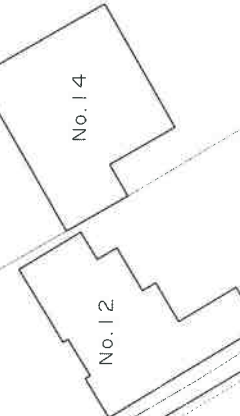
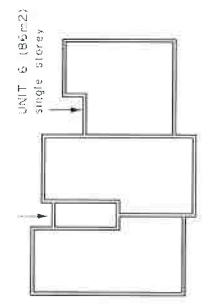
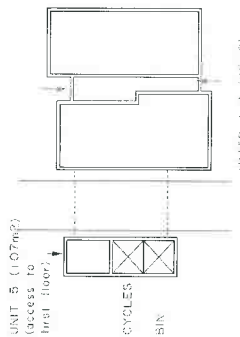
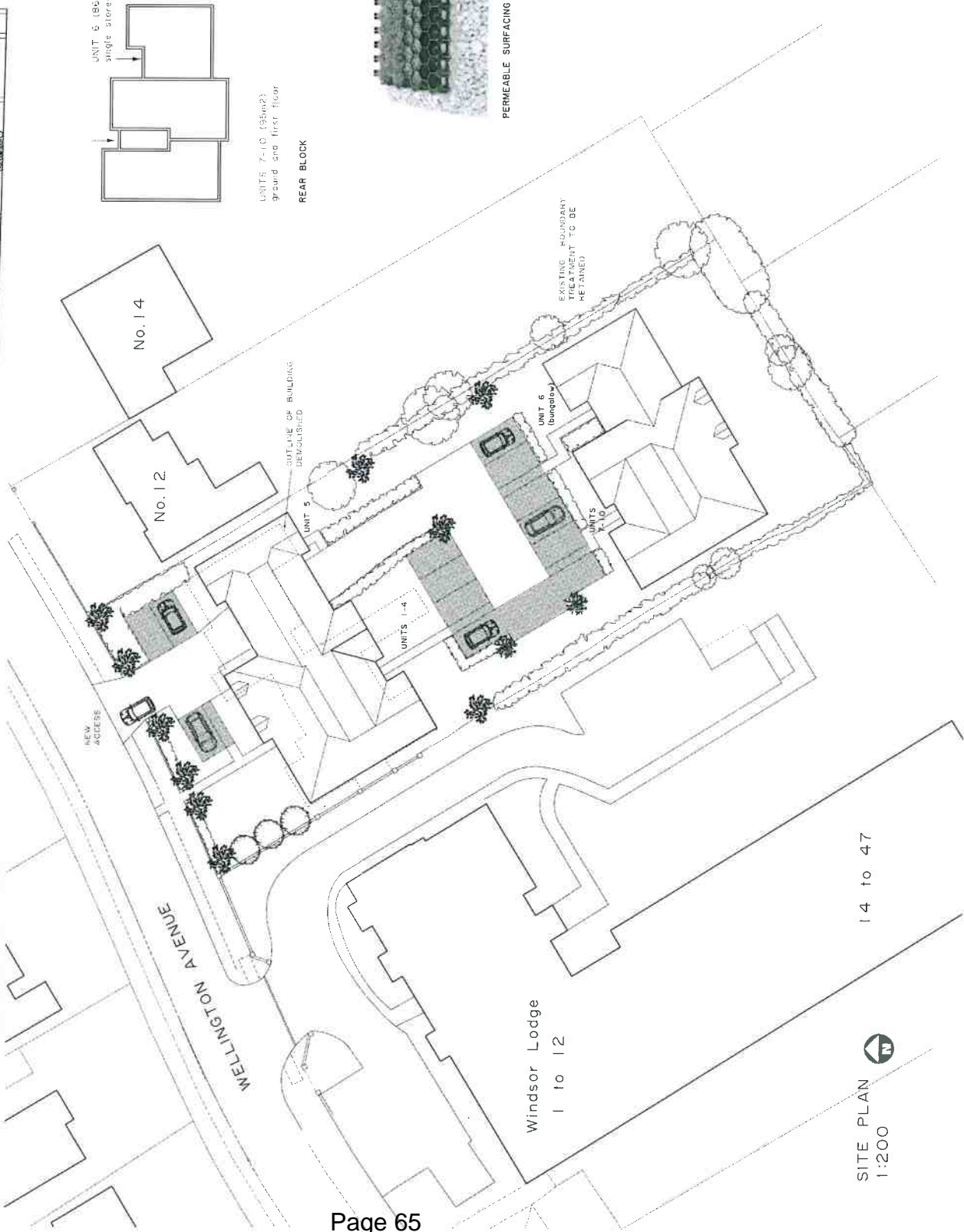
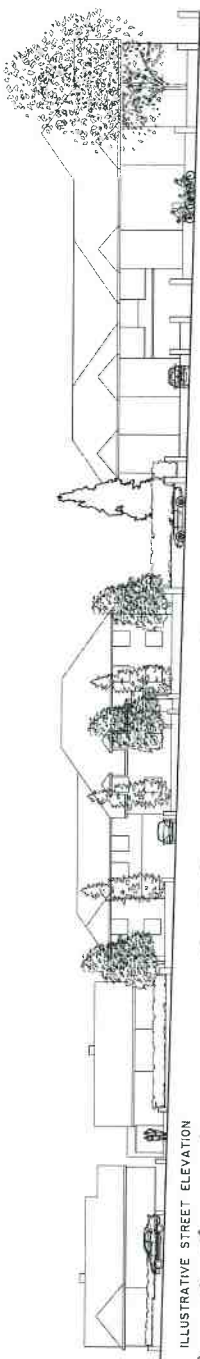
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REVISIONS

A DISTANCE BETWEEN BLOCKS INCREASED TO 25m - 24.18

Richard Clark
CHARTERED ARCHITECTS

Units 8 and 9, Boreham Road, High Wycombe, Bucks. HP11 1JX
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CONTRACT

8-10 WELLINGTON AVENUE
PRINCES RISBOROUGH
BUCKS
HP27 9HY

CLIENT
CARRINGTON RESIDENTIAL LTD AWARD WINNER

DRAWING
SKETCH PLAN

DATE
JULY 17

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1482-SP 1A

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Agenda Item 9.

Contact: Stephanie Penney DDI No. 01494 421823
App No : 17/07242/FUL App Type : FUL
Application for : Erection of 1 x detached 2 bed dwelling with associated parking, access and amenity space
At Land Opposite 14 Old Kiln Road, Flackwell Heath, Buckinghamshire
Date Received : 29/08/17 Applicant : Lexham Stone
Target date for decision: 24/10/17

1. Summary

- 1.1. It is considered that the proposal would result in an acceptable form of development, given the differing forms within the surrounding area. The proposed development provides suitable amenity space and parking for the future occupiers. The amended and additional information now demonstrates that the existing trees of importance can be retained and will not be detrimentally affected during construction or as a result of the proposed development. The application is therefore recommended for approval.

2. The Application

- 2.1. This application seeks permission for the construction of part single storey part two storey detached dwelling with associated parking, access and amenity space. The site is on the southern side of Old Kiln Road in an existing residential area of Flackwell Heath. The area consists of a range of predominantly of two storey, terraced, semi-detached, and detached dwellings. The site is bounded by Old Kiln Road to the north, and the rear gardens of No. 13 Cherrywood Gardens to the east, Nos. 66, 68, 70A, 70B, 72, and 74 Sedgmoor Road to the south, and a garage court to the west. The site is broadly level, and is subject to an area Tree Preservation Order, No. 02/2013.
- 2.2. There is extensive history at this site, which can be seen at section 4 of this report. This site however differs from the refused applications as the protected Beech and Lime trees are retained. The site is reduced in area as the site previously included land that extended up to the rear boundary with the new dwelling to the east of the site. The boundary of the site now has a depth of 17m on the eastern boundary, reducing to 12m on the western boundary. The design and scale of the dwelling has also been amended significantly.
- 2.3. The design and layout of the dwelling has been dictated by the protected trees. Accordingly an innovative design has been proposed with external materials comprising of a mix of glass, timber cladding and render.
- 2.4. The application has been amended significantly since submission resulting in a reduction in footprint of the building and massing of the building reduced.
- 2.5. The application is accompanied by a Design and Access Statement, Arboricultural Report and Tree Protection Plan.
- 2.6. From 16 October 2017 the emerging policies of the Wycombe District Local Plan (Regulation 19) Publication Version will also be material. The weight to be given to individual policies will be assessed in accordance with paragraph 216 of the NPPF.
- 2.7. Weight is of course a matter for the decision maker but the NPPF says:
Para 216. From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:
 - the stage of preparation of the emerging plan (the more advanced the preparation,

- the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

3. Working with the applicant/agent

In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service,
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
- by adhering to the requirements of the Planning & Sustainability Customer Charter

The scheme has been amended following concerns raised by Officers regarding the impact on the protected trees. An extension of time was agreed and the application progressed without delay.

4. Relevant Planning History

- 4.1. 13/07293/FUL - Erection of 1 x 4 bed detached dwelling and 2 x 3-bed semi-detached dwellings, with 2 x detached garages, parking, access and amenity space. Refused and dismissed on appeal due to loss of Beech tree.
- 4.2. 14/06563/FUL - Erection of 2 x detached 4 bed dwellings and 1 detached garage, with associated parking, access, and amenity space - Approved subject to conditions.
- 4.3. 14/06991/FUL - Erection of 2 x 3 bed semi-detached houses with detached garage on land to the rear of Nos. 64 and 66 Sedgmoor and associated new access off Old Kiln Road - Refused. Although an entirely separate application it has been noted that the proposed vehicular access and driveway to these dwellings and the proposed parking area associated with Plot 1 of the current application site overlap.

The application was refused on the grounds that siting and layout of the proposal would result in a cramped form of development which would; adversely impact on the character and appearance of the area, have a detrimental impact upon the safety and convenience of users of the adjoining highway, and have a detrimental impact upon the residential amenities of the neighbouring properties as a result of undue noise disturbance and having a dominant and overbearing impact on the outlook of the neighbouring properties and their gardens. Furthermore the proposal failed to demonstrate how the long term health and vitality of the trees on this site would be adequately protected, one of which has been identified as having unconfirmed bat roosting potential.

- 4.4 15/06588/FUL. Erection of 1 x 4-bed detached dwelling and attached garage with associated parking, access and amenity space. Application refused and dismissed at appeal.

The application was refused for the following reason:-

In the opinion of the Local Planning Authority, the proposed development is unacceptable because it would result in the loss of a large attractive Beech tree (T11) that is considered to have a significant positive impact upon the area. The proposed removal of this tree is considered inappropriate and would be seriously detrimental to the character and appearance of the area.

The proposed replacement planting is considered insufficient to compensate for the

loss of trees and consequently, the proposal conflicts with Policies G10 and G11 of the Adopted Wycombe District Local Plan to 2011 (as saved, extended and partially replaced) also CS17 and CS19 of the Core Strategy Development Planning Document (Adopted July 2008).

The Inspector found that the design and access was acceptable, however the protected Beech tree makes a significant, positive contribution to the character and appearance of the area. In addition the Inspector was satisfied that the tree is likely to have sufficient safe and useful life expectancy sufficient to justify its retention. The Inspector also raised concern regarding the quality of amenity space as a result of overshadowing and pressure from future occupiers requesting the protected tree is felled.

5. Issues and Policy considerations

Principle and impact on the character of the street scene

Adopted Local Plan (ALP): G3 (General Design Policy), G8 (Detailed Design Guidance and Local Amenity)

CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development)

DSA: DM1 (Presumption in favour of sustainable development),

Housing Intensification Supplementary Planning Document (HISPD)

Emerging Local Plan (Regulation 19) Publication Version: CP1 (Sustainable Development) Policies, CP3 (Settlement Hierarchy), CP9 (Sense of Place), DM35 (Placemaking and Design Quality)

- 5.1. The site is not 'previously developed land' however, the application site is located within an existing residential area, in close proximity to shopping and leisure facilities within the village centre, and is therefore considered to have potential for redevelopment.
- 5.2. The proposal is considered to meet the criteria for new residential development under the Housing Intensification Supplementary Planning Document (HISPD). Therefore the use of the site for housing is considered acceptable in principle, subject to other materials considerations, such as; the character and appearance of the surrounding area, the impact upon trees, neighbouring amenity, highways safety etc.
- 5.3. All proposals are expected to achieve a high standard of design and layout that respects and reflects the local context so as to maintain and reinforce its distinctiveness and particular character whilst achieving a high standard of residential amenity to meet various other criteria. The National Planning Policy Framework indicates that it is important to ensure, pursuant to relevant planning policies, that the local pattern of development, which determines the character of an area, is respected. However the NPPF also states that planning policies and designs should not prevent or discourage appropriate innovation. Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.
- 5.4. The proposed dwelling is part single storey part two storey. The two storey element sits over the lounge / study / entrance area towards the western boundary. The accommodation comprises an open plan dining / kitchen / lounge area, study, entrance hall and utility on the ground floor and two bedrooms, each with an en suite, at first floor level. The dwelling is positioned 2.5m from the road, 1.5m from the rear and western boundary and approximately 10.5m from the eastern boundary.
- 5.5. The design and layout of the dwelling has been dictated by the protected trees. Accordingly an innovative design has been proposed with external materials comprising of a mix of glass, timber cladding and render.

- 5.6. The immediate area is characterised by two storey detached dwellings to the east, two storey terraced dwellings to the north and a block of single storey garages to the west. To the north west of the garages, the dwellings comprise of a terrace of bungalows. There is no defined grain given the bend in the road and layout and variety of dwelling types in the immediate vicinity. The newly constructed dwellings to the east are set back 15m from the road and the garages to the west are just 1m from the road.
- 5.7. It cannot therefore be argued that there is a clear form of local distinctiveness. Accordingly the siting and innovative design is considered acceptable in this location.

Impact upon the protected trees and character of the area and ecology

Adopted Local Plan (ALP): G3 (General Design Policy), G8 (Detailed Design Guidance and Local Amenity), H19 (Residents Amenity Space), G10, (landscaping) G11 (Trees and Hedgerows)

Core Strategy Development Planning Document (CSDPD): CS1, CS17, CS19

Emerging Local Plan (Regulation 19) Publication Version: CP9 (Sense of Place), DM35 (Placemaking and Design Quality), DM34 (Delivering Green Infrastructure and Biodiversity in Development); DM36 (Extensions and Alterations to Existing Dwellings)

- 5.8 Six trees exist on site, and as part of the development the proposal would result in the removal of four trees, all of which have either been categorised as C grade (trees of low quality) or U grade (trees in such a condition that they cannot realistically be retained).
- 5.9 The proposed layout results in the retention of the Beech and Lime tree (T5 and T6), both category B trees, trees of moderate quality with an estimated remaining life expectancy of at least 40 years.
- 5.10 The footprint has been reduced to avoid major disruption to root protection zones and the new scheme eliminates the need for pruning to the existing Beech and Lime trees.
- 5.11 It has therefore been demonstrated that the dwelling can be constructed on site without harming the category B trees. The scheme is now fully specified for a house deck system.
- 5.12 The Arboricultural Officer does however remain concerned that the scheme will result in future pressures to the trees in the form of unsympathetic pruning, removal and leaf litter. These concerns are noted however, the scheme now ensures that the Category B trees will be retained and safeguarded during construction. The trees are covered by a Tree Preservation Order, accordingly any future works will require consent and the Council maintain full control over the trees. In any case any future occupier will be aware of the trees prior to purchasing and will be aware of the protection afforded to the trees.
- 5.12 The comments from the Ecological Officer are noted however, the site has been cleared and has been used for storing material. There are no known protected species on site and the category B trees are being retained, thus preserving the ecological potential.

Amenity of existing and future residents

ALP: G8 (Detailed design guidance and local amenity), H19 (Residents amenity space and gardens) Appendix 1

CSDPD: CS19 (Raising the quality of place shaping and design)

Housing intensification SPD

Emerging Local Plan (Regulation 19) Publication Version: DM 34 (Placemaking and Design Quality)

- 5.13. The proposed dwelling would be located a sufficient distance from Nos. 1, 3, 5, 14, and 16 Old Kiln Road, so as not to raise any concerns in respect of the privacy of these neighbours. The proposal would maintain a sufficient degree of privacy for both the occupiers of Nos. 66, 68, 70A and 70B Sedgmoor Road and the future occupiers of the proposed development.
- 5.14. Turning to the quality of amenity for future occupiers, private amenity space is to be provided to the west of the dwelling. Whilst an acceptable area has been provided, it is the quality that is to be assessed in this case. A large percentage of the amenity space is under the canopy of the Beech and Lime trees. This could therefore lead to future pressures for unsympathetic works to the trees, or indeed pressures to fell the trees.
- 5.15. In response to these concerns the building mass has reduced allowing an increased level of light to the south east facing rear garden. The garden area will still be overshadowed but it is considered that the amendments result in an improved quality to that originally submitted.
- 5.16. It is considered necessary to remove the permitted development rights to ensure that the trees are afforded protection and to safeguard the level of amenity provided.

Carbon Reduction and Water Efficiency

Adopted Delivery and Site Allocations Plan (DPD): DM18 (Carbon Reduction and Water Efficiency)

DSA: DM18 (Carbon Reduction and Water Efficiency)

Draft New Wycombe District Local Plan

- 5.17 Following the Adoption of the Delivery and Site Allocations Plan (July 2013) and in particular policy DM18 (Carbon Reduction and Water Efficiency) it would have normally been considered necessary to impose a condition to secure the required 15% reduction in carbon emissions as well as reducing future demand for water associated with the proposed dwelling. However, this will be superseded in October 2016 by ministerial policy to transfer the issue to Building Regulations. It is considered necessary to condition the water efficiency.
- 5.18 The principle assessment of this application falls under policy DM18 of the Adopted Delivery and Site Allocations Plan July 2013. This plan will remain and 'sit alongside' the new Local Plan. Accordingly policy DM18 will still apply.

Infrastructure and Developer Contributions

Adopted Local Plan (ALP): G19, G23;

Core Strategy Development Planning Document (CSDPD): CS20, CS21;

Developer Contribution Supplementary Planning Document (DCSPD)

Emerging Local Plan (Regulation 19) Publication Version: CP7 (Delivering the Infrastructure to support Growth)

- 5.19 The site is located within CIL charging zone B.

Transport matters and parking

ALP: T2 (On – site parking and servicing),

CSDPD: CS16 (Transport

DSA: DM2 (Transport requirements of development sites)

Buckinghamshire Countywide Parking Guidance

- 5.19 The development proposes two parking spaces which is in accordance with the Buckinghamshire guidance. The available visibility splays are in excess of the requirement. The County Highway Authority has raised no objections to the development. Accordingly the proposal does not harm highway safety.

Other matters

- 5.20 The application site is known to be contaminated and the applicant will be required to implement an appropriate remediation scheme in order to safeguard the health of future residential occupants. The site is also very close to a former landfill site and there is an as yet unquantified risk from gas migration - this will need investigating and, if necessary, remedial measures will need to be incorporated into the design of the building. This does not warrant a refusal but justifies pre-commencement conditions to ensure there is no harm to future occupants

Weighing and balancing of issues – overall assessment

- 5.20. 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.
- 5.21. 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 (in this case, CIL)
 - c) Any other material considerations
- 5.22. As set out above it is considered that the proposed development would accord with the development plan policies in relation to character of the area, impact on trees, amenity space and highway access.

Recommendation: Application Permitted

- 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 PL01A, PL02C, PL03B, PL04B, PL05B, PL06A, PL07A, PL08B, PL09, TPP Rev J 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 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 CS18 of the Adopted Core Strategy and Policy DM 18 of the Adopted Delivery and Site Allocations Plan (July 2013).
- 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 the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order), no development falling within Class A, B, C, D, E and F of Part 1 of Schedule 2 and Class B of Part 2 of Schedule 2 shall be carried out without the prior, express planning permission of the Local Planning Authority.
Reason: In order that the Local Planning Authority can properly consider the effect of any future proposals on the protected trees.
- 6 No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
Reason: To ensure that the potential contamination of this site is properly investigated and its implication for the development approved fully taken into account.
- 7 A scheme showing how the development hereby approved is to be protected against the possibility of landfill gas migrating from the nearby former landfill site, shall be submitted to and approved in writing by the Local Planning Authority before the development takes place. Thereafter the development shall take place in accordance with the details shown in the approved scheme, and those measures incorporated into the development shall thereafter be retained unless the Local Planning Authority otherwise agrees in writing.
Reason: To ensure that the details of the development are satisfactory to prevent the adverse effects of landfill gas which may migrate from a former landfill site.
- 8 The development shall take place in accordance with the arboricultural method statement (AMS) and tree protection plan submitted as part of the planning application, and any permitted works Construction Exclusion Zone and other works which are specified in the AMS will take place under the supervision of a retained arboricultural specialist. A single page report and photographic record showing the supervised works will be submitted to the Local Planning Authority within 7 days of each supervised event which will result in a certificate being issued by the planning authority upon completion.
Reason: To ensure that the retained trees, shrubs and hedgerows are not damaged during the construction process and in the long term interests of local amenity value.
- 9 Protective fencing and/or other protective measures shall be erected around each tree and hedge to be retained in accordance with a scheme which must first be submitted to and approved in writing by the Local Planning Authority (i.e. an Arboricultural Method Statement and Tree Protection Plan to British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations) before any site clearance works or development commence, and before any machinery or equipment has been allowed on site.
The scheme shall show the type, height and position of protective fencing to be erected around each tree(s) or hedge to be retained. Unless otherwise agreed in writing by the Local Planning Authority this shall be in accordance with clause 6.2 “Barriers and ground protection” of the British Standard 5837:2012.
The area surrounding each tree/hedge within the approved protective fencing shall remain undisturbed during the course of the works, and in these areas:
- 1) there shall be no changes in ground levels,
 - 2) no materials or plant shall be stored,
 - 3) no buildings or temporary buildings shall be erected or stationed,

- 4) no materials or waste shall be burnt; and,
- 5) no drain runs, trenches or other excavation shall be dug or otherwise created,
- 6) without the prior written approval of the Local Planning Authority.

Reason: To ensure trees and hedges to be retained are adequately protected from damage during the execution of the works hereby permitted, in the interests of visual amenity.

- 10 No other part of the development shall begin until the new means of access has been sited and laid out in accordance with the approved drawing and constructed in accordance with Buckinghamshire County Council's guide note "Private Vehicular Access Within Highway Limits" 2013.

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

- 11 The scheme for parking indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

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

INFORMATIVE(S)

- 1 In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service,
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
- by adhering to the requirements of the Planning & Sustainability Customer Charter
- The scheme has been amended following concerns raised by Officers regarding the impact on the protected trees. An extension of time was agreed and the application progressed without delay.

- 2 The applicant is advised that 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 Transport for Buckinghamshire at the following address for information.

Transport for Buckinghamshire, Handy Cross Depot, Marlow Hill, High Wycombe, Buckinghamshire, HP11 1TJ. Tel: 0845 230 2882

17/07242/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Savage

First comment: This is a most unacceptable application. It is set within woodland which should be protected & is designed as a building made to fit in with the strange shaped site the design in fact would be more appropriate as a sea side villa certainly not as a house which has absolutely no connection with the existing street scene. If the officer is minded to approve the application, then I ask that it is placed before the planning committee for determination.

Second comment:

My comments for the amended scheme are just as my original comments. It is an ugly building, out of keeping with the neighbourhood. The applicant has not taken the street scene into consideration and clearly has chosen to design something to be squeezed in no matter what.

Councillor Johncock

Comments: Thank you for the opportunity to comment on these revised plans. I believe that the revision on layout is much better than the original proposals and reflected suggestions I made at that time. However, local residents have questioned whether the architecture is appropriate in this typically 60's/70's estate and, in particular, whether it harmonises with the 2 newer houses immediately adjacent to this application site - which, by the way, are more traditional and were put forward for a building award.

I note that Cllr Savage has asked for this to be taken to the Planning committee for determination and I'm happy for him to take the lead on this.

Parish/Town Council Comments/Internal and External Consultees

Chepping Wycombe Parish Council

First comment: We do not object to the remainder of this site being developed for a residential dwelling with the proviso that any development does not put pressure on removing or reducing the canopies of the TPO trees on the site, particularly the Copper Beech whose retention the Planning Inspector felt essential to the character of the area in a previous appeal on the site. We note the canopies of both the Copper Beech and the Lime are shown right up to the proposed dwelling, with overhanging of the decking, this clearly would put pressure on the reduction of their canopies.

Given this, it is inevitable that the root structures could also be compromised by the building. This is an area of traditionally built houses and bungalows with brick walls and tiled roofs therefore the proposed dwelling would be totally out of character for the area and given the other two new houses already built on the site are also of traditional build and design we are very surprised that such a design is being proposed. We note 2 parking spaces are being proposed but no vehicle manoeuvring space. Given that Old Kiln Road is parked extensively during peak hours with school traffic and also in the evenings to such an extent that drives are often compromised, it is essential that manoeuvring space is provided to enable vehicles to ingress and egress the site in forward gear. We would point out this is a matter of safety due to the lack of visibility particularly on egress.

In conclusion it appears the built form of the dwelling is too near the TPO trees and also given the lack of vehicle manoeuvring space this is still an overdevelopment of the site.

We would respectfully suggest the developer considers a much smaller dwelling which would fulfil a need in the area for more affordable housing for first time buyers or would suit those wishing to downsize their properties.

Further to our previous comment regarding this application, which we wish to stand in full, this amendment makes it clear that very little private amenity space would be unshaded due to the TPO trees' canopies, also the living and dining room windows would be shaded by them. The proposed crown lifting of both trees together with the lateral reduction of the copper beech confirms our conclusion that the proposal is an overdevelopment of the site. Should this proposal be permitted there would be constant pressure to prune these trees and even possibly remove them by any future occupants of the dwelling

Second Comment: It is very disappointing to see although the layout of the site is marginally improved regarding the TPO trees, the improvement is insufficient to eliminate the future pressure on the reduction of the canopies of the TPO Copper Beech and Lime Trees. The site layout could be further improved by eliminating the superfluous utility room and study/snug on the ground floor and replacing the dressing room and both en-suites with a single family bathroom upstairs. It would still give a comfortable 2 bed dwelling but would also have the benefit of making the dwelling cheaper to build and hence the dwelling would be more 'affordable'.

The design of the dwelling is still completely out of character for the area and the lack of manoeuvring space for vehicles to ingress and egress the site in forward gear is a real concern as the parking in this area, particularly at peak times, is such it would be dangerous to use reverse gear due to lack of visibility. It seems that sensible use of the site to provide a modest dwelling is being sacrificed to build a more luxurious for greater profit which is a pity as the resulting proposal is an over development of the site

Arboricultural Officer

Final Comment: Future pressures will be brought to bear for unsympathetic pruning or removal will be of concern for reasons of tree safety in particular the beech which are prone to squirrel bark stripping damage to the upper branch surface which often leads to branch failure. Fears as to tree safety will also be a concern when the trees could be viewed by future residents to be over dominant and within falling distance of the proposed property given that increased frequency of extreme weather events.

Loss of light as both trees are to the southern aspect so may impact to the reasonable enjoyment of property and gardens in particular the beech which has a denser crown canopy causing shade during the summer months to that of other species. Excessive shade would impact on the variety and species of flowers and shrubs that will grow. In addition both trees may also impact on the proposed green/brown roof vitality.

Both of these trees are prone to aphids with Beech Woolly Aphid and lime leaf aphid which will lead to sticky sap forming a sooty mould dripping on to the parking areas, garden, patio and in the case of the lime the main house terrace, flat roof over the dining and utility area. Honey dew sap may also be harmful to the green/brown roof.

Leaf litter and other detritus may also be burdensome as to the overall maintenance.

Whilst the scheme has improved significantly, concerns remain in relation to future pressures of the trees.

Ecological Officer

Comment: No ecological information has been presented, not even a wildlife checklist. When I made the TPO on this site in 2013 there was a variety of trees and good dense habitat for

nesting birds. A preliminary ecological appraisal is required to determine the ecological implications of the proposal.

County Highway Authority

Comment: Old Kiln Road is an unclassified residential road subject to a 30mph speed restriction with no parking or waiting restrictions in place. The road benefits from both pedestrian footways and partial street lighting.

The application proposes the erection of one detached three bed dwelling with associated parking and access. I would expect a property of this quantum to generate between four to six vehicle movements per day. Considering the capacity of the highway network within the vicinity I consider the network able to safely and conveniently accommodate these extra vehicle movements.

On assessing the submitted plans I consider the proposed development to require two parking spaces to meet the Buckinghamshire Countywide Parking Guidance policy document standards for optimum parking for a property of this quantum. Two parking spaces are demonstrated upon the plans.

On a site visit I determined the proposed parking spaces and new access capable of achieving visibility splays of 2.4 x 43m, commensurate with the required visibility splays for an area of highway subject to a 30mph speed restriction. I note that as a result of the unclassified residential nature of the road that, with restricted forward visibility in areas, the 85%ile vehicle speeds in this location are likely to be below 30mph.

I also note that the proposed development lacks manoeuvring space within the site curtilage. The lack of manoeuvring space prevents vehicles from both accessing and egressing the site in a forward gear. However, due to the unclassified residential nature of the road, and the presence of multiple similar accesses and parking areas serving the properties within the vicinity, I would consider it reasonable for highway users to expect reversing manoeuvres onto and off of the highway along Old Kiln Road. As such I do not believe that I could uphold an objection on these grounds in an appeal situation.

Mindful of the above comments, I have no objections to the proposed development.

Control of Pollution Environmental Health

Comment: The application site is known to be contaminated and the applicant will be required to implement an appropriate remediation scheme in order to safeguard the health of future residential occupants. The site is also very close to a former landfill site and there is an as yet unquantified risk from gas migration - this will need investigating and, if necessary, remedial measures will need to be incorporated into the design of the building. No objection subject to the following conditions: Condition - Remediation of Contamination No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Reason - to ensure that the potential contamination of this site is properly investigated and its implication for the development approved fully taken into account. Condition - Landfill Gas Investigation A scheme showing how the development hereby approved is to be protected against the possibility of landfill gas migrating from the nearby former landfill site, shall be submitted to

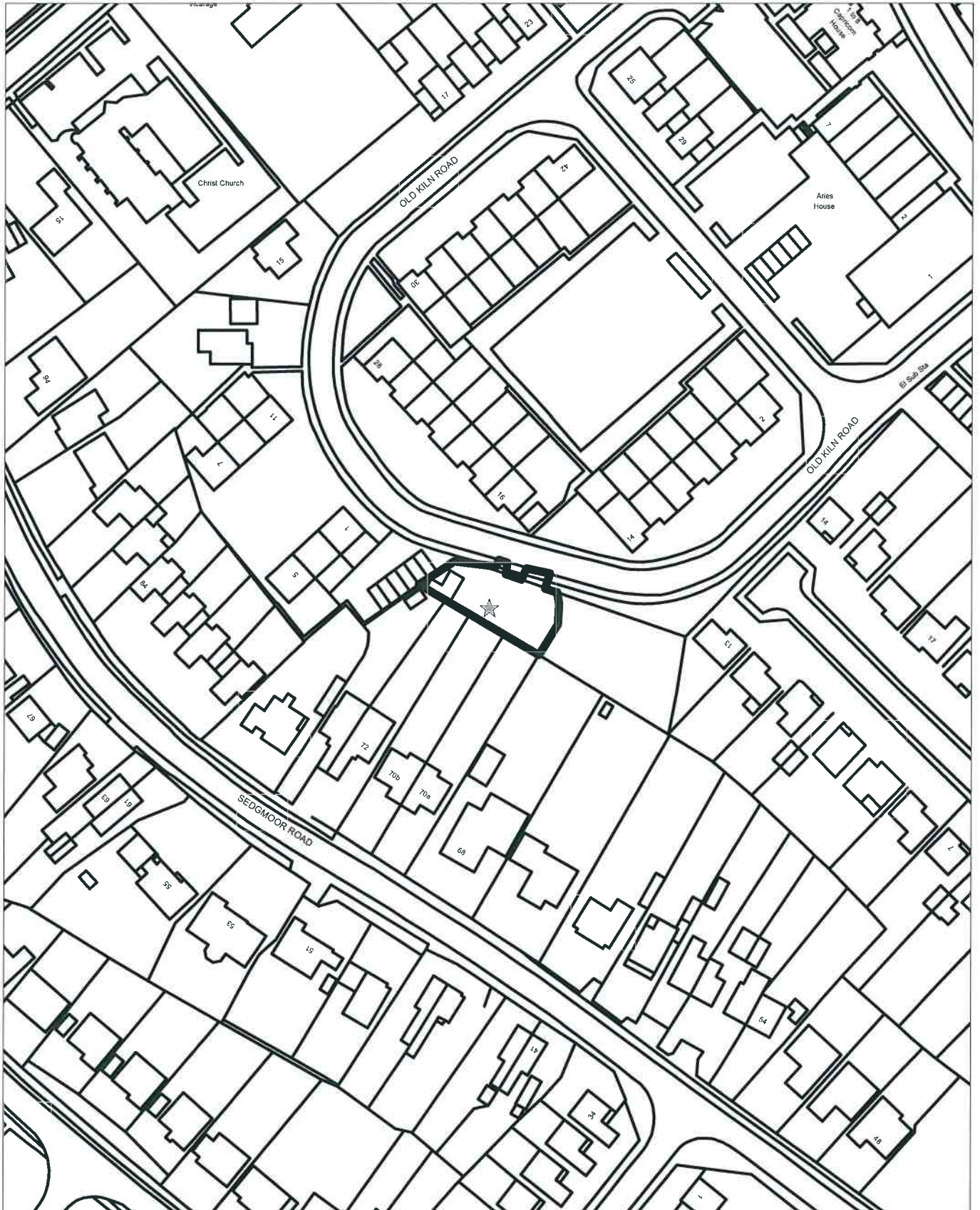
and approved in writing by the Local Planning Authority before the development takes place. Thereafter the development shall take place in accordance with the details shown in the approved scheme, and those measures incorporated into the development shall thereafter be retained unless the Local Planning Authority otherwise agrees in writing. Reason - to ensure that the details of the development are satisfactory to prevent the adverse effects of landfill gas which may migrate from a former landfill site.

Representations

Seven letters of objection:-

- Loss of green space, environmental asset and biodiversity.
- Unacceptable loss of woodland and TPO trees.
- Adverse impact on protected roots and protection areas.
- Development of a greenfield site.
- Exceeding drains capacity on Old Kiln Road.
- Noise and disturbance during construction.
- Congestion on road
- Requirements for access to land at Foxwood and loss of natural light to Foxwood
- Close to site boundary with 2-storey structure being a dominant feature.
- Request assurance that mature trees on boundary will not be disturbed.
- Dwelling is not appropriate for the size of the plot.
- Lack of car parking
- Out of keeping with the character of the area.
- Risk of damage to the trees
- No account is being taken of the need for affordable housing in the village.
- Future pressure to trees.
- Root protection areas to trees will be compromised.
- Design unsympathetic to the character of the area.
- Mitigation planting that was supposed to occur on this site has not occurred.
- Permitted development rights support additional extensions.
- The Council has so far resisted previous schemes.

17/07242/FUL
Scale 1/1250

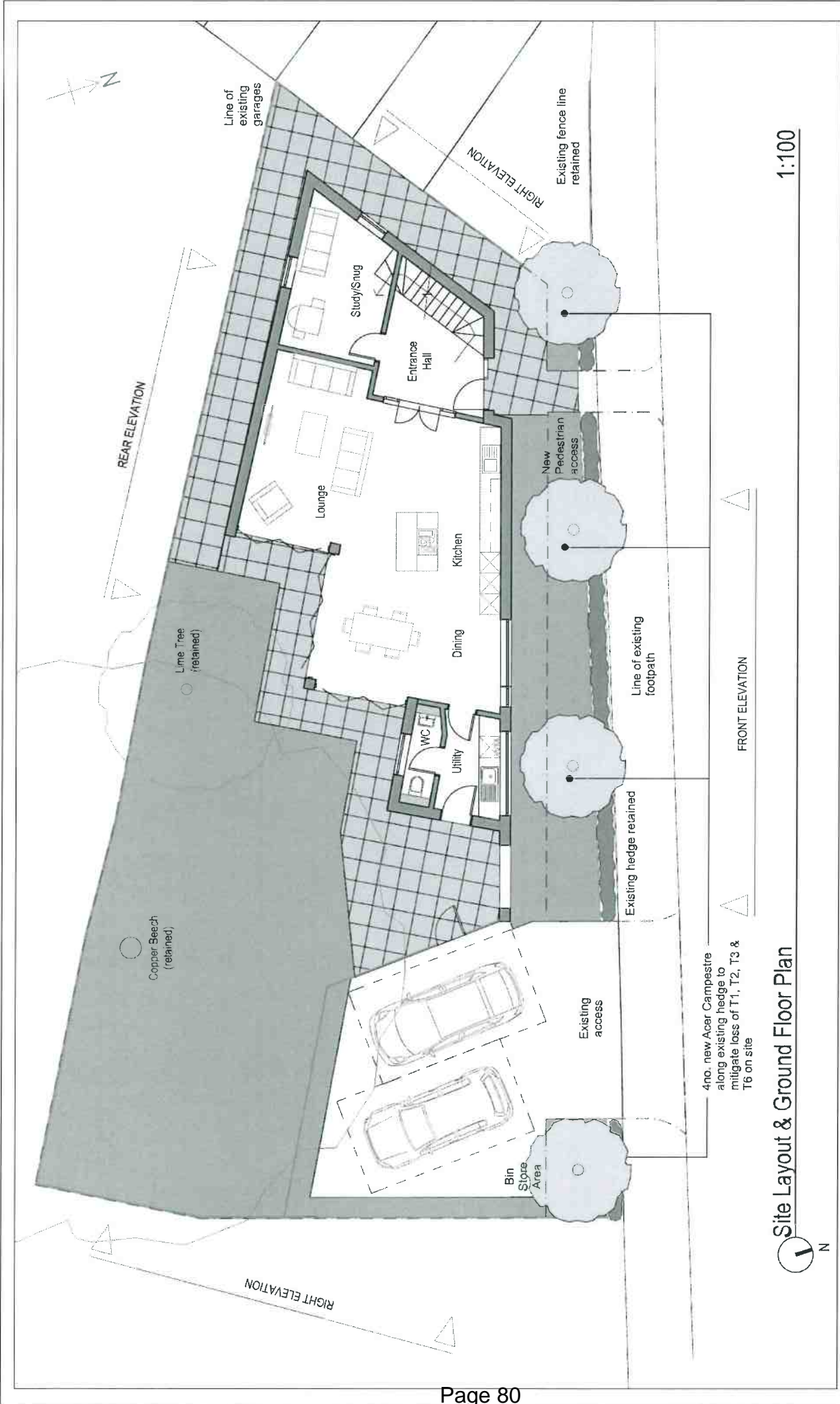


A	23.11.17	Pedestrian entrance relocated	KL		
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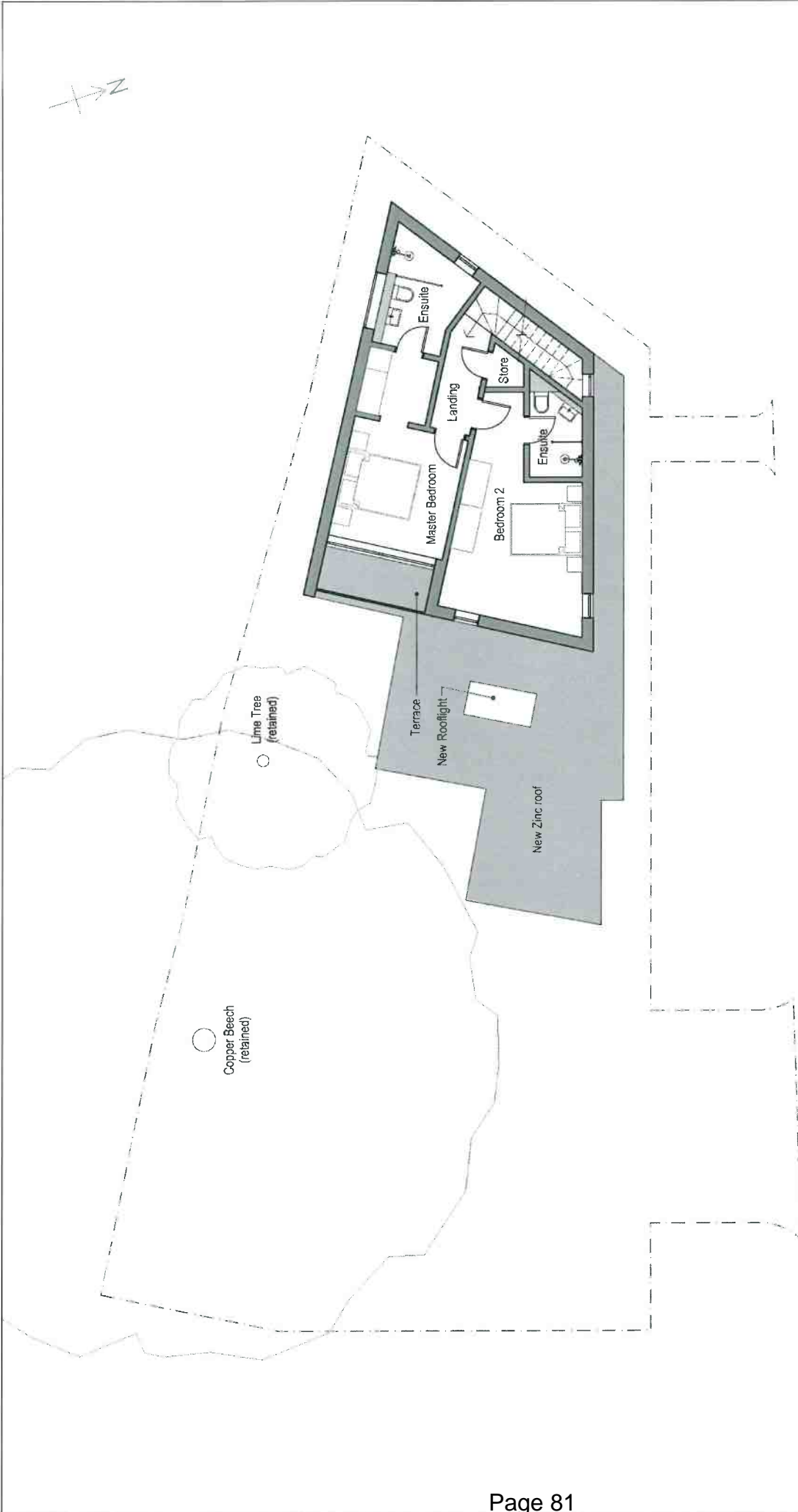
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Site Location
1:1250

<p style="font-size: 10px;">The Old Registry, 20 Amercham Hill, High Wycombe, Bucks, HP13 6NZ. T: 01494 456427 F: 01494 465670 E: admin@haparchitects.co.uk www.haparchitects.co.uk</p>	Project Bespoke Dwelling, Old Kiln Road, Flackwell Heath, Bucks, HP10 9NR		Drawing Title Site Location Plan			
	Client Lexham Stone Ltd.		Scale 1:1250	Size A4	Date: Aug '18 Drawn: CF Checked: LS	
	Drawing Status PLANNING		Job Ref - Drawing Number - Revision 2060-PL01A			
	Scale Bar 0 12.5 25 37.5 50 62.5m		<small>DO NOT SCALE from this drawing for construction purposes, use figured dimensions only. All dimensions and levels must be verified on site prior to commencement and any discrepancies notified. This drawing to be used in conjunction with relevant approvals drawings, details and specifications. Copyright of this drawing is the property of HAP Chartered Architects Ltd.</small>			






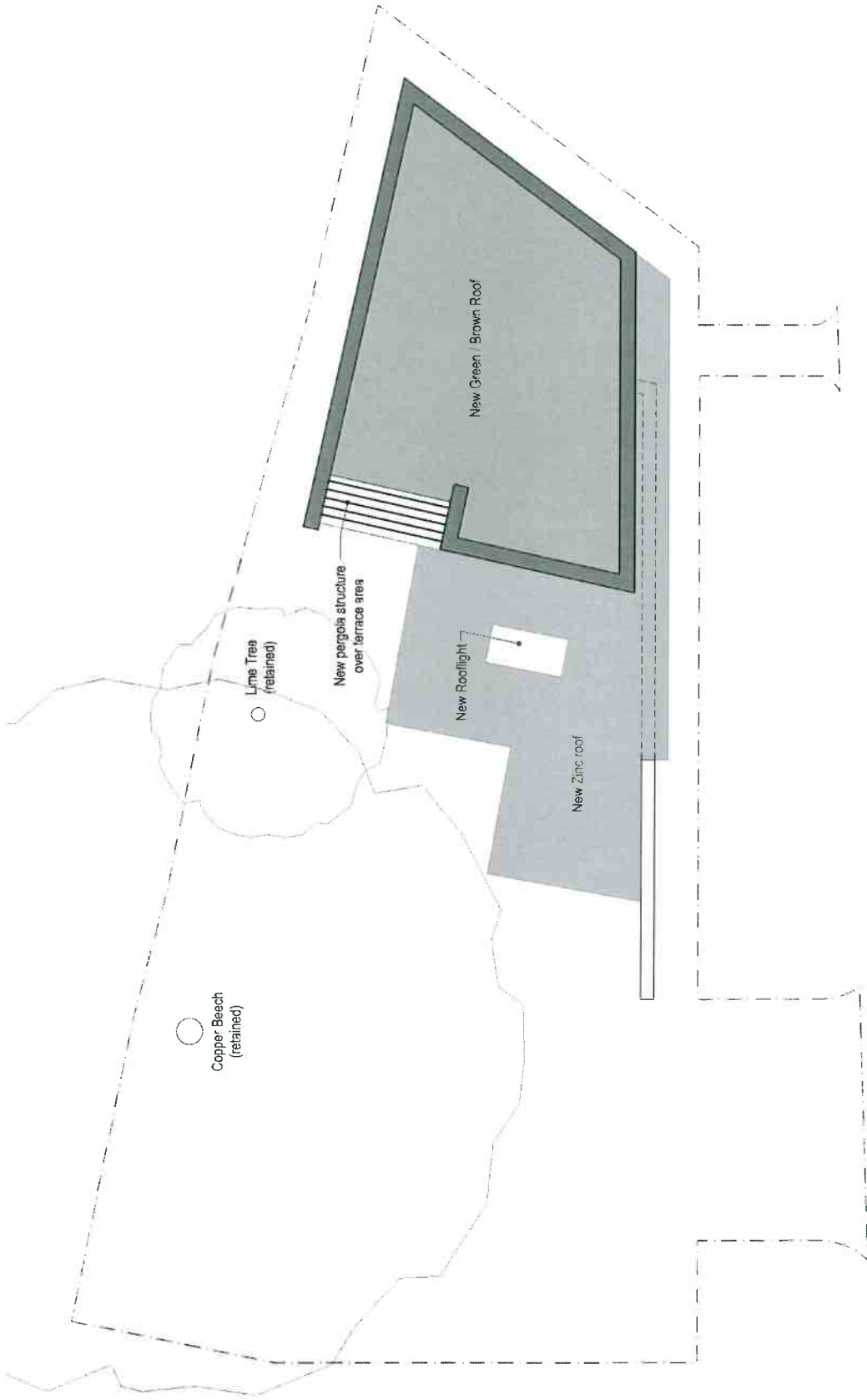
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Site Layout & Ground Floor Plan
 1:100

Project: Bespoke Dwelling, Old Klin Road, Flackwell Heath, Bucks, HP10 9NR		Client: Lexham Stone Ltd.		Scale: 1:100		Site: A3		Arch No: LCF	
h a p architects <small>The Old Rectory, 100, North Street, High Wycombe, Bucks, HP12 3RT. Tel: 0494 477222. Fax: 0494 477223. Email: info@haparchitects.co.uk. www.haparchitects.co.uk</small>		Driving Site: 2060-PL02C		Scale Bar: 0 1 2 3 4 5 6m		Job Ref. / Drawing Number - Revision: 2060-PL02C		Scale: A3	
Rev. / Date	Description	Drawn	Checked	Disc. / Appr.	Scale	Site	Arch No.	Drawn	Checked
C	16.01.18	New Acer Campestre	KL	AH					
B	23.11.17	Remove Bushes	KL	AH					
A	18.10.17	Rear Level Access	LS	CF					




First Floor Plan
 1:100

 <p>The Old Rectory, an Associates Ltd, 1, High Wycombe, Bucks, HP12 3JZ, T: 0494 644477 F: 0494 644478 E: info@haparchitects.co.uk www.haparchitects.co.uk</p>		Project Bespoke Dwelling, Old Kiln Road, Flackwell Heath, Bucks, HP10 9NR	Drawing Title First Floor Plan																			
<table border="1"> <thead> <tr> <th>Rev</th> <th>Date</th> <th>Description</th> <th>Drn</th> <th>Chk</th> </tr> </thead> <tbody> <tr> <td>B</td> <td>23.11.17</td> <td>Submit Neighbourhood Plan</td> <td>KL</td> <td>AR</td> </tr> <tr> <td>A</td> <td>19.10.17</td> <td>Rev' Light Asies</td> <td>LS</td> <td>CF</td> </tr> </tbody> </table>		Rev	Date	Description	Drn	Chk	B	23.11.17	Submit Neighbourhood Plan	KL	AR	A	19.10.17	Rev' Light Asies	LS	CF	Client Lexham Stone Ltd.	Scale 1:100	Sheet Size A3	Date Drawn 20/10/17	Date Checked 20/10/17	Date Approved 20/10/17
Rev	Date	Description	Drn	Chk																		
B	23.11.17	Submit Neighbourhood Plan	KL	AR																		
A	19.10.17	Rev' Light Asies	LS	CF																		
		Drawing Status PLANNING	Job Ref. Drawing Number - Revision 2060-PL03B																			



1 Roof Plan
N

1:100

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Rev	Date	Description	By	Chk
B	23.11.17	Submit to council	KL	AM
A	19.10.17	Issue for approval	LS	CF

Project: Bespoke Dwelling, Old Kiln Road, Flackwell Heath, Bucks, HP10 9NR
 Client: Lexham Stone Ltd.
 Drawing Title: Roof Plan
 Drawing Sheet: PLANNING
 Job Ref - Drawing Number - Revision: 2060-PL04B

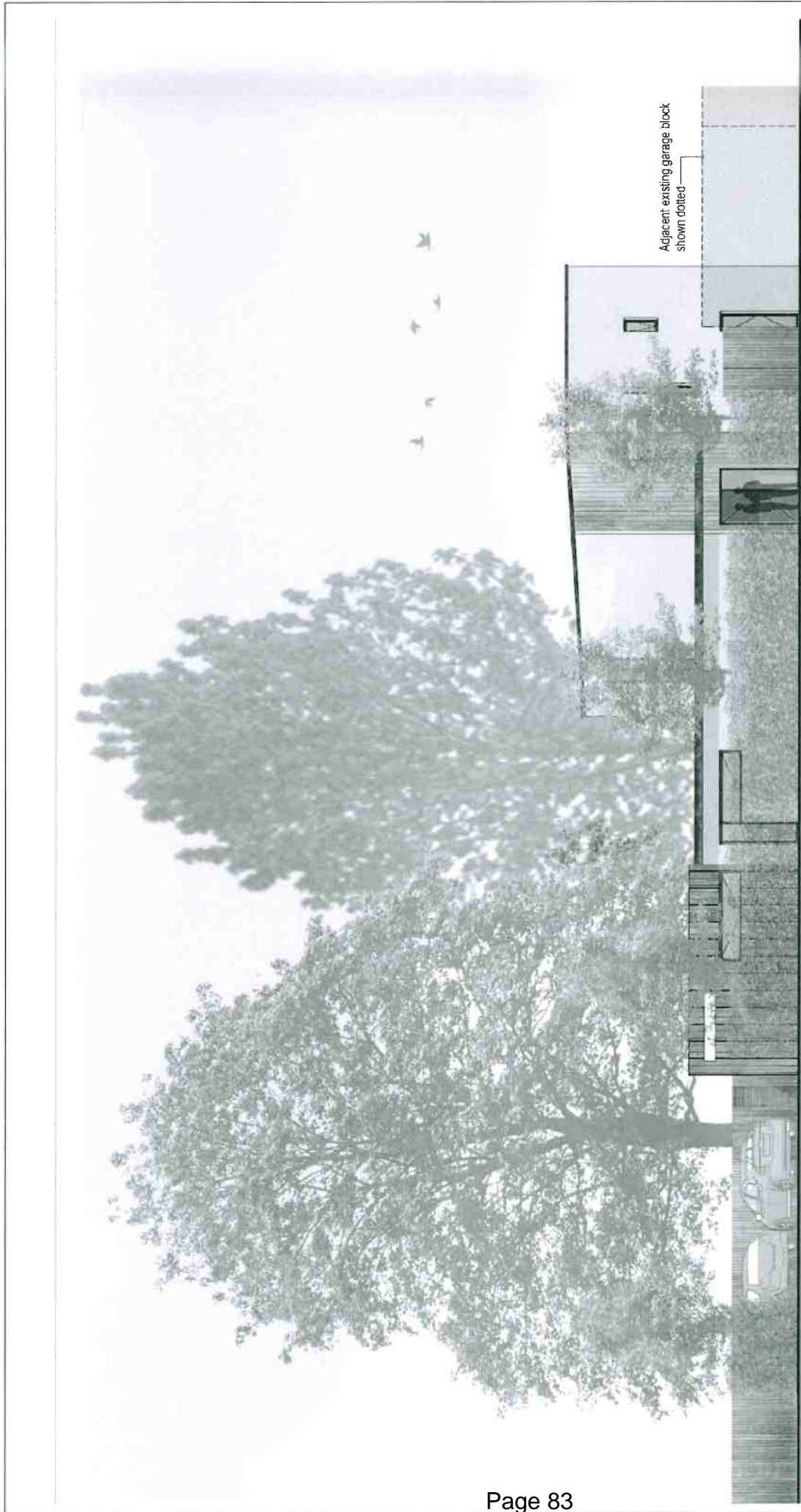
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Drawn: A3
 Checked: LS
 Date: 19.10.17
 Project: 2060-PL04B

Project: Bespoke Dwelling, Old Kiln Road, Flackwell Heath, Bucks, HP10 9NR
 Client: Lexham Stone Ltd.
 Drawing Title: Roof Plan
 Drawing Sheet: PLANNING
 Job Ref - Drawing Number - Revision: 2060-PL04B

Project: Bespoke Dwelling, Old Kiln Road, Flackwell Heath, Bucks, HP10 9NR
 Client: Lexham Stone Ltd.
 Drawing Title: Roof Plan
 Drawing Sheet: PLANNING
 Job Ref - Drawing Number - Revision: 2060-PL04B

Project: Bespoke Dwelling, Old Kiln Road, Flackwell Heath, Bucks, HP10 9NR
 Client: Lexham Stone Ltd.
 Drawing Title: Roof Plan
 Drawing Sheet: PLANNING
 Job Ref - Drawing Number - Revision: 2060-PL04B



Front Elevation

1:100



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Rev	Date	Description	Drawn	Checked
S	16.03.18	Final Issue issued	DJ	VA
A	20.11.17	Excavations removed	L	KL
Rev	Date	Description	Drawn	Checked

Project
 Bespoke Dwelling, Old Kiln Road, Flackwell Heath, Bucks, HP10 9NR

Client
 Lexham Stone Ltd.

Drawing Status
PLANNING

Project Title
Front Elevation

Scale
 1:100

Job Ref
 2060-PL05B

Drawn
 DJ

Checked
 VA

Scale Bar
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Drawn	Checked	Scale	Rev
DJ	VA	A3	01

RIBA #

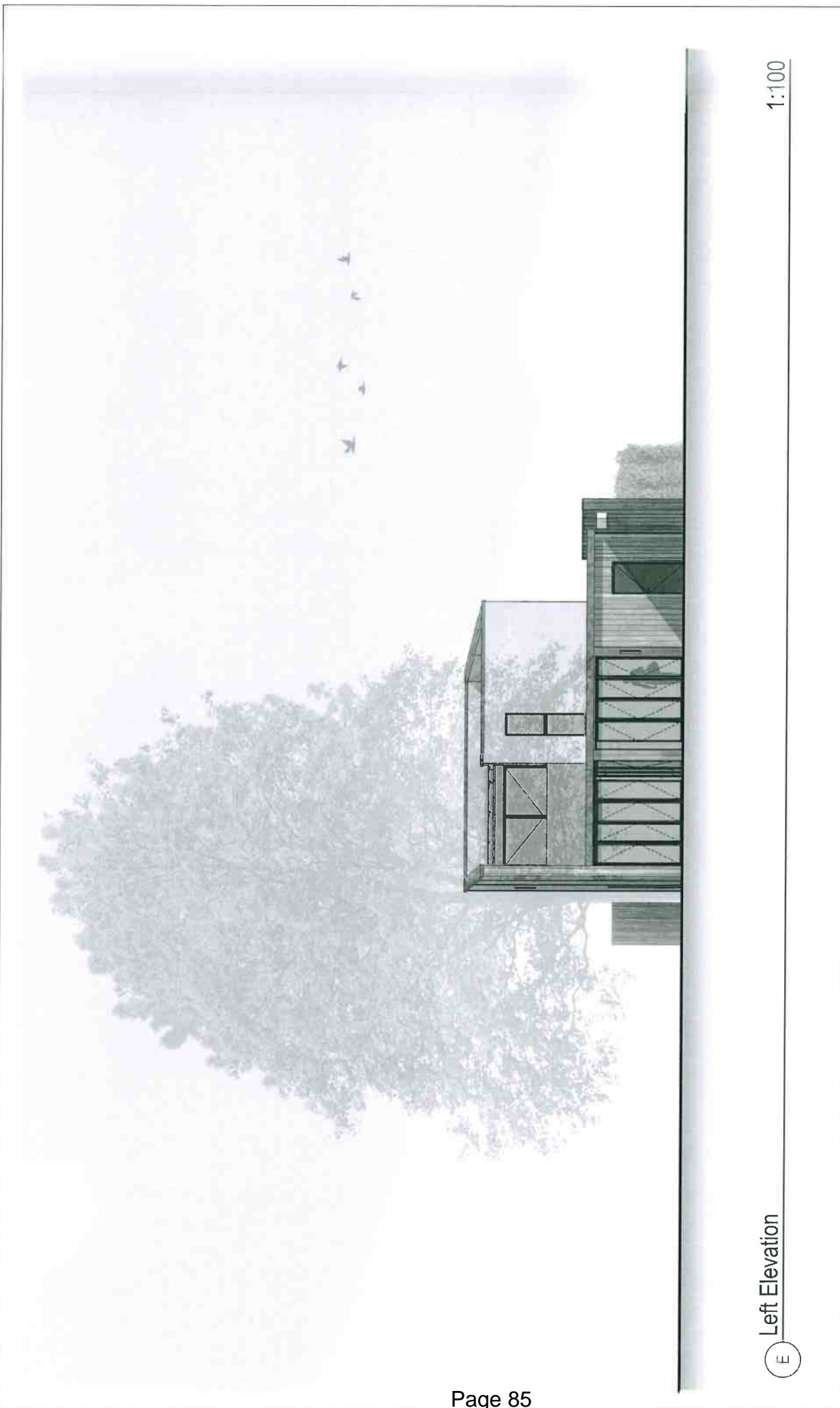


Adjacent existing garage block shown dotted

5 Rear Elevation

1:100


<p>The Old Rectory, 15 Greenham Hill, High Wycombe, Bucks, HP12 4JZ T: 0494 430227 F: 0494 044576 E: admin@haparchitects.co.uk www.haparchitects.co.uk</p>		<p>Project: Bespoke Dwelling, Old Kin Road, Flackwell Heath, Bucks, HP10 9NR</p> <p>Client: Lexham Stone Ltd.</p> <p>Drawing Status: PLANNING</p>	<p>Drawn's Title: Rear Elevation</p> <p>Scale: 1:100</p> <p>Job Ref - Drawing Number - Revision: 2060-PL06A</p>	<p>Date: 02 Nov '17</p> <p>Drawn: DC</p> <p>Checked: KL</p>												
<table border="1"> <thead> <tr> <th>Rev</th> <th>Date</th> <th>Entered by</th> <th>Description</th> <th>DC</th> <th>KL</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>30.11.17</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Rev	Date	Entered by	Description	DC	KL	A	30.11.17					<p>Scale Bar: 0 1 2 3 4 5m</p>		
Rev	Date	Entered by	Description	DC	KL											
A	30.11.17															

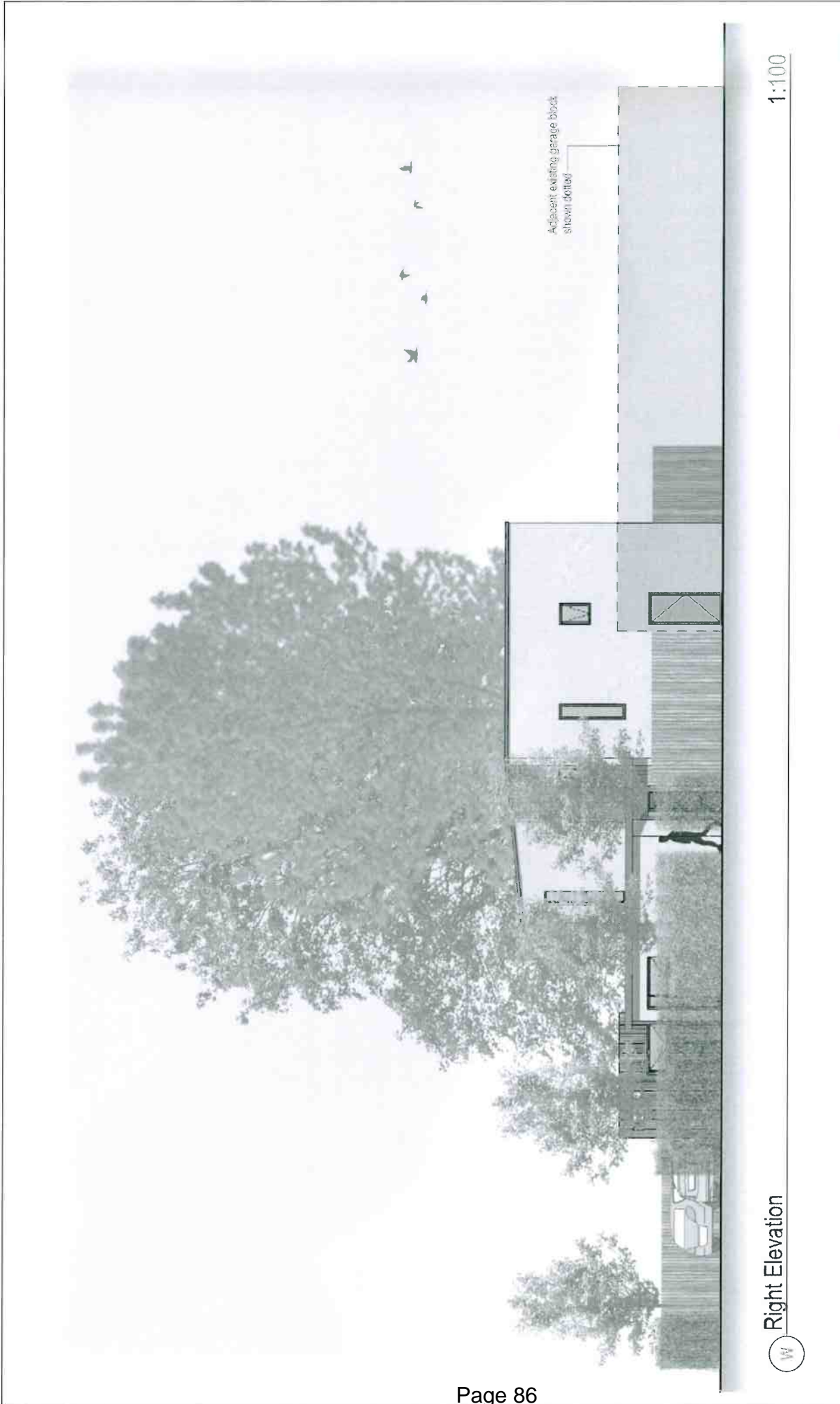


E Left Elevation

1:100

Project		Drawing Title		Date	Nov 17
Bespoke Dwelling, Old Kiln Road, Flackwell Heath, Bucks, HP10 9NR		Left Elevation		Drawn	DG
Client		Scale	1:100	Checked	KL
Lexham Stone Ltd.		Job Ref - Drawing Number - Revision		A3	
Drawing Series		2060-PL07A			
Scale Bar		0 1 2 3 4 5m		RIBA #	

 <p>The Old Workshop, Lexham Hill, HP10 9NR, Bucks, UK T: +44 (0) 1895 37 05 95, 01494 61 01 01 E: admin@haperchitects.co.uk www.haperchitects.co.uk</p>				
Rev	Date	Description	Dr'n	Ch'd
A	30.11.17	Elevation updated	DG	KL




W Right Elevation

1:100

Project Bespoke Dwelling, Old Kin Road, Flackwell Heath, Bucks, HP10 9NR		Drawing Title Right Elevation		Date Nov '17															
Client Lexham Stone Ltd.		Scale 1:100		Drawn D3															
Drawing Status PLANNING		Job Ref. Drawing Number - Revision 2060-PL08B		Checked KL															
Scale Bar 0 1 2 3 4 5m		Scale Bar 0 1 2 3 4 5m		Client's Use Only This drawing is the property of RIBA and is not to be used for any other purpose without the written consent of RIBA. For more information visit www.riba.org.uk															
<p>The UK's leading award-winning architects 7, High Wycombe, Bucks, HP12 4RZ. T: 0494 534477 E: info@haparchitects.co.uk www.haparchitects.co.uk</p>		<table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Description</th> <th>By</th> <th>CHKD</th> </tr> </thead> <tbody> <tr> <td>S</td> <td>16.01.18</td> <td>Final lines added</td> <td>DG</td> <td>KL</td> </tr> <tr> <td>A</td> <td>20.11.17</td> <td>Revised scheme</td> <td>DG</td> <td>KL</td> </tr> </tbody> </table>		Rev.	Date	Description	By	CHKD	S	16.01.18	Final lines added	DG	KL	A	20.11.17	Revised scheme	DG	KL	
Rev.	Date	Description	By	CHKD															
S	16.01.18	Final lines added	DG	KL															
A	20.11.17	Revised scheme	DG	KL															



 <p>The Old Rectory, 21 Amersham Rd, High Wycombe, Bucks, HP13 8PJ. T: 0494 09407 F: 0494 48624 www.haparchitects.co.uk</p>			<p>Project: Bespoke Dwelling, Old Kiln Road, Flackwell Heath, Bucks, HP10 9NR</p> <p>Client: Lexham Stone Ltd.</p> <p>Drawing Title: PLANNING</p> <p>Scale Bar: 0 1 2 3 4 5m</p>			<p>Drawing Title: Site Plan with context</p> <p>Scale: 1:500</p> <p>Size: A3</p> <p>Job Ref.: Drawing Number - Revision: 2060-PL09</p> <p>Date: Nov 17</p> <p>Drawn: KL</p> <p>Checked:</p>		
Rev.	Date	Description	Drawn	Checked				
					RIBA#			



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Site: Land at Old Kilm Lane 1:200 (ig_A3) Rev 1
 Drawing Title: Tree Protection Plan Date: 2017

Key:

- Category A
- Category B
- Category C
- Category U
- Tree Protection Fencing
- ▨ Ground Protection
- Crown Spread
- Tree Number
- Species
- Category

NOTE: Tree group numbers marked with an * have approximate locations

- Tree Proposed for Removal
- ▨ No Dig Construction



Agenda Item 10.

Contact: Jenny Ion DDI No. 01494 421599
App No : 17/07081/FUL App Type : FUL
Application for : Demolition of existing dwelling and erection of a pair of 4 bed semi-detached dwellings with associated vehicular access and parking
At 32 Fennels Way, Flackwell Heath, Buckinghamshire, HP10 9BY
Date Received : 22/08/17 Applicant : Mr Richard Collins
Target date for decision: 17/10/17

1. Summary

- 1.1. Permission is sought for the demolition of the existing dwelling and its replacement with a pair of 4 bedroom semi-detached dwellings, together with a new access and the provision of parking space.
- 1.2. The proposed dwellings would be an attractive pair of houses whose design accords with the varied scale and appearance of dwellings along Fennels Way. The development would create an acceptable environment for future occupiers with appropriate parking and amenity space provision and would not harm the amenities of neighbouring properties or the character of the area. However the development would intensify the use of the Swains Lane junction where visibility is substandard thereby resulting in danger and inconvenience to users of the junction. The application is therefore recommended for refusal.

2. The Application

- 2.1. The application site is a wedge shape plot with a road frontage of approximately 19 metres which widens out to the rear and backs onto woodland. There are a number of mature trees within the site, mainly within the rear garden. The existing property is a single storey brick built bungalow under an orange profiled tile roof which has been extended to the rear. There is a detached garage to the side / rear.
- 2.2. The proposed houses would be a symmetrical pair of two storey dwellings with accommodation also provided in the roof space. They would have hipped gabled roofs with a central chimney stack and projecting gables at the front with semi-octagonal bay windows. To the rear the central projection would have a hipped roof. Each house would have a single storey element wrapping round the front and side elevations of the side wing.
- 2.3. The left hand plot would use the existing access to the site and would have driveway parking for up to 4 cars. A new access would be formed requiring the removal of a section of the front boundary hedge for the right hand plot which would also have driveway space for up to 4 cars.
- 2.4. The site is located in an established residential area and is within zone B of the Buckinghamshire Countywide Parking Guidance. The woodland to the rear is in the Green Belt and the Western Wye Valley Local Landscape Area. The trees in the woodland are protected by a woodland Tree Preservation Order.
- 2.5. Amended plans were submitted to address some of the comments made by third parties in relation to the scale of the building. The roof has been amended from a half-hipped design at the side to a full hip to reduce the bulk of the roof, and the two storey element has been set in slightly on each side, allowing the single storey side wing to be moved slightly away from the side boundaries. The single storey element has also been stepped back at the front.

- 2.6. The application is accompanied by:
- a) Design and Access Statement
 - b) Tree Survey / Report
 - c) Bat Survey Report

3. Working with the applicant/agent

- 3.1. In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:
- offering a pre-application advice service,
 - as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
 - by adhering to the requirements of the Planning & Sustainability Customer Charter
- 3.2. In this instance
- the applicant/agent was updated of any issues after the initial site visit,
 - was provided with pre-application advice,
 - the application was acceptable as submitted and no further assistance was required.
 - The application was dealt with/approved without delay.

4. Relevant Planning History

- 4.1. No planning history for alterations to the existing dwelling.
- 4.2. 17/06467/FUL - Householder application for the construction of part two storey side extension, part single storey rear extension, side dormer window and new front porch at Cordoba. Permitted, not yet implemented.
- 4.3. 15/05619/FUL – 2 storey side extension to no. 34. Permitted and implemented.

5. Issues and Policy considerations

Principle and Location of Development

CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS12 (Housing provision)

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

Draft New Local Plan: CP1 (Sustainable Development), CP3 (Settlement Hierarchy), CP4 (Delivering Homes), DM32 (Accessible locations, sustainable transport and parking)

- 5.1. The site is located within the residential area of Flackwell Heath and there is therefore no objection in principle to redevelopment of the site for residential purposes, provided the scheme complies with all other relevant policies in the Development Plan.

Transport matters and parking

ALP: T2 (On – site parking and servicing), T5 and T6 (Cycling),

CSDPD: CS20 (Transport and Infrastructure), CS21 (Contribution of development to community infrastructure)

Draft New Local Plan: DM32 (Accessible locations, sustainable transport and parking)

- 5.2. Fennels Way is a private road which connects to Swains Lane at its southern end. The proposals would increase the amount of traffic generated by the site. Initially the highway authority did not raise any issues in terms of the additional traffic through the junction with Swains Lane. However, in response to comments from third parties about the junction with Swains Lane the Highway Authority was asked to review its comments. Having done so it was established that this is the only exit onto the

adopted highway network and a previous scheme for residential intensification elsewhere along the road had been refused on highway safety grounds and that decision had been upheld at appeal.

- 5.3. In view of this history the Highway Authority now recommends refusal of the application on the basis that it would result in the intensification of the junction with Swains Lane at a point where visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general.
- 5.4. The applicant submitted comments from their own Highways Consultant in response, however the Highway Authority confirmed that nothing in this alters their recommendation that permission should be refused.
- 5.5. With regard to access from the plot onto Fennels Way, one plot would use the existing access point onto Fennels Way, whilst a section of hedge would be removed to create a second point of access for the other plot. The road has a speed limit of 20mph and there are traffic calming measures along the road in the form of speed bumps. The level of visibility which could be achieved from the access is considered sufficient and similar to other properties along the road. As such the proposed access arrangements between the plot and the private road are considered acceptable.
- 5.6. The site is located within Zone B of the Buckinghamshire Countywide Parking Guidance. The guidance indicates that for the size of dwellings proposed three on-site parking spaces are required for each dwelling. The plans show that parking would be provided within the front gardens of the new houses and the space available is more than sufficient to accommodate three spaces. Whilst on-site turning space would be limited this is not considered to be essential in this instance given the nature of the road.

Raising the quality of place making and design

ALP: G3 (General design policy), G8 (Detailed Design Guidance and Local Amenity), G10 (Landscaping), G11 (Trees), G26 (Designing for safer communities), Appendix 1

CSDPD: CS19 (Raising the quality of place shaping and design)

DSA: DM11 (Green networks and infrastructure)

Residential Design Guidance SPD

Draft New Local Plan: CP8 (Sense of place), DM33 (Delivering green infrastructure in development), DM34 (Placemaking and design quality)

- 5.7. The site is a long plot in an established residential area, currently occupied by a single storey dwelling with a detached garage. There is a hedge along the front boundary and a number of mature trees within the plot, particularly in the rear garden. A tree survey has been submitted with the application which gives details of the individual trees, within an assessment of their quality. Also included is an Arboricultural Implications Assessment and Method Statement.
- 5.8. The application proposes the retention of the majority of trees on the site, including the more significant trees within the rear garden. These could be adequately protected during construction works. The scheme would require removal of a small number of trees at the front of the site, however these are not high quality trees and there is no objection to their removal on visual amenity grounds.
- 5.9. The method statement suggests that tree protection measures are put in place to protect trees on the side boundaries at the front of the site and to fence off the rear part of the site. Subject to the imposition of appropriately worded conditions in relation to tree protection and the method statement the Council's Arboriculturalist has raised no objections on arboricultural grounds.
- 5.10. Fennels Way is a long road along which there is a wide mix of properties in terms of both size, design, and plot size. Most are detached houses, but not exclusively so, and there is a mix of single storey, two storey and chalet style properties.

- 5.11. The current proposal is for a symmetrical pair of two storey dwellings in place of the existing single storey property. There is no objection per se to the replacement of a single storey dwelling with two storey development (other site along the street having been developed in this manner), provided that the details of what is proposed are in keeping with the general character of the area and its immediate context.
- 5.12. The site is set between no. 34 Fennels Way to the north west, which is a two storey dwelling with half-hipped gables facing the road, and Cordoba on the south east side which is a chalet style dwelling with a gable facing the road and a dormer on its south east side. The proposed pair of houses are reminiscent of late Victorian / Edwardian dwellings, articulated by projecting gables to the front and to the rear, projecting bay windows to the front, and a canopied porch across the side wings. In themselves the houses would, with the appropriate use of materials and detailing, have an attractive appearance which is in keeping with the varied styles of houses along Fennels Way.
- 5.13. In terms of scale, the houses, at 8.6 metres high, would be taller than both their immediate neighbours, by approximately 0.9 metres compared to no. 34 and 2.7 metres higher than Cordoba. The height of the houses would be similar to other two storey dwellings along Fennels Way, and the juxtaposition of dwellings of contrasting heights is not uncharacteristic of Fennels Way.
- 5.14. The bulk and mass of the dwellings would be broken up by the use of projecting wings to the front and rear, and the height steps down at the sides with a single storey element wrapping round the front and side of the houses. The amendments to the plans have increased the gap to each side boundary by 0.2 metres and the changes to the roof design have decreased its bulk and mass, improving its relationship with the neighbouring properties. Therefore, in this instance, the scale and design of the dwellings is considered acceptable in this context. The development would sit comfortably within the plot and would not appear cramped or overbearing.

Amenity of existing and future residents

ALP: G8 (Detailed design guidance and local amenity), H19 (Residents amenity space and gardens) Appendix 1

CSDPD: CS19 (Raising the quality of place shaping and design)

Residential Design Guide SPD

Draft New Local Plan: DM34 (Placemaking and design quality), DM38 (Internal space standards)

- 5.15. The proposed dwellings would create a satisfactory living environment for future occupiers in terms of natural lighting, accommodation and amenity space provision.
- 5.16. The properties most likely to be affected by the development are the immediate neighbours on either side.
- 5.17. No. 34 has recently been extended on the side closest to the application site. This extension has a side facing window serving a study / office at ground floor, which is also lit via a window in the front elevation. There is also a side window to the stair well. On the ground floor at the rear the windows are to a W.C., hallway and store. At first floor there is a second study / office which is lit by windows in both the front and rear elevation and a roof light in the hipped roof. Given that the side facing windows are all either secondary or to non-habitable space, and the rear windows are also to non-habitable rooms at ground floor, it is considered that the proposed development would not result in an undue loss of light to no. 34. An objection has been made on the ground of the loss of the view from the rear garden of no. 34, however there is no right as such in planning terms to a view.
- 5.18. Cordoba has habitable room windows in the front and rear elevations. The proposed development complies with the Council's guidelines on projection of development in relation to these windows and there would be no undue loss of light to the front or rear of the property, either in its current form or if extended in accordance with the

extant planning permission.

- 5.19. At present the property has a side facing window in the ground floor which faces towards the application site which is roughly opposite the yew tree which is to be removed. This window would be opposite the rear corner of the house, which would be single storey immediately adjacent to the boundary with the first floor set back. The separation between the window and the single storey element is approximately 2 metres, and 3.5 metres from the two storey element.
- 5.20. Taking into account the degree of separation, the fact that the window is opposite the back corner of the house where the roof would be hipping away, and the orientation, with the development being on the north west side, and the degree of enclosure resulting from existing screening in close proximity to the existing window, it is considered overall that the development, whilst it would have some impact in terms of light, outlook and enclosure, would not have so significant an adverse impact as to warrant refusing the application. If the permission for extensions to Cordoba is implemented this room is proposed to be a utility room.
- 5.21. The scheme would have accommodation at both first and second floor level with windows facing the rear garden. The windows in the roof are at high level and would not result in overlooking. In the first floor, the outer windows are to bathrooms and could be obscurely glazed. Each house would then have one bedroom window overlooking the rear garden. The relative position of the existing and proposed dwellings is such that the areas immediately to the rear of the next door properties would not be overlooked due to the angle of view. Views from these windows towards the neighbouring properties further down the gardens would in part be filtered by the existing trees on the site boundaries which are to be retained. It is therefore considered that the proposal would not result in an unacceptable degree of overlooking. The side facing first floor bathroom windows are shown to be obscurely glazed and this could be secured by condition.

Flooding and drainage

CSDPD: CS1 (Overarching principles - sustainable development), CS18 (Waste, natural resources and pollution)

DSA: DM17 (Planning for flood risk management)

Draft New Local Plan: DM37 (Managing flood risk and sustainable drainage systems)

- 5.22. The site is not located in an area at risk from fluvial flooding. There is no identified surface water flood risk on the site itself although the road is at risk from surface water flooding. The development would therefore need to ensure that surface water does not drain off the site onto the road. The use of permeable surfacing for the driveway which drains to areas within the site would address this issue. The site is relatively level and therefore this issue can adequately be addressed by way of a condition.

Ecology

CSDPD: CS17 (Environmental assets)

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

- 5.23. As the proposal involves the demolition of the dwelling and it backs onto woodland the application is accompanied by a bat survey, which includes an emergence survey. The existing garage was assessed as having negligible roosting potential for bats due to the nature of the structure. No evidence of bats was found within the roof void of the dwelling, and the presence of window increasing light levels reduces the suitability for bat use and the roof void was therefore assessed as having negligible potential for day roosting bats. Due to there being a small number of external features suitable for crevice dwelling bats and given the location of the building a presence / absence emergent survey was undertaken.

- 5.24. This survey showed that whilst five different species of bats were observed foraging in the area none of these emerged from the dwelling itself. The report therefore recommends that the dwelling can be demolished without further surveys or special mitigation measures for bats. However control over external lighting should be imposed to ensure the garden remains suitable as a foraging area.
- 5.25. It has been suggested that the yew tree may be being used as a bat roost. Whilst the emergence survey noted bats foraging within the site and passing over it, there is not record of bats emerging from either the building or the tree and as such this is considered unlikely. A condition could be imposed requiring a precautionary approach to demolition and removal of trees to address this concern.

Building sustainability

CSDPD: CS18 (Waste, natural resources and pollution)

DSA: DM18 (Carbon reduction and water efficiency)

Draft New Local Plan: DM39 (Optional technical standards for Building Regulation approval)

- 5.26. Following the Adoption of the Delivery and Site Allocations Plan (July 2013) and in particular policy DM18 (Carbon Reduction and Water Efficiency) it would have previously been necessary to impose a condition to secure the required 15% reduction in carbon emissions as well as reducing future demand for water associated with the proposed dwelling. However, this was superseded in October 2016 by ministerial policy to transfer the issue to Building Regulations. It is only considered necessary to condition water efficiency. A condition can address this.

Infrastructure and Developer Contributions

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

Draft New Local Plan: CP7 (Delivering the infrastructure to support growth)

- 5.27. The development is a type of development where CIL would be chargeable. It is considered that there would not be other types of infrastructure that will be put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure.

Weighing and balancing of issues – overall assessment

- 5.28. 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.
- 5.29. 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 (in this case, CIL)
 - (c) Any other material considerations
- 5.30. As set out above it is considered that the proposed development would not accord with the development plan policies in relation to highway access and the benefits which would arise from the provision of an additional dwelling do not outweigh the harm which arises in relation to highway safety.

Other matters

5.31. The issue of maintenance of the private road is not a material consideration in the determination of the application.

Recommendation: Application Refused

- 1 The proposed development would result in an intensification of use of the existing Fennels Way/Swains Lane junction at a point where visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is therefore contrary to Policy CS20 (Transport and Infrastructure) of the Wycombe Development Framework Core Strategy (adopted July 2008).

INFORMATIVE(S)

- 1 In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:
 - offering a pre-application advice service,
 - as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
 - by adhering to the requirements of the Planning & Sustainability Customer Charter.

In this instance, following consideration of points raised by third parties by the Highway Authority, the application was recommended for refusal. The applicant was offered the opportunity to submit additional information but this did not overcome the concerns. The applicant was also given the opportunity to amend the plans to address comments made by third parties regarding the design and scale of the dwellings.

Agenda Item 10. Appendix A

17/07081/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor David Johncock - At the moment local opinion seems to be that this proposal is an over-development of the site and needs to be scaled down. Can you please let me see your final report thereby giving me the opportunity to decide whether I could justify a call in or not?

Further Comments: Having read the officers report, I am inclined to ask that this application come to the Planning committee for determination as it is the view of many locally that the proposal is over-development of the site. I am also very concerned about the lack of a proper visibility splay at the junction of Fennels Way with Swains Lane. This is an existing concern but being exacerbated by the increasing number of properties in this road and therefore the ever increasing number of vehicles using this junction. I believe that there is a major road safety issue here that BCC have not seriously considered.

Parish/Town Council Comments/Internal and External Consultees

Chepping Wycombe Parish Council

Original Comments: Whilst we do not oppose the development of this site in principle, we have some concerns regarding this proposal. By virtue of its bulk, mass and volume the built form would become dominant in the street scene. It is somewhat disingenuous in the accompanying Design and Access Statement to compare this proposal to the pair of semi-detached properties adjacent to Waydown in Treadaway Road. These appear to be set a little further back in the plot and are screened as you approach from the centre of the village by an existing, mature hedge almost to ground floor fanlight height, reducing the intrusiveness in the street scene. In this proposal the dominance in the street scene will also be accentuated by the increased ridge height compared to the properties on either side.

We note it is proposed to provide 4 parking spaces for each property placed haphazardly as otherwise they would not fit on the frontage. Apart from the haphazard placing it appears that no manoeuvring space has been allowed for vehicles to ingress and egress the site in forward gear. This space is very important as the site is situated where the carriageway is very narrow and also there are no pavements for pedestrian safety. Although it would appear 4 parking spaces for each dwelling are sufficient due to the haphazard nature and lack of manoeuvring space the parking would not work for service vehicles etc. so there would inevitably be overspill parking on the narrow carriageway which would be most unsatisfactory.

In conclusion this is an over development of the site

Comments on amended plans:

It is very disappointing this amendment does virtually nothing to address our concerns. Despite the change to a hipped roof, the proposed development would still appear dominant in the street scene due to its bulk, mass and volume.

Whilst we appreciate 4 parking spaces have been allocated to each of the proposed dwellings there is still no proper manoeuvring space to enable vehicles to ingress and egress the site in forward gear. The provision of such space is we feel essential in this location as the carriageway in this area of Fennels Way is very narrow and there are no pavements for pedestrian safety. The parking as such is not suitable for service vehicles and any overspill parking on the carriageway would be an immediate hazard for children and other pedestrians not only due to the lack of pavements but also because the site is just before a bend which leads to a well-used footpath into Fennels Wood. Due to the narrow carriageway overspill parking would also obstruct access for larger emergency service vehicles.

Whilst we normally leave comments on junctions to the Standard Consultee, Bucks Highways, in

this instance we feel we must make comment. The SOLE exit and entrance to the whole of Fennels Way and its tributary road system i.e. not only Fennels Way but also Bernards Way, Glenmore Close, Hawthorn Gardens and a substantial portion of St Hildas Way is the junction with Swains Lane. This is because all other possible exits are closed off either with non-penetrable vegetation or as in the case of Oakland Way and the other portion of St Hildas Way with substantial bollards. The junction with Swains Lane is too narrow to allow two vehicles to pass each other so it is not possible for a vehicle to ingress if a vehicle is waiting to egress. As Swains Lane is a busy road this means traffic backs up on Swains Lane in particular and this is exacerbated if traffic cannot exit Fennels Way due to a further lack of vision if a bus is waiting at the bus stop on Swains Lane which is in close proximity.

We have noted the supposed Highway Consultant's Statement (Dermot McCaffery) which clearly shows an ignorance of the road system so it can only be concluded that the area was not visited as had it been it would have been seen that no other exit from the road system was possible and also the spelling of Swains Lane may have been correct. Hence the result is the 'expert' does not realise that in reality well in excess of 100 properties have no alternative but to use this junction as other possible means of ingress and egress are blocked to vehicles.

As the actual figures for the numbers of vehicles using Fennels Way and the junction with Swains Lane far exceeds that suggested in the Dermot McCaffery letter, this letter and its conclusions are based on a false premise and therefore should be completely disregarded.

In conclusion this is the usual trying to squeeze a quart into a pint pot resulting in an overdevelopment of the site. Whilst we do not object to the replacement of the present outdated property we feel any replacement must be a single property which would prevent the future risks the current proposal causes regarding parking and increasing the existing traffic issues and strain on the substandard junction with Swains Lane

Arboricultural Officer

Comments: No objection. Development to be in accordance with Arb Implications/ method Statement and tree protection plan.

County Highway Authority

Original Comments: The proposed development is located clear of the public highway on Fennels Way, a private road not maintained at public expense by the County Council. As such, I do not believe that this will have a detrimental impact on the safety and convenience of highway users on the adjoining network.

Mindful of the above, I do not have any objections or conditions to recommend for this application with regard to highway issues.

Revised Comments:

I write further to my letter dated 14th September 2017 with regard to the above application.

When reviewing the proposals as part of compiling the initial consultation response, the acceptability of the proposed development was based upon the site's proximity to the adopted highway network. This is measured at 210 metres (Fennels Farm Road) against 360 metres (Swains Lane).

However it is accepted that the longer route to the adopted network would more likely be taken in the first instance in consideration that it connects directly to a classified road and not an unclassified estate road.

Albeit considerably closer to the Fennels Way/Swains Lane junction than No.32, further investigation has revealed that the Highway Authority objected to an application at No.8 Fennels Way back in 2004. Unlike subsequent applications at No. 37 (12/06410/FUL) and No.4 (14/05569/FUL) whereby the proposals only sought extensions to an existing dwelling or a replacement dwelling respectively, application 04/07050/FUL proposed the demolition of an

existing dwelling and the erection of 2(no) 4-bed houses.

The Highway Authority objected and stated that an additional dwelling would lead to the intensification of an access with substandard visibility, in addition to the creation of additional slowing and turning manoeuvres on a section of classified highway. Although the latter is now not a standard reason for refusal on C-class roads due to the subsequent loss of policy and publication of updated guidance, the former still stands true.

The application was refused permission, against which the applicant appealed. Nonetheless, in his decision notice dated 21st April 2005, the Inspector upheld the objection and cited it in dismissing the appeal. Having read the decision in full, I am confident that it sets a precedent for supporting the objection of application 17/07081/FUL given the development's propensity to adversely impact upon highway safety and convenience of use.

Mindful of these comments, I now formally object to this application on highway grounds for the following reason:

Reason 1: The proposed development would result in an intensification of use of the existing Fennels Way/Swains Lane junction at a point where visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is therefore contrary to Policy CS20 (Transport and Infrastructure) of the Wycombe Development Framework Core Strategy (adopted July 2008)

In response to comments from the Parish Council about access restrictions preventing use of the Fennels Farm Road junction, the Highway Officer confirmed that he had no further comments to add.

Comments on Transport Statement submitted by applicant:

Having reviewed the statement, I find no information within that circumvents my objection to the current proposals or the Inspector's reasoning within his decision notice pertaining to the appeal against refusal of 04/07050/FUL.

Ecological Officer

Comments: No comment

Representations

Four comments have been received objecting to the proposal:

- Too large, wide and high for both the plot and the surrounding area
- Increase in traffic along Fennels Way and through the junction onto Swains Lane
- Loss of smaller more affordable dwelling.
- Surface water drainage issues along Fennels Way would be exacerbated by the increased hardstanding unless it drains within the site.
- Bat report does not address use of trees / rear garden.
- Impact on wildlife such as hedgehogs.
- Need to ensure good visibility and manoeuvrability as road is narrow at this point and vehicles don't always observe 20mph speed limit.
- Contractors' vehicles will need to park on site.
- Fennels Way is a private road and the developer will need to contribute to the road maintenance fund.
- Style of houses retrograde and uninteresting.
- Four parking spaces per dwelling seems excessive.
- One house would be preferable
- Parking layout is unrealistic with not enough room to manoeuvre and vehicles would have to reverse out.

- Height of dwellings would set a precedent – most properties in the vicinity are single or 1.5 storeys.
- Loss of light and overshadowing to immediate neighbours.
- Overlooking to neighbours rear gardens from first and second floor windows.
- Loss of light to kitchen window at Cordoba – BRE light assessment should be done.
- Comparison with development at no. 4 is not appropriate due to different plot size, spacing and the size of surrounding properties.
- Contrary to H17, G3 and G8 and CS19
- Query adequacy of bat survey as bats are notably active in the area. Suggest bats are roosting in the yew tree at the back of the property.
- Fennells Way contains 77 dwellings, 33 are bungalows of which 16 have been adapted in some way.
- Loss of light to no. 34 particularly direct sun to south elevation and to patio at the rear.
- Would obstruct views from the observatory in the rear garden of no. 34.

Three representations received in relation to the amended plans making the following comments

- The amended plans do not address the issues previously raised.
- Understood the policy for Fennells Way was that proposals would only be granted for one for one replacements.
- The issue of traffic has not been addressed. There is no car access to Fennells Way via Oakland Way or Bernard's Way and the transport consultant's report is therefore inaccurate.
- Size of the proposed building is still inappropriate, will reduce the amenity of 34 Fennells Way and result in considerably increased vehicle use for which very limited on-site parking is available.
- Parking provision should be calculated on the worst case scenario of 8 double bedrooms potentially resulting in 16 vehicles, rather than on average or typical use. At this level the development would result in on-street parking, limiting access and sight lines for existing dwellings.

Recommendation: Application Refused

- 1 The proposed development would result in an intensification of use of the existing Fennells Way/Swains Lane junction at a point where visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is therefore contrary to Policy CS20 (Transport and Infrastructure) of the Wycombe Development Framework Core Strategy (adopted July 2008).

INFORMATIVE(S)

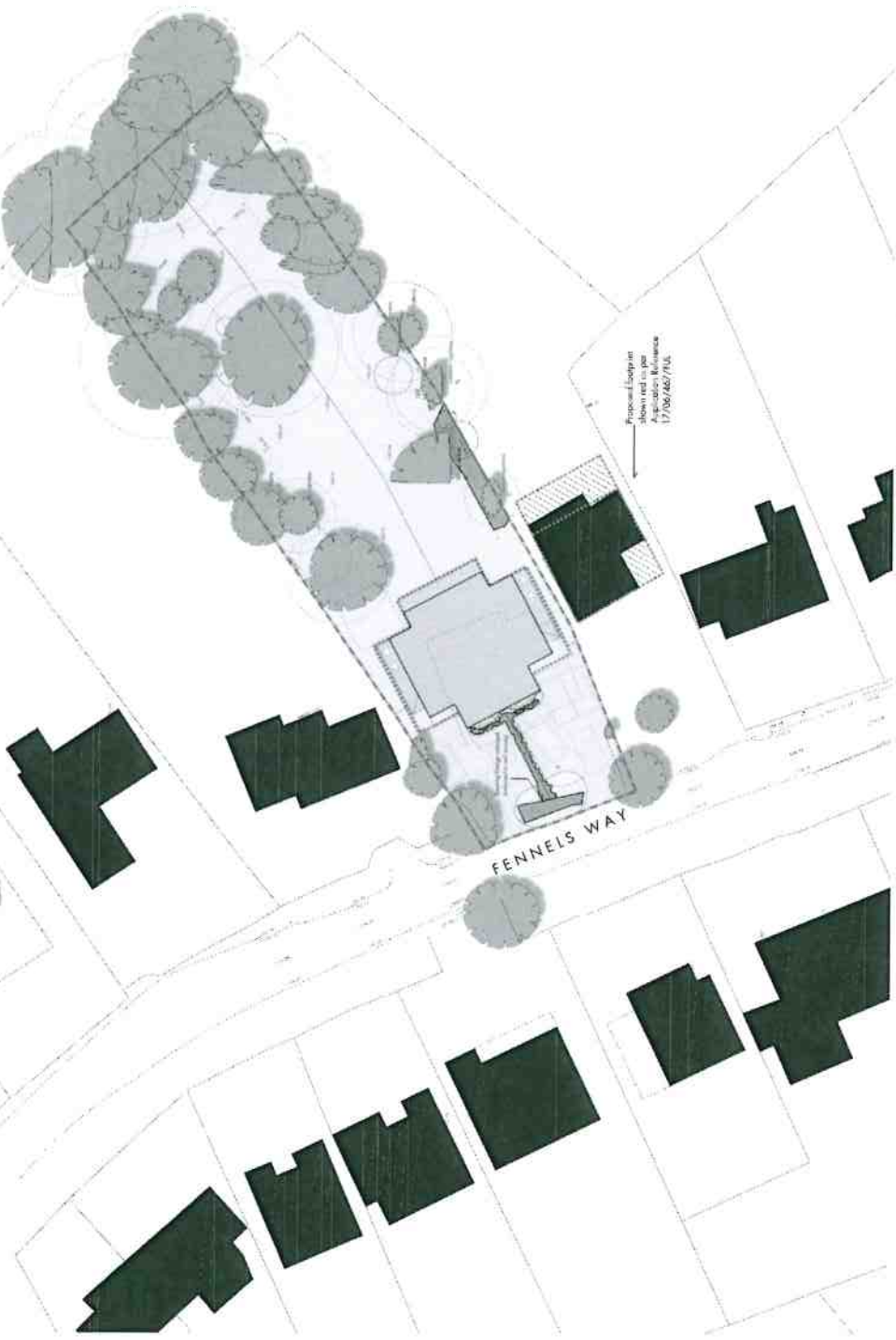
- 1 In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:
 - offering a pre-application advice service,
 - as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
 - by adhering to the requirements of the Planning & Sustainability Customer Charter.

In this instance, following consideration of points raised by third parties by the Highway Authority, the application was recommended for refusal. The applicant was offered the opportunity to submit additional information but this did not overcome the concerns. The applicant was also given the opportunity to amend the plans to address comments made by third parties regarding the design and scale of the dwellings.

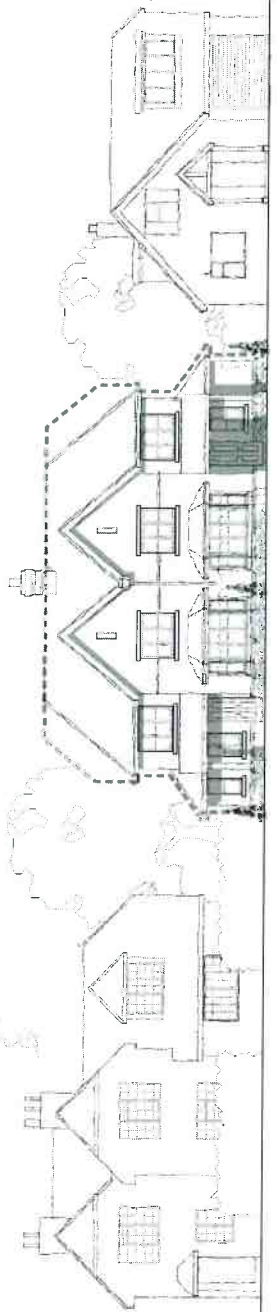
17/07081/FUL
Scale 1/1250



Red line shows extent of footprint and elevation on previously submitted plans



Proposed elevation as per Application Reference 17/06/467/FUL

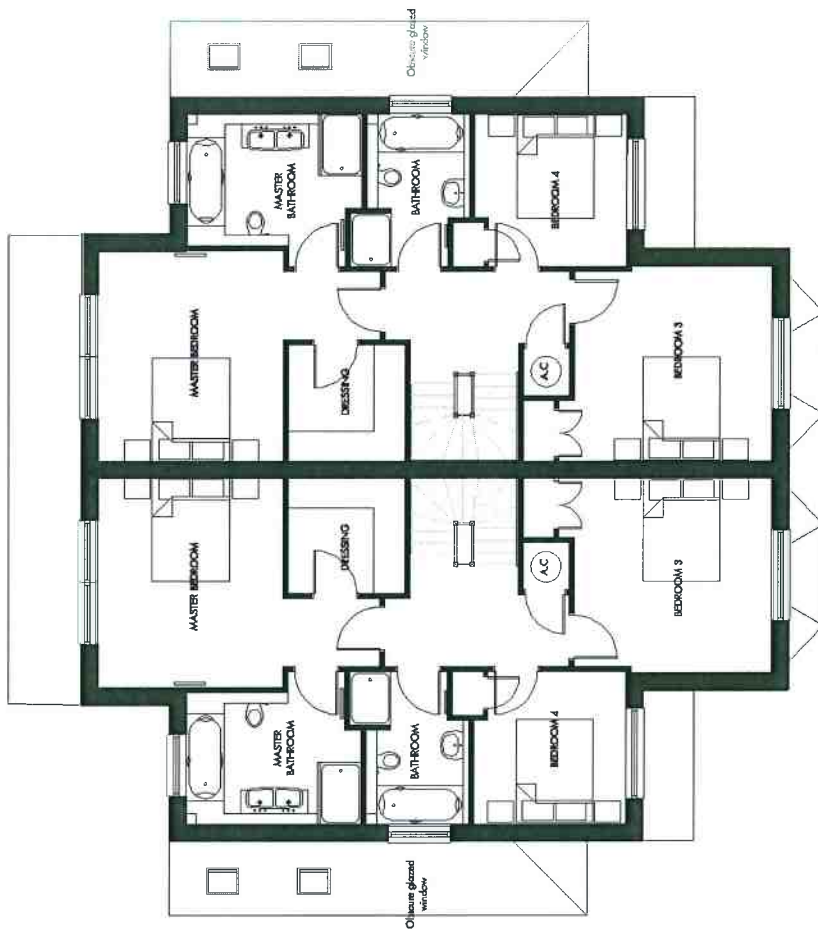
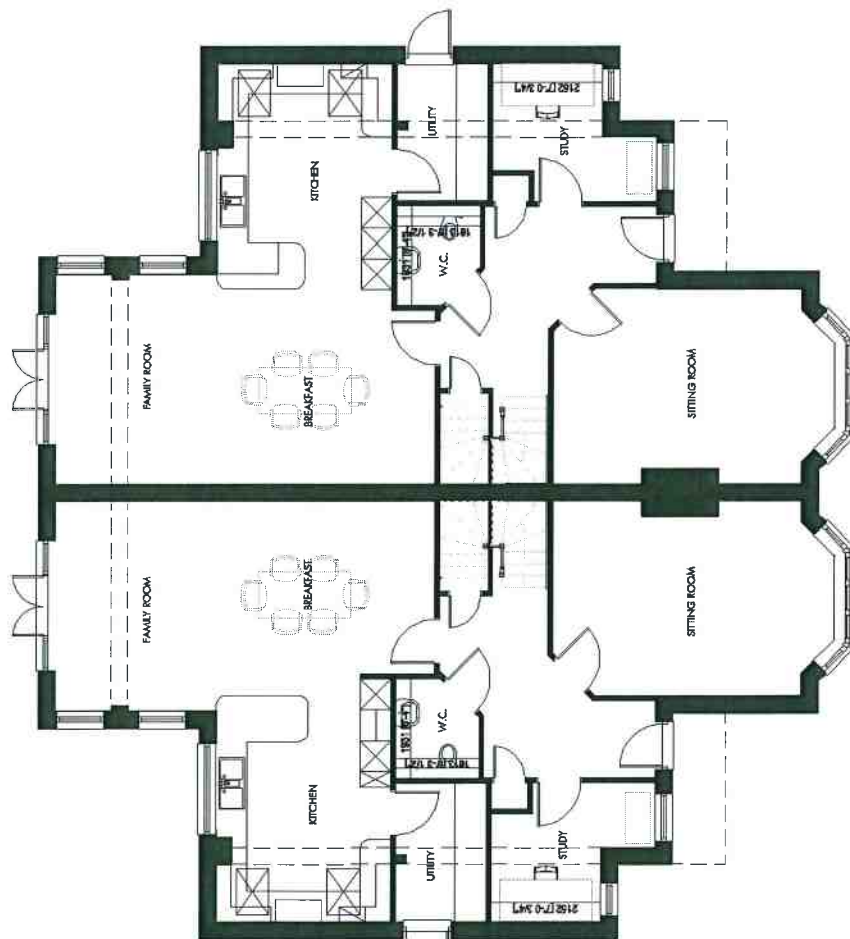


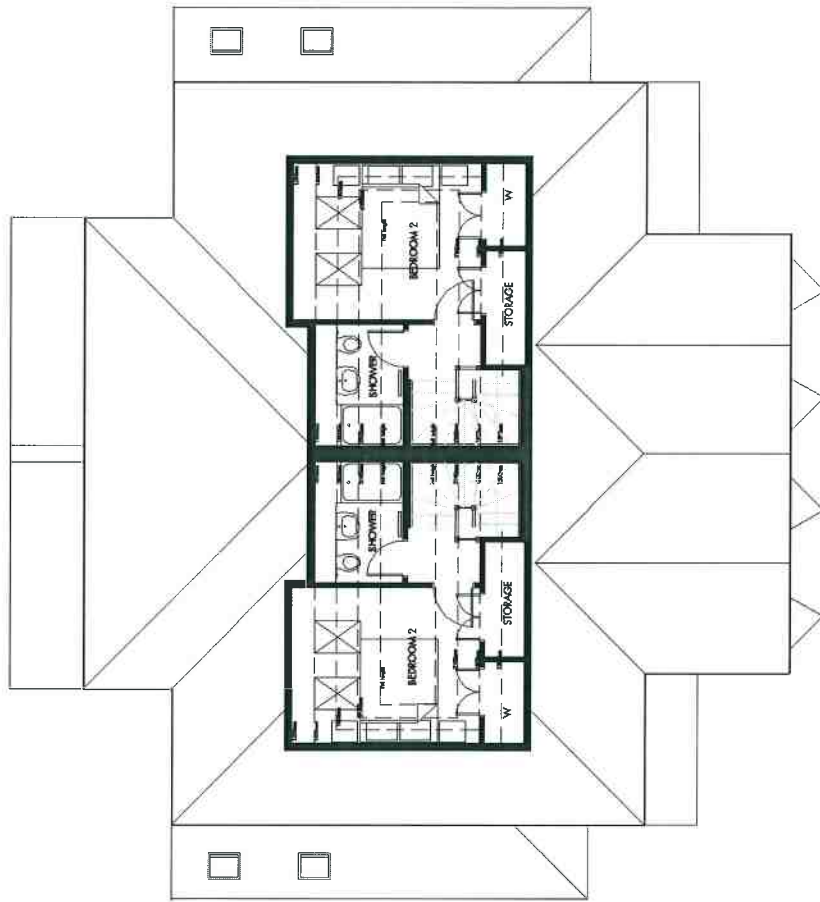
PL.02 (rev B)
A 21.08.17 Red line amended
B 22.12.17 footprint & roof reduced

FIGURE 10/20

Street Scene



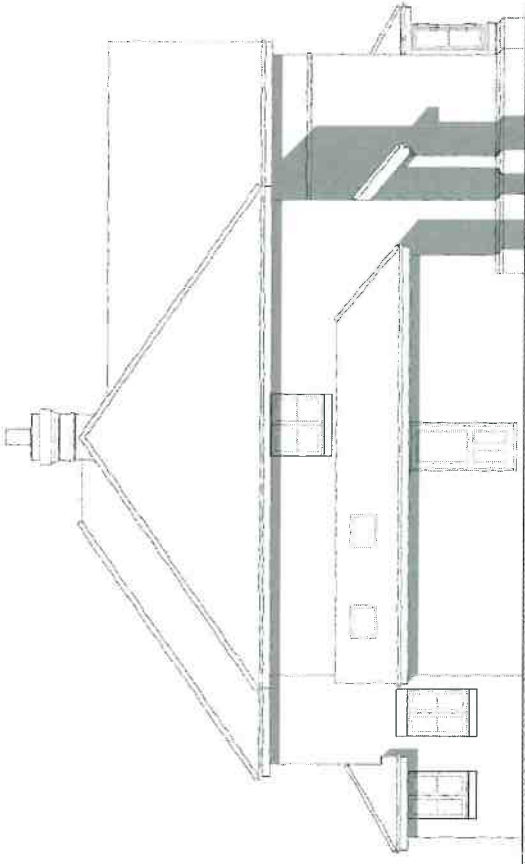




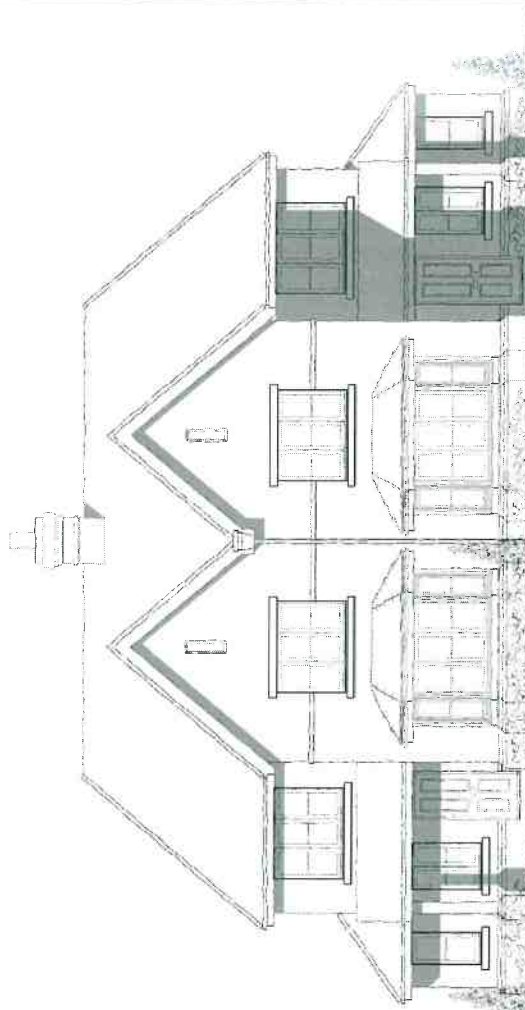
Roof Accommodation
PLO4 Rev A



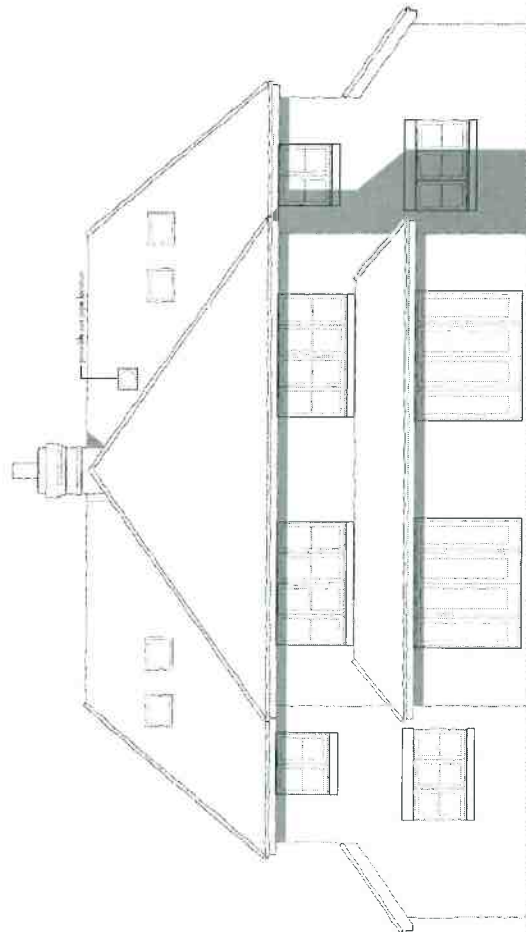
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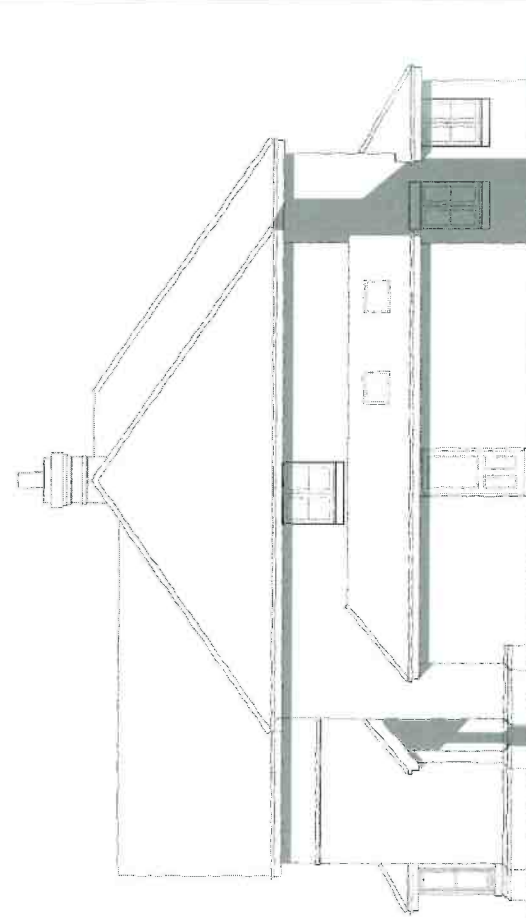
SIDE ELEVATION



FRONT ELEVATION



REAR ELEVATION



SIDE ELEVATION

Proposed Elevations
PL05 Rev A

1:100 @ 1/3



Agenda Item 11.

Contact: Heather Smith DDI No. 01494 421913
App No : 17/07500/FUL App Type : FUL
Application for : Erection of 1 x 3 bed detached dwelling with detached garage and parking area
At Clematis Cottage, Lower Icknield Way, Great Kimble, Buckinghamshire HP17 9TX
Date Received : 14/09/17 Applicant : Mrs Jane Gammell
Target date for decision: 09/11/17

1. Summary

- 1.1. Full planning permission is sought for the erection of a two storey detached dwelling house within the rear garden area of Clematis Cottage, Lower Icknield Way.
- 1.2. It is considered that this proposal fails to accord with the policies of the Development Plan for the following reasons:
 - a) Unsustainable location which has no safe and convenient access to non-car modes of travel.
 - b) Prominent and urban form of development detrimental to the open and rural character of the surrounding area.
 - c) Results in the intensification of use of an access at a point where visibility is substandard which would lead to danger and inconvenience to highway users.
 - d) Insufficient information submitted to demonstrate that adequate surface water drainage measures can be implemented on the site to accommodate surface water run-off.
- 1.3. Having weighed the benefits of the proposal against the failure to comply with policies in the existing and emerging development plan for the district and taking the guidance provided through the NPPF into account the application is recommended for refusal.

2. The Application

- 2.1. Clematis Cottage is an attractive, thatched roof, cottage which forms one of a group of four detached dwellings, situated on the north western side of Lower Icknield Way, Great Kimble.
- 2.2. A narrow access road runs adjacent to the north eastern boundary of the site, between the Lower Icknield Way and the existing business units at Hollytree Farm, to the rear. A vehicular access and gate is sited adjacent to the north eastern boundary of Clematis Cottage, off the existing narrow track, which provides access to an existing garage and parking area for the dwelling.
- 2.3. The application site is situated in a fairly isolated position, at least 200 metres from the nearest properties in Great Kimble to the north east. The area surrounding the application site is designated as "Open Countryside beyond the Green Belt".
- 2.4. The Lower Icknield Way (B4099) is a classified road with a 40mph speed limit. It has limited or no footpaths alongside the carriageway and is unlit for large stretches.
- 2.5. This application seeks full planning permission to erect a new two storey detached dwelling, in the rear garden area of the existing dwelling. The submitted plans show that the existing plot is to be divided in half (from east to west) and the new dwelling would be sited on a new plot measuring approximately 30m by 20 metres in size.
- 2.6. The proposed dwelling would be erected with a frontage facing the existing access

track and a separate detached garage and space to park two cars adjacent to the south western side of the property. A rear garden area would be formed in the south eastern part of the site, with a minimum depth of 13 metres, extending up to 17 metres in the centre of the site.

- 2.7. The proposed dwelling would be roughly “T” shaped, with the main body of the structure facing the access road and a gable ended wing on the north western side. A small single storey pitched roof element would be formed on the southern side, thereby providing three distinct roof formations. The height of the proposed structure would range from 6.5 metres to 5 metres.
- 2.8. This application is accompanied by;
- a) Completed application forms,
 - b) Plans and elevations,
 - c) An Ecology Wildlife Checklist, and,
 - d) Planning, Design and Access Statement.

3. Working with the applicant/agent

- 3.1 In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by;
- offering a pre-application advice service,
 - as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
 - by adhering to the requirements of the Planning & Sustainability Customer Charter
- 3.2 In this instance the applicant was informed/ advised how the proposal did not accord with the development plan, that no material considerations are apparent to outweigh these matters and provided the opportunity to amend the application or provide further justification in support of it.

4. Relevant Planning History

- 4.1. WR/2141/71: Site for dwelling. Refused 24.11.71
- 4.2. W/7303/78: Erection of dwelling. Refused 13.12.78.
- 4.3. 17/05099/FUL: Erection of a 3 bed detached dwelling with detached garage and parking area. Refused 15.03.2017.

5. Issues and Policy considerations

Planning Policy Framework

- 5.1. In considering the application, regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004 which requires that proposals be determined in accordance with the **development plan** unless material considerations indicate otherwise.
- 5.2. For the purposes of considering this application the relevant parts of the Development Plan are the:
- a) Wycombe District Local Plan to 2011, adopted January 2004, as saved and extended (ALP),
 - b) Wycombe Development Framework Core Strategy adopted July 2008 (CSDPD), and,
 - c) Delivery and Site Allocations Plan adopted July 2013 (DSA).
- 5.3. From 16 October 2017 the emerging policies of the Wycombe District Local Plan (Regulation 19) Publication Version will also be material. The weight to be given to individual policies will be assessed in accordance with paragraph 216 of the NPPF.

- 5.4. Weight is of course a matter for the decision maker but the NPPF says:
- Para 216. From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:
- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
 - the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and,
 - the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).
- a) The emerging policies may be referred to in the assessment of this application, however as this document has not been through Examination, the application of these draft policies holds limited weight.
- 5.5. In addition, section 70(2) of the Town and Country Planning Act 1990 (as amended) 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; in this instance CIL and New Homes Bonus, and,
 - (c) Any other material consideration.
- 5.6. Other material considerations which need to be taken into account include the National Planning Policy Framework (NPPF), the Planning Practice Guidance (NPPG) and Supplementary Planning Documents.
- 5.7. At the heart of the NPPF is a presumption in favour of sustainable development. Advice and guidance on delivering sustainable development is set out in paragraphs 18-219 of the NPPF under the following sub-headings:
- Building a strong competitive economy,
 - Delivering a wide choice of high quality homes,
 - Promoting sustainable transport,
 - Conserving and enhancing the natural environment,
 - Conserving and enhancing the historic environment,
 - Promoting healthy communities,
 - Requiring good design, and,
 - Meeting the challenge of climate change and flooding.
- 5.8. The presumption in favour of sustainable development in decision taking is explained at paragraph 14. Unless material considerations indicate otherwise it means:
- Approving development proposals that accord with the development plan without delay, and,
 - Where the Development Plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, or,
 - Specific policies in the NPPF indicate development should be restricted.
- 5.9. The Local Planning Authority also recognise that they are charged with delivering a wide choice of high quality homes and to boost the supply of housing by identifying sites for development, maintaining a supply of deliverable sites and to generally consider housing applications in the context of the presumption in favour of sustainable development (paragraphs 47-49).
- 5.10. Paragraph 49 of the NPPF indicates that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot

demonstrate a five year supply of deliverable housing sites. The first issue to consider is whether the local planning authority can demonstrate a five year supply of deliverable housing sites.

Housing supply and need

Adopted Local Plan (ALP): H2 (Housing Allocations), H4 (Phasing of New Housing Development), C10 (Development in the Countryside Beyond the Green Belt)

Core Strategy: CS1 (Overarching principles - Sustainable Development), CS2 (Main Principles for Location of Development), CS7 (Rural Settlements and Rural Areas), CS8 (Reserve Locations for Future Development), CS12 (Housing Provision).

- 5.11. In March 2017 planning permission was refused for a similar planning application to that now proposed.
- 5.12. Prior to the determination of this application, consideration had to be given to the then position regarding the 5 year supply of housing. The previous report stated that:

“...although, the Council can demonstrate a 5 year housing land supply against the Core Strategy requirement and against the housing target in the Consultation Draft Local Plan, at present, it cannot demonstrate a 5 year housing land supply against the objectively assessed housing need set out in the Bucks HEDNA (Housing and Economic Development Needs Assessment). As such, relevant policies for the supply of housing cannot be considered to be up-to-date.”
- 5.13. Given the position of the then 5 year housing supply, it was considered that policies concerning the location of housing in the countryside were not up-to-date and therefore could not be taken into account in the determination of the application. However, the current position regarding the 5 year housing supply has changed in the intervening period.
- 5.14. Firstly, the Council's December 2016 Statement on Housing Supply has been superseded by the 2017 HEDNA. This updates the assessment of housing need against which supply has to be judged and the shortfall is not now so significant.
- 5.15. Secondly, following the Supreme Court decision in Suffolk Coastal (2017 UKSC 37) policies which only have an indirect impact on the supply of housing, such as policies requiring accessibility via sustainable transport, do not need to be classed as policies 'affecting the supply of housing'.
- 5.16. The effect of the positional change regarding the 5 year housing supply, and the recent Supreme Court decision, is that the current proposal can now be considered against the policies of the Local Plan affecting location of new housing in the countryside.
- 5.17. A Housing and Economic Development Needs Assessment Addendum (HEDNA) has been undertaken to identify the Objectively Assessed Need (OAN) for the housing market area. For Wycombe district this identifies an OAN of 13,200 or 660 dwellings per annum for the new Local Plan period of 2013 to 2033. However when considering the OAN, footnote 9 to paragraph 14 of the NPPF and the Planning Practice Guidance PPG (paragraph 30) identifies full weight should not be attached to the OAN where constraints exist including areas of Green Belt and AONB.
- 5.18. The latest published land supply position is set out in the Housing and Economic Land Availability Assessment (HELAA), published in September 2017. When applying the 5 year housing supply against the OAN of 13,200 dwellings the Council cannot demonstrate a 5 year supply. However, as set out in this statement, the OAN is not the same as the housing requirement in a Local Plan and full weight should not be attached to the objectively assessed need, particularly in areas such as Wycombe District where significant planning and environmental constraints exist.
- 5.19. When assessed against the housing target of 10,925 in the publication version of the

Local Plan, the Council has 6.2 years for the period of 2018-23. The same supply side information can be relied on to assess supply against the FOAN of 13,200 dwellings. When assessing the 5 year housing supply against the most up-to-date FOAN the Council can currently demonstrate **4.95 years** supply for the period 2018-23 (taking into account shortfall since the start of the plan period and a 5% buffer).

- 5.20. Close working with the other Buckinghamshire Districts in the housing market area has resulted in an agreed Memorandum of Understanding that the unmet housing need of 2,275 from Wycombe District will be accommodated in Aylesbury Vale District. Given this progress under the Duty to Cooperate, the Council considers that the weight to be attached to the lack of a 5 year housing land supply against the OAN should be significantly reduced.
- 5.21. The NPPF indicates that policies for the supply of housing should be considered out of date where they seek to restrict the supply of housing where the Council cannot demonstrate a 5 year housing land supply, and that there is then a presumption in favour of sustainable development, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits (paragraph 14).
- 5.22. The Council has had regard to the overall five year housing land supply position and the positive contribution that this proposal would make towards it. The housing delivery needs to be weighed with other planning considerations set out within this statement and assess whether the contribution to the five year housing land supply along with other planning benefits and material considerations would significantly outweigh any adverse impact.

Principle and Location

Adopted Local Plan (ALP): C9 (Settlements Beyond the Green Belt) C10 (Development within the Countryside Beyond the Green Belt)

CSDPD: CS1 (Overarching Principle - Sustainable Development), CS2 (Main Principles for Location of Development), CS7 (Rural Settlements and the Rural Areas), CS12 (Housing provision)

DSA: DM1 (Presumption in favour of sustainable development),
Housing Intensification Supplementary Planning Document (HISPD)

Emerging Local Plan (Regulation 19) Publication Version: Policies DM44 (Development in the Countryside Outside of the Green Belt).

- 5.23. The NPPF at paragraph 55 states that:

“To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby. Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances.”

- 5.24. Policy C10 of the adopted Wycombe District Local Plan supports the advice provided in the NPPF and states that:

“...within that portion of the countryside beyond the Green Belt, and subject to other appropriate policies of this local plan, planning permission will only be given for:

- a) Development reasonably necessary for the purposes of agriculture and forestry;
- b) Development for outdoor sport and countryside recreation and for buildings which support those uses, as set out in Policy RT5;
- c) Limited affordable housing for local community needs in accordance with Policy H14,

- d) Local community facilities which cannot be provided elsewhere
- e) Infilling within villages, hamlets and identifiable ribbons of development where there are no adverse effects on the character of the area. The closing of gaps or enclosure of open areas which contribute to the open character of the area will not be permitted;
- f) Development wholly appropriate to a rural area which cannot be located within a settlement and
- g) Development consistent with the appropriate policies of this chapter.

All development must be of an appropriate design and scale for its location and contribute to a sense of local identity by respecting or enhancing the existing character of the area, in accordance with the principle set out in Policy G3.

- 5.25. Policy DM44 of the Emerging Local Plan (Regulation 19) Publication Version supports the adopted policy and states that permission will only be granted for development that accords with a made Neighbourhood Plan. In the absence of a Neighbourhood Plan for the Great Kimble area, this proposal must be considered to be premature.
- 5.26. In his supporting statement, the applicant's agent asserts that the application site lies within the settlement boundary for Great Kimble and that this proposal represents an appropriate infill development, in accordance with Policy C10 of the Local Plan. However, Great Kimble has no settlement boundary identified on the Policies Map and therefore it is necessary to consider whether or not the application site does lie within the village area or whether or not it is an infill site within an identifiable ribbon of development.
- 5.27. A similar issue was considered, on appeal, relating to the erection of a detached bungalow on land at the rear of 15/16 Lower Icknield Way, in September 1998. Although, this development was permitted, the Planning Inspector made a clear and useful statement regarding the built up area of Great Kimble. He concluded:
- “...in the vicinity of the appeal site, there is a marked contrast between those parts of Great Kimble which appear to be part of the built-up area of the village and the open, rural landscape beyond. In my opinion, the hedge along the southwestern boundary of the access drive serving Orchard House, Winward and Millstone marks the boundary of the village. To the southwest and on the northwestern side of this part of Lower Icknield Way, there is open agricultural land.”
- 5.28. The application site lies in excess of 200 metres from the above mentioned properties, in a small cluster of four cottages fronting a highway. It is visually separate from the village and in this arrangement does not constitute “infill” within a ribbon of development. Policy C10 also requires new development to take into consideration the existing character of the area and seeks to prevent the closure of gaps or the enclosure of open areas which contribute to the open character of the area.
- 5.29. The locational focus for new development within the District is to optimise the use of brownfield land and bring these forward before greenfield sites. Development should be focused on town centres, particularly High Wycombe and locations most accessible by non-car modes. The proposed development by virtue of it being located in a relatively isolated position, outside of a rural settlement, would not fit with this spatial strategy.
- 5.30. The location of a site in terms of links to public transport, services and facilities is a dimension of sustainable development.
- 5.31. The application site is located in an isolated position on the Lower Icknield Way, away from local services and infrastructure. The nearest public transport is a twenty minute walk, to the north east, along the busy Lower Icknield Way. This road is a fast and busy carriageway, despite having a 40 mph speed limit. A rough footpath is sited on

the opposite side of the carriageway but this is not clearly discernible and is rutted, muddy and overgrown in places. Furthermore, this section of the Lower Icknield Way is unlit with no active surveillance.

- 5.32. Future residents of the application site would be heavily reliant upon the car as a mode of transport. It is therefore considered that this proposal is not sited in a sustainable location, and is contrary to the advice contained in the NPPF.
- 5.33. In support of the application it is stated that the application site could be served by a dial a ride bus, three times a week and that a public bus service is available only a short 15 minute walk away. However, it is considered that the walk to the nearest bus stop, in Brookside Lane, is more than a 15 minute walk and the only route available would not be attractive to pedestrians.
- 5.34. The applicant's agent has also identified ten other sites where new dwellings have been granted planning permission within the Great Kimble area and that the issue of sustainability has not been raised. However, of those sites specified, six relate to the replacement of either an existing dwelling or other building; one relates to a conversion of a barn; one is sited adjacent to Little Kimble railway station; one is located within the an established residential area and the final one was refused planning permission on the grounds that it did not comply with Policy C10 of the adopted Local Plan.
- 5.35. Of all the sites identified, sustainability was not specifically mentioned as they were all assessed against the up-to-date policies of an adopted Local Plan, which in itself seeks to provide sustainable development.

The impact of this proposal on the character of the open countryside.

Adopted Local Plan (ALP): C9 (Settlements Beyond the Green Belt) C10 (Development within the Countryside Beyond the Green Belt)

CSDPD: CS7 (Rural Settlements and the Rural Areas), CS12 (Housing provision)

Emerging Local Plan (Regulation 19) Publication Version: Policies DM44 (Development in the Countryside Outside of the Green Belt).

- 5.36. Policy C10 requires that any new development should not have an adverse effect upon the character of the area and specifically states that *"the closure of gaps or enclosure of open areas which contribute to the open character of the area will not be permitted."*
- 5.37. The application site is located in a prominent position, within an open and rural location. The erection of a new dwelling, up to 6.5 metres in height, will introduce an urban built form into an open landscape, reducing the existing openness of Countryside to the north-west.
- 5.38. The application site is particularly visible when viewed from the north-east, along the Lower Icknield Way and from the Public Bridleway which runs along the existing access track adjacent to the site. It is acknowledged that a group of former agricultural buildings are sited to the west of the application site (now in separate business uses). However, owing to the topography of the land, these buildings lie much lower than the application site and Lower Icknield Way, and are therefore not visually prominent in the landscape.

The impact of this proposal on the amenities of existing and future residents.

ALP: G8 (Detailed design guidance and local amenity), H19 (Residents amenity space and gardens) Appendix 1

CSDPD: CS19 (Raising the quality of place shaping and design)

Housing intensification SPD

Emerging Local Plan (Regulation 19) Publication Version: Policy DM35 (Placemaking and Design Quality) and DM40 (Internal Space Standards).

- 5.39. In view of its size, siting and design, it is considered that the proposed dwelling will

have no adverse effect upon the amenities of the adjacent residential properties, by way of loss of light, privacy or outlook.

- 5.40. Concern has been expressed by a neighbour that the application site is not located in a hamlet and will set a precedent for other similar developments; that the access is inadequate and has poor visibility; that development may damage an existing shared sewer and that the new dwelling will restrict their views.
- 5.41. Consideration regarding the access to the site will be discussed elsewhere in this report, however, issues regarding possible damage to the sewer and a view are not considered to be material planning considerations (they are private rather than public interests) and therefore cannot be taken into account in the determination of this application.
- 5.42. It is considered that the location of the proposed dwelling is unsustainable, in that any future occupants will be almost totally reliant upon a car as a means of transport. The Lower Icknield Way is a fast and busy road, which has no discernible public footpath and is poorly lit. The twenty minute walk to the nearest mode of public transport would be perilous, particularly in the dark.

Sustainable transport development, highway capacity, access, car parking, provision for public access, cyclists and pedestrians.

ALP: T2 (On – site parking and servicing), T4 (Pedestrian movement and provision), T5 and T6 (Cycling)

CSDPD: CS16 (Transport), CS20 (Transport and Infrastructure), CS21 (Contribution of development to community infrastructure)

Emerging Local Plan (Regulation 19) Publication Version: Policy DM33 (Managing Carbon Emissions: Transport and Energy Generation).

Sustainable transport

- 5.43. It is necessary to consider whether the proposed development is located where the need to travel will be minimised, the use of sustainable transport modes can be maximised and that safe and suitable access can be achieved. The location of a site in terms of links to public transport, services and facilities is a dimension of sustainable development.
- 5.44. As already stated the site would be some distance from local bus stops, medical facilities or a convenience store. Residents of the development would rely on the nearby towns of Princes Risborough and Aylesbury for services, employment, shopping including main food shopping and secondary schools.
- 5.45. These are located some distance away via roads that are unlit, without proper footpaths, traffic travels at speed along parts of these routes, and have limited or no active frontages along most of the route. Such routes are therefore considered to be unattractive to potential users and would deter walking and cycling as an option.
- 5.46. Residents would rely heavily on the use the car to access neighbouring settlements to use their facilities. The proposal would not be in compliance with development plan policies CS16 and CS20 as residents would not have access to a high quality, fully accessible, attractive public transport service or safe and convenient walking and cycling routes; they would be overly reliant on the private car as their mode of transport.
- 5.47. Similarly it would not be in compliance with Policy DM33 of the Emerging Local plan specifically states that development is required to “be located to provide safe, direct and convenient access to jobs; services and facilities via sustainable transport modes”.

Means of access and highway network capacity

- 5.48. The development will be accessed via the existing track that serves the rear of Clematis Cottage and the Hollytree Farm site.

- 5.49. Paragraph 24 of the National Planning Policy Guidance (NPPG) explains that the planning application site should be edged clearly with a red line on the location plan. It should include all land necessary to carry out the proposed development (e.g. land required for access to the site from a public highway, visibility splays, landscaping, car parking and open areas around buildings). It is noted that as submitted however the access and track have not been included within the “red edge” planning application site.
- 5.50. The County Highway Authority have objected to the development as it would result in an intensification of use of an existing access at a point where visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is therefore contrary to Policy CS20.

Parking

- 5.51. The Countywide Parking Guidance states that a seven habitable room dwelling in Residential Parking Zone C should provide an optimum of 3 off-street parking spaces per dwelling. The proposed layout would see the provision of 2 spaces, a turning area capable of parking a further vehicle and a single garage.
- 5.52. The Internal dimensions of the garage are however below the minimum required internal garage dimensions of 6m x 3m; (p27 of Buckinghamshire Countywide Parking Guidance). There is however space to increase the size of the garage and this could be dealt with by means of a planning condition.

Carbon Reduction and Water Efficiency.

Adopted Local Plan (ALP): T2, Appendix 1;

Core Strategy Development Planning Document (CSDPD): CS20;

Emerging Local Plan (Regulation 19) Publication Version: Policy DM33 (Managing Carbon Emissions: Transport and Energy Generation).

- 5.53. Core Strategy Policy CS18 requires development to minimise waste, encourage recycling, conserve natural resources and contribute towards the goal of reaching zero-carbon developments as soon as possible, by incorporating appropriate on-site renewable energy features and minimising energy consumption.
- 5.54. Delivery and Site Allocations Policy DM18 requires that the development will be required to deliver a minimum of 15% reduction in carbon emissions on site through the use of decentralised and renewable or low carbon sources and a water efficiency standard of 110 litres/person/day is expected to be achieved.
- 5.55. However, the requirement for renewables and low carbon appears to have been superseded in October 2016 by ministerial policy to transfer the issue to Building Regulations. A water efficiency condition would be required and is considered to be necessary and reasonable should planning permission be forthcoming.

Sustainable Drainage.

Core Strategy Development planning Document (CSDPD): Policy CS 18 (Waste/ Natural Resources and Pollution).

Emerging Local Plan (Regulation 19) Publication Version: Policy DM39 (Managing Plan Risk and Sustainable Drainage Systems).

- 5.56. Policy CS18 states that “To minimise waste and encourage recycling, conserve natural resources, and avoid pollution the Council will require developments to”..... Avoid increasing (and where possible reduce) risks of or from flooding, including fluvial flooding, sewer flooding, surface water flooding, and groundwater flooding;.....Minimise off-site water discharge during operation by employing measures including sustainable urban drainage;...”

- 5.57. The NPPF at para 103 requires no increase in flood risk. Any drainage scheme needs to show that mitigation can be achieved at the point that the application is determined. Therefore the principle of satisfactory mitigation must be proven, even if some details can be left to condition.
- 5.58. Local Planning Authorities are required to take into account the effect of a development upon the risk of flooding and surface water drainage. To this end, applicants are now required to provide sustainable drainage and surface water management plans.
- 5.59. The applicant has not submitted an acceptable management plan for drainage and surface water run-off and the Strategic Flood Management Team at Buckinghamshire County Council have confirmed that they object to this proposal due to the lack of information regarding a comprehensive water drainage strategy.

6. Weighing and balancing of issues – overall assessment

- 6.1. In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to the provision of the development plan insofar as they are material and any other material considerations.

Positive Factors

- 6.2. The Council is currently unable to demonstrate a 5 year land supply against Objectively Assessed Need and in terms of this proposal the contribution of a single new property to the housing supply for the District is a benefit. On the basis that the scheme is for only one dwelling the benefit can however only be afforded limited positive weight in the overall planning balance, the amount of weight being tempered by the amount of housing being delivered.
- 6.3. There would be economic benefits derived from this development in terms of the construction of the property itself and the resultant small increase in population contributing to the local economy. It is therefore considered that that this element of the proposal would give rise to a positive benefit which is afforded limited positive weight in the overall planning balance given that the scheme provides for only one new dwelling.

Neutral Factors

- 6.4. On balance it is considered that the development displays sufficiently good overall design to comply with Local Plan policy and the NPPF such that this matter should be weighed as neutral in the planning balance.
- 6.5. The development is CIL liable as it involves the addition of a new dwelling; this will be calculated separately should consent be forthcoming. As this is collected to provide for the demand on infrastructure created by the development it, and New Homes Bonus, are considered to be a neutral factor in the planning balance.

Negative Factors

- 6.6. Future residents of the development would rely heavily on the use of the car to access neighbouring settlements to use their facilities. Even recognising that only a single dwelling is proposed it is considered that this harm should be afforded significant negative weight in the planning balance.
- 6.7. The Highway Authority has identified danger and inconvenience to users of the highway and this is afforded considerable negative weight in the planning balance.
- 6.8. The development will harm the openness of the countryside. It is considered that this

harm should be afforded significant negative weight in the planning balance.

- 6.9 It has not been demonstrated that the development could provide adequate surface water drainage to be resilient to flooding in accordance with the Development Plan and NPPF guidance and this factor is accorded significant negative weight in the planning balance.

Conclusion and Recommendation

- 6.10 Having regard to the NPPF planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF as a whole. Given the demonstrable harm resulting from the unsustainable location, impact on the character of the area, highway harm and failure to demonstrate adequate surface water drainage it is recommended that planning permission ought to be refused.

Recommendation: Application Refused

- 1 The development by virtue of its location which has no safe and convenient access by non-car modes of travel would fail to maximise sustainable transport options. The absence of adequate infrastructure and the sites remoteness from major built up areas is such that residents of the proposed development would be likely to be reliant on the use of the private car, contrary to the principles of sustainable development which promote a reduction in travel by the car and giving people a real choice about how they travel. The development would be contrary to the advice contained in the National Planning Policy Framework and Policies CS16 (Transport); CS20 (Transport and Infrastructure) of the adopted Wycombe Development Framework Core Strategy; Policy DM2 (Transport Requirements of Development Sites) of the Delivery and Site Allocations DPD and Policies DM21 (The Location of New Housing) and DM33 (Managing Carbon Emissions: Transport and Energy Generation) of the Wycombe District Local Plan Regulation 19 Publication Version October 2017.
- 2 The development by virtue of its size, siting and design would represent a prominent and urban form of development, and would set an undesirable precedent for other similar developments, and would be detrimental to the open, and rural character of the surrounding area. The development would be contrary to Policies C9 and C10 of the Wycombe District Local Plan to 2011 (as saved, extended and partially replaced); Policy CS19 (Raising the Quality of Place Shaping and Design) of the adopted Wycombe Development Framework Core Strategy and Policy DM44 (Development in the Countryside Outside of the Green Belt) of the Wycombe District Local Plan Regulation 19 Publication Version October 2017.
- 3 The proposed development would result in an intensification of use of an existing access at a point where visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is contrary to Policy CS20 (Transport and Infrastructure) of the Wycombe Development Core Strategy (Adopted July 2008) and Policy DM33 (Managing Carbon Emissions: Transport and Energy Generation) of the Wycombe District Local Plan Regulation 19 Publication Version October 2017.
- 4 Insufficient information has been submitted to demonstrate that adequate surface water drainage measures can be implemented on the site to accommodate the surface water run-off generated by the proposed development. The Local Planning Authority cannot be satisfied that this proposal will not result in a risk to flooding on the application site or in the surrounding area and therefore, this proposal is contrary to Policy CS18 (Waste/Natural Resources and Pollution) of the adopted Wycombe Development Framework Core Strategy and Policy DM39 (Managing Flood Risk and Sustainable Drainage Systems) of the Wycombe District Local Plan Regulation 19 Publication Version October 2017.

17/07500/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Clive Harris requests that this application be heard by the planning committee if it is recommended for refusal.

Parish/Town Council Comments/Internal and External Consultees

Great & Little Kimble Cum Marsh Parish Council

Comment: No comments received.

County Highway Authority

Comment: Objects

County Strategic Flood Management

Comment: Objects to this proposal due to the lack of information regarding a comprehensive surface water drainage strategy.

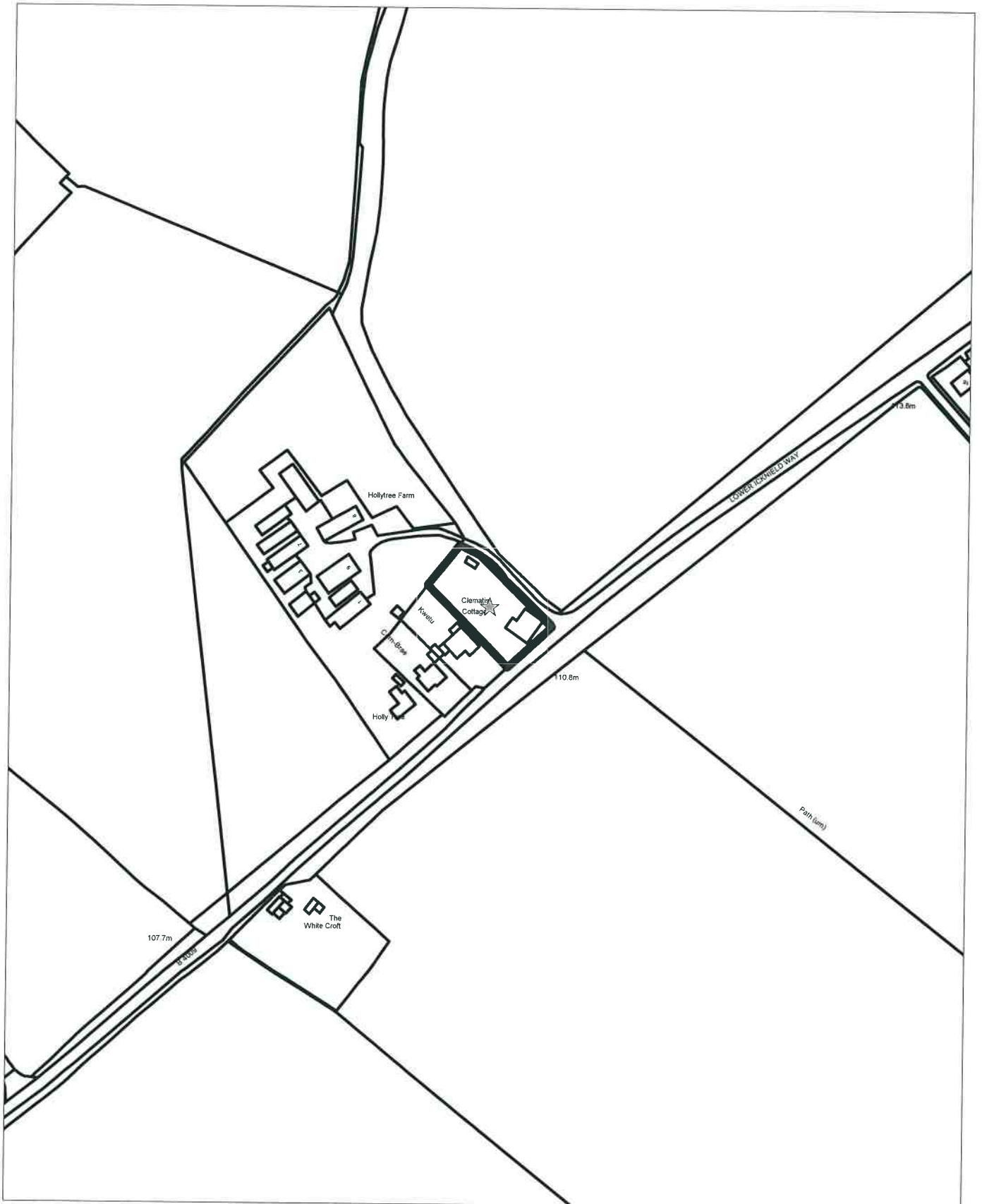
Representations

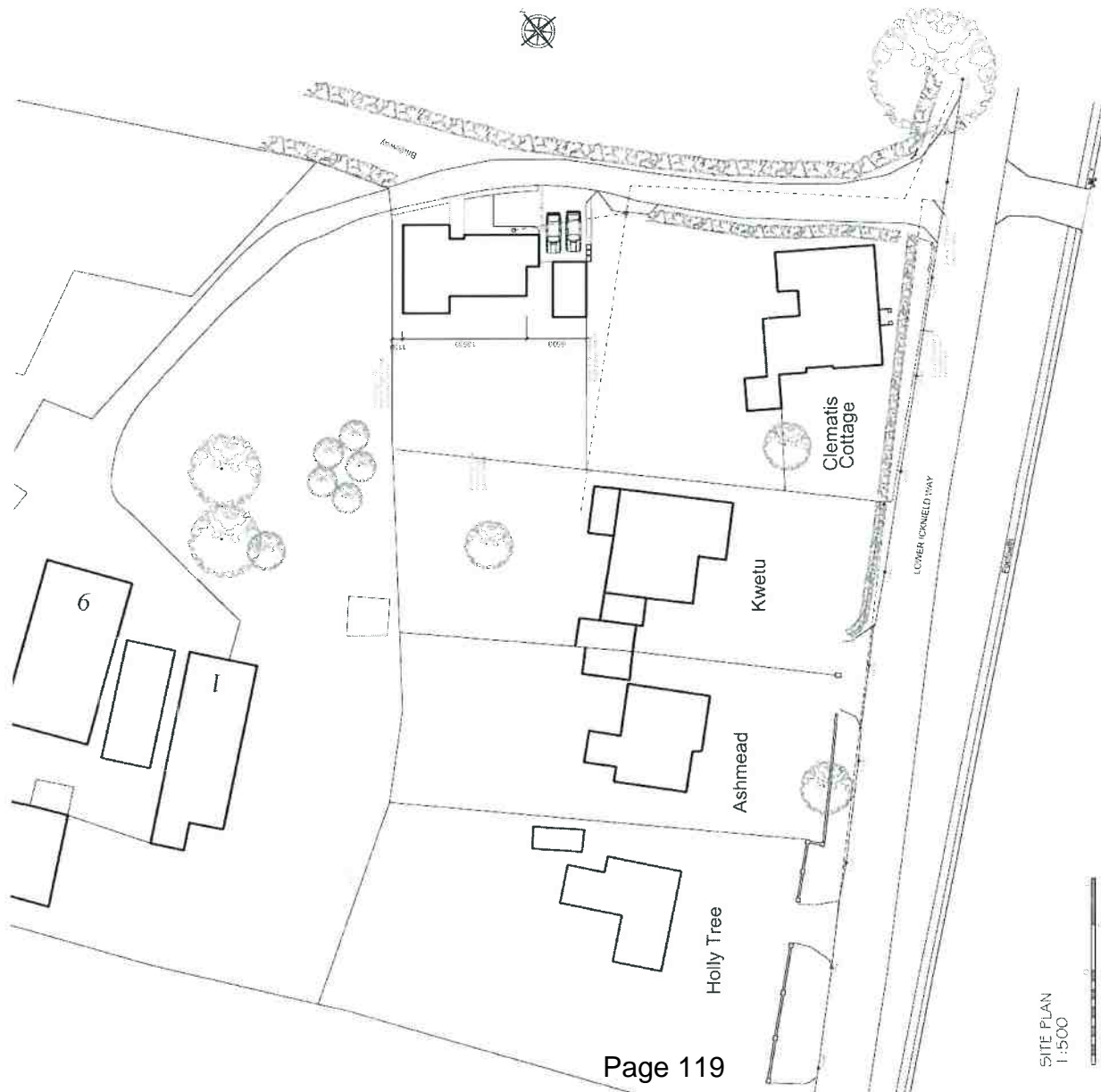
One letter of objection has been received from an adjacent resident. The grounds of objection include:

- Development will set a precedent for other similar developments
- Inadequate access
- Possible damage to existing sewer
- Loss of a view
- Application site is not in a hamlet.

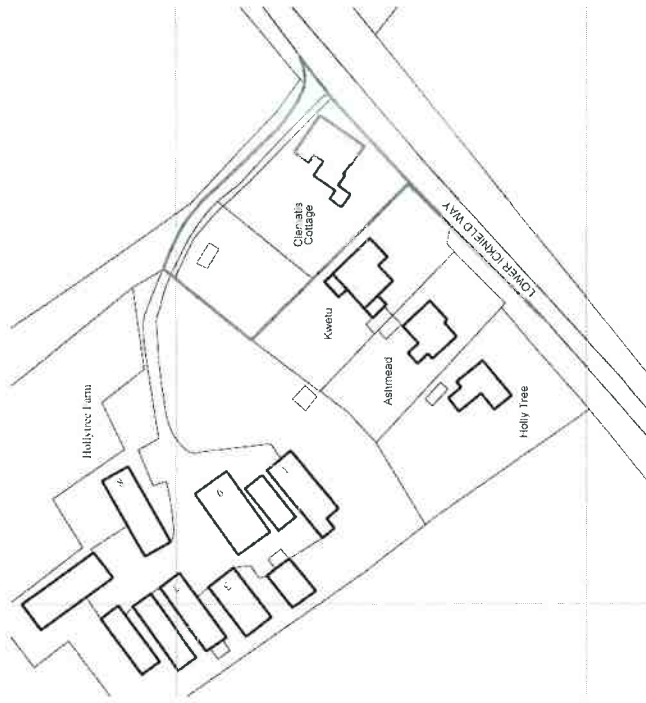
17/07500/FUL

Scale 1/2500





SITE PLAN
1:500



LOCATION PLAN
1:1250

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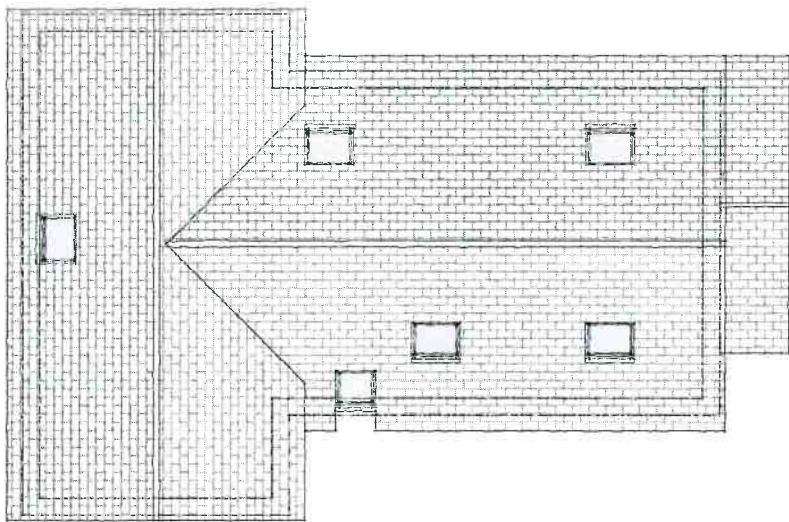
Tel: 01494 793777
E-mail: admin@mpparchitects.co.uk

Client: Mrs J Gammell

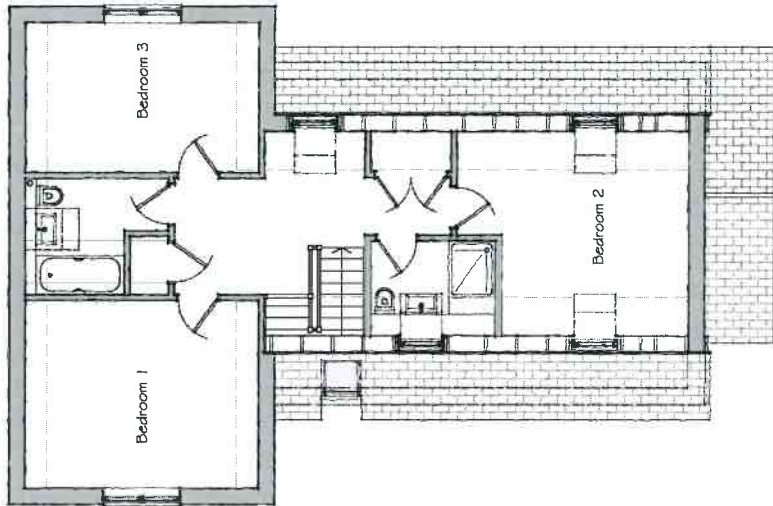
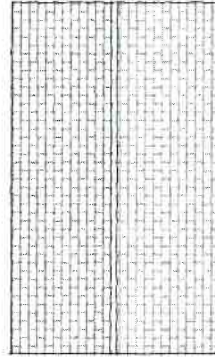
Project: R/O CLEMATIS COTTAGE
GREAT KIMBLE

Title: PROPOSED SITE
AND LOCATION PLAN

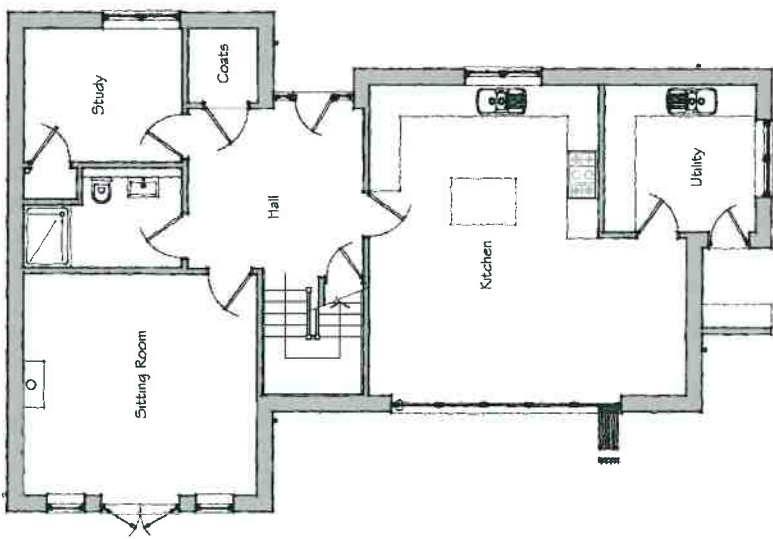
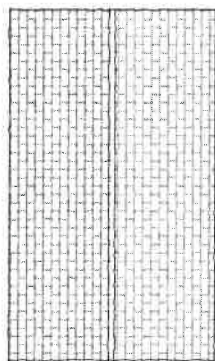
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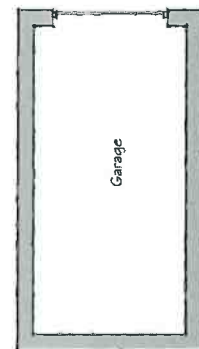
ROOF PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN



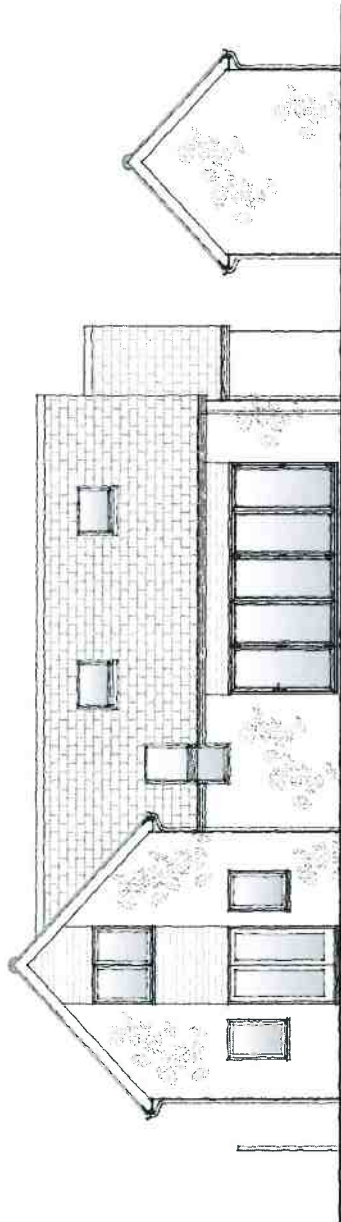
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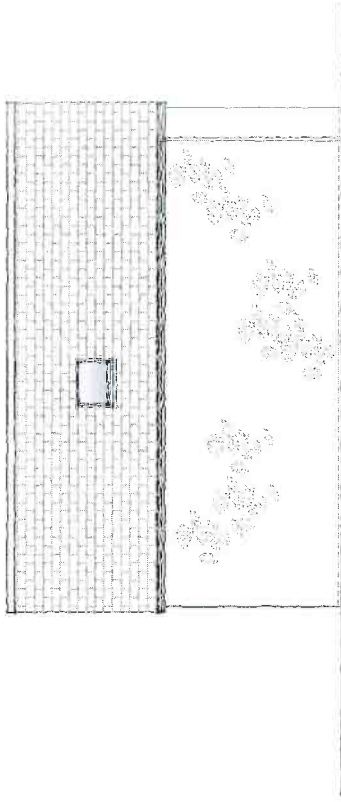
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 Tel: 01494 793777
 E-mail: admin@mpparchitects.co.uk

Client: Mrs J Gammell
 Project: R/O CLEMATIS COTTAGE
 GREAT KIMBLE
 Drawing No: 1305: 02 A
 Title: PROPOSED GROUND AND
 FIRST FLOOR PLANS

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 Date: January 2017
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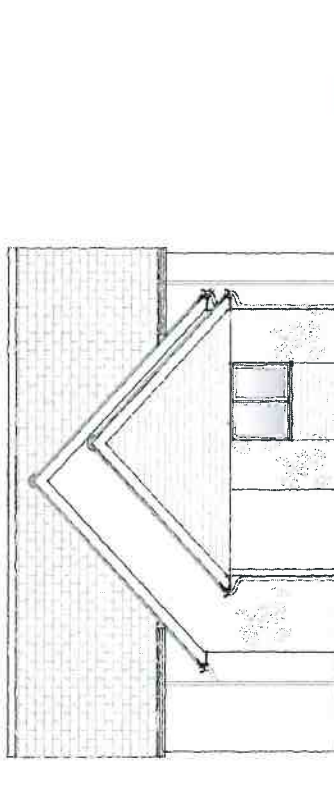
SOUTH WEST ELEVATION



NORTH WEST ELEVATION



NORTH EAST ELEVATION



SOUTH EAST ELEVATION

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Project: RO CLEMATIS COTTAGE
GREAT KIMBLE

Drawn By: PROPOSED ELEVATIONS

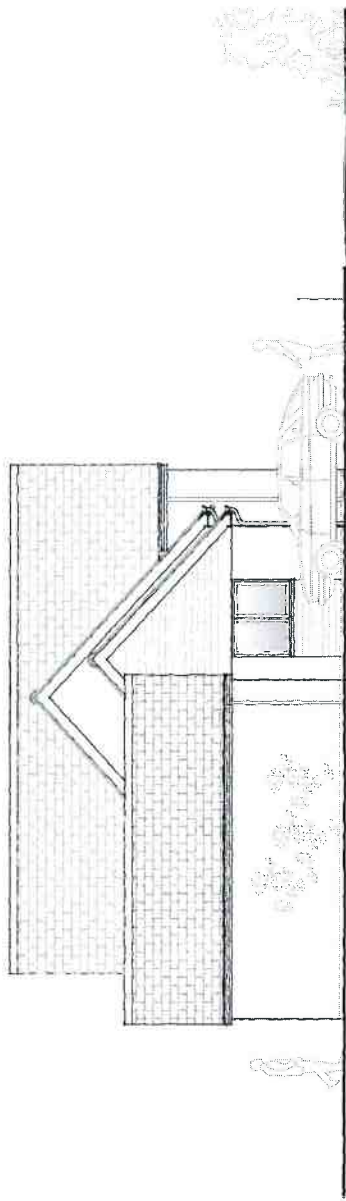
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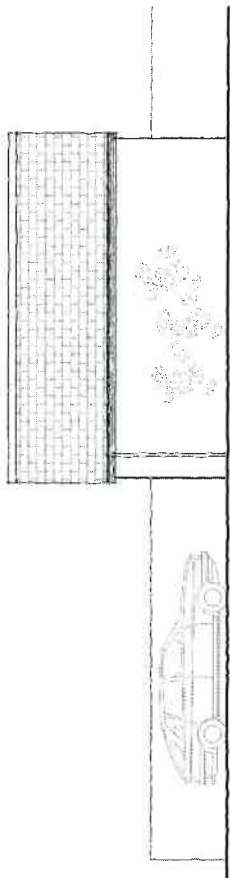
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Revision

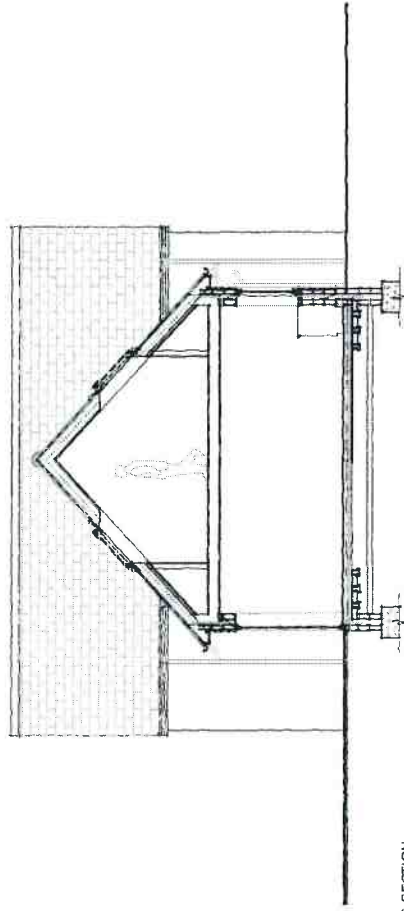
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SOUTH EAST ELEVATION OF GARAGE



NORTH WEST ELEVATION OF GARAGE



CROSS SECTION

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Client: Mrs J Gammell
 Project: NO. CLEMATIS COTTAGE
 GREAT NIMBLE
 The PROPOSED ELEVATIONS
 OF GARAGE

Date: 1:100 at A3
 Date: January 2017
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Agenda Item 12.

1. Pre-Planning Committee Training/ Information Sessions

Officer contact: Alastair Nicholson DDI: 01494 421510

Email: alastair.nicholson@wycombe.gov.uk

Wards affected: All

PROPOSED DECISION OR RECOMMENDATION TO COUNCIL

1.1 The Committee note that the next pre-committee training/information session is scheduled for 6.00pm on Wednesday 17th March 2018 in Committee Room 1.

1.2 A request has been received from Red Kite to present amended redevelopment proposals for one of their sites in Castlefield.

Corporate Implications

1.3 Members of both the Planning Committee, and the Regulatory and Appeals Committee, are required to complete a minimum level of planning training each year.

Sustainable Community Strategy/Council Priorities - Implications

1.4 None directly.

Background and Issues

1.5 The pre Planning Committee meeting gives an opportunity for member training or developer presentations.

Options

1.6 None.

Conclusions

1.7 Members note the recommendation.

Next Steps

1.8 None.

Background Papers: None.

Agenda Item 14.

For Information: Delegated Action Authorised Planning Enforcement Team

Between: 02/01/2018-29/01/2018

Reference	Address	Breach Details	Date Authorised	Type of Notice
17/00307/OP	279 Rutland Avenue High Wycombe Buckinghamshire HP12 3LY	Without planning permission the material change of use of the land from residential (C3) to a mixed use comprising residential (C3) and storage (Sui Generis).	22-Jan-18	Enforcement Notice
18/00009/OP	31 Marcourt Road Stokenchurch Buckinghamshire HP14 3QX	Without planning permission non-compliance with condition 6 of p/p 13/05713/FUL (amended by 13/06523/MINAMD)	16-Jan-18	Not in the Public Interest to pursue further action
17/00568/CU	8 Lea Close Marlow Bottom Buckinghamshire SL7 3PD	Without planning permission the erection of 2m high fence	12-Jan-18	Not in the Public Interest to pursue further action
17/00173/CU	58 Baronsmead Road High Wycombe Buckinghamshire HP12 3PG	Alleged material change of use of basements to self-contained units	12-Jan-18	Planning Contravention Notice
17/00171/CU	62 Baronsmead Road High Wycombe Buckinghamshire HP12 3PG	Alleged material change of use of basements to self-contained units	12-Jan-18	Planning Contravention Notice
17/00410/OP	93 West Wycombe Road High Wycombe Buckinghamshire HP11 2LR	Without planning permission the conversion of storage building to an office	17-Jan-18	No Material Harm (Acceptable Development)
17/00187/OP	Access Adjacent To The Dell Cadsden Road Cadsden Buckinghamshire HP27 0NB	Without planning permission the formation of an access and track	22-Jan-18	Not in the Public Interest to pursue further action
17/00227/OP	16A Hamilton Road High Wycombe Buckinghamshire HP13 5BW	Without planning permission the construction of two dormer windows in the roofslope of the outbuilding (outlined in blue on the attached plan).	12-Jan-18	Enforcement Notice

Reference	Address	Breach Details	Date Authorised	Type of Notice
17/00516/CU	27 Mill End Road High Wycombe Buckinghamshire HP12 4AX	Alleged material change of use of detached outbuilding to form self-contained residential unit	12-Jan-18	Planning Contravention Notice
16/00123/OP	25 Home Wood Harleyford Henley Road Marlow Buckinghamshire SL7 2SW	Use of log cabin as the sole or main place of residence of the occupier(s), in breach of Condition 9 of Planning Permission 96/06767/FUL	18-Jan-18	Enforcement Notice
16/00128/OP	30 Home Wood Harleyford Henley Road Marlow Buckinghamshire SL7 2SW	Use of log cabin as the sole or main place of residence of the occupier(s), in breach of Condition 9 of Planning Permission 96/06767/FUL	18-Jan-18	Enforcement Notice
16/00119/OP	21 Home Wood Harleyford Henley Road Marlow Buckinghamshire SL7 2SW	Occupation of log cabin during the month of February, in breach of Condition 10 of Planning Permission 96/06767/FUL	18-Jan-18	Enforcement Notice
16/00075/OP	12 The Lakes Harleyford Henley Road Marlow Buckinghamshire SL7 2SL	Use of log cabin as the sole or main residence of the occupier(s), in breach of Condition 9 of planning permission W/93/5001/FF	18-Jan-18	Enforcement Notice
16/00074/OP	11 The Lakes Harleyford Henley Road Marlow Buckinghamshire SL7 2SL	Occupation of log cabin during the month of February in breach of condition 10 of planning permission W/93/5001/FF	18-Jan-18	Enforcement Notice

Reference	Address	Breach Details	Date Authorised	Type of Notice
16/00089/OP	14 The Grove Harleyford Henley Road Marlow Buckinghamshire SL7 2SN	Occupation of log cabin during the month of February in breach of condition 10 of planning permission W/93/5001/FF	18-Jan-18	Enforcement Notice
16/00096/OP	21 The Grove Harleyford Henley Road Marlow Buckinghamshire SL7 2SN	Occupation of log cabin during the month of February in breach of condition 10 of planning permission W/93/5001/FF	18-Jan-18	Enforcement Notice
16/00129/OP	31 Home Wood Harleyford Henley Road Marlow Buckinghamshire SL7 2SW	Occupation of log cabin during the month of February, in breach of Condition 10 of Planning Permission 96/06767/FUL	18-Jan-18	Enforcement Notice
16/00130/OP	32 Home Wood Harleyford Henley Road Marlow Buckinghamshire SL7 2SW	Occupation of log cabin during the month of February, in breach of Condition 10 of Planning Permission 96/06767/FUL	18-Jan-18	Enforcement Notice
13/00332/OP	4 The Lakes Harleyford Henley Road Marlow Buckinghamshire SL7 2SL	Use of log cabin as the sole or main residence of the occupier(s), in breach of Condition 9 of planning permission W/93/5001/FF	18-Jan-18	Enforcement Notice
16/00068/OP	5 The Lakes Harleyford Henley Road Marlow Buckinghamshire SL7 2SL	Use of log cabin as the sole or main residence of the occupier(s), in breach of Condition 9 of planning permission W/93/5001/FF	18-Jan-18	Enforcement Notice
16/00075/OP	12 The Lakes Harleyford Henley Road Marlow Buckinghamshire SL7 2SL	Use of log cabin as the sole or main residence of the occupier(s), in breach of Condition 9 of planning permission W/93/5001/FF	18-Jan-18	Enforcement Notice

Reference	Address	Breach Details	Date Authorised	Type of Notice
16/00073/OP	10 The Lakes Harleyford Henley Road Marlow Buckinghamshire SL7 2SL	Occupation of log cabin during the month of February in breach of condition 10 of planning permission W/93/5001/FF	18-Jan-18	Enforcement Notice