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App No : 17/07655/FUL App Type: Full Application

Application for : Redevelopment of existing commercial site for commercial purposes including demolition of existing buildings, erection of B1(c), B2 and B8 and Trade Counter (including ancillary offices) premises (8470m²), reuse existing accesses onto Chapel Lane and Mill End Road, on-site parking and landscaping

At Land South of River Wye and Foundry Site Between Translux Mill and Chapel Lane, High Wycombe, Buckinghamshire

Date Received : 23/11/17 Applicant : Ridgepoint Homes Ltd; William Vere (Properties) Ltd; Verco

Target date for Decision 22/02/18

NOTE: This report was withdrawn from the consideration of the Planning Committee at their meeting on 30 May 2018 due to the need for more clarification of a number of issues and the amount of information that had to be included within the supplementary report. Following the committee there have been on-going discussions between planning officers, consultees and the applicant and as a consequence there are text changes throughout the report.

1. **Summary**

- 1.1. This proposal is for employment development on land that is designated as an employment area in the development plan. The development is entirely acceptable in terms of the principle of development. The main assessment presented within this report therefore focusses on the detail of the proposed development.
- 1.2. The report sets out that the proposals are considered to be acceptable in terms of the quality of the layout and design; transport matters and car parking; the impact upon neighbouring property; impact upon Heritage Assets; environmental matters; ecology and sustainability.
- 1.3. The proposals are considered to provide a sustainable reuse of an existing employment area that would provide significant employment opportunities for the residents of High Wycombe and the wider District.
- 1.4. The recommendation is to permit the application.

2. **The Application**

- 2.1. The application site is located between Chapel Lane (west) and Mill End Road (east) within the Mill End Road Employment Area in High Wycombe. The Verco Office Furniture site is located to the immediate north of the site with residential properties surrounding the site to the immediate north-east and south. Millbrook Combined School is located to the immediate east of the site on the opposing side of Mill End Road. The application site is located within the Sands Ward and is within the Desborough Area of Change (as defined in the Delivery and Site Allocations Plan). The site is also located within Accessibility Zone 3 and Non-residential Zone 1 for parking purposes.
- 2.2. Within the existing site is a commercial building in the south-eastern corner adjacent to No. 36 Mill End Road and in close proximity to the site's southerly entrance from Mill End Road. The site in general comprises a significant level of hardstanding, for which the eastern portion is currently utilised as parking for vehicles used in association with the storage and transport of film making props (Translux Ltd).
- 2.3. The western portion of the site is largely comprised of scrubland and further concrete

hardstanding which is physically separated from the remainder of the site from earthworks. Further access to the site is provided from Chapel Lane which runs along the northern portion of the site and leads into a tarmacked area. This area is adjacent to a substantial commercial building to the immediate east which in itself is located adjacent to the main Verco factory building, located beyond the application site.

- 2.4. The proposals seek to redevelop the site by way of constructing 10 commercial units with associated parking and landscaping. The revised site layout plan submitted as part of this application details that the site would effectively be split into two functional areas which would operate largely independent of one another.
- 2.5. The western portion, which would utilise the existing access off Chapel Lane, comprises 5 commercial units and constitute the majority of built footprint proposed across the entire site. A total of 68 car parking spaces would be provided in this portion of the site on the basis that all units (unit 6 aside) would be used on a B1c/B2/B8 basis. Unit 6, the largest unit within the proposal, would operate solely for B8 purposes. This portion of the site would be physically separated from the adjoining section by the de-culverted tributary running through the site from south to north. It is proposed to introduce a green corridor either side of the buffer which would be set between a row of parking spaces within the western section and the rear of Units 1-5 in the eastern section.
- 2.6. The eastern section of the site, utilising the existing dual access from Mill End Road, would comprise 5 smaller commercial units with a total of 40 car parking spaces.
- 2.7. The current proposals seek a flexible use across the entirety of units in the site (unit 6 aside) within use classes B1c, B2 and B8 in order for the site to have the ability to more successfully respond to market conditions and attract a greater variety of potential occupiers. Moreover, the proposals seek 24 hour and 7 days a week operations on the basis that it is intended that the majority of the units would be likely to be occupied by companies in the distribution and delivery sector which require such hours of operation in order to function successfully.
- 2.8. The breakdown of the units by floorspace is as follows:

Unit	Floorspace sq. m.	Accessed from...
1	509	Mill End Road
2	388	Mill End Road
3	424	Mill End Road
4	424	Mill End Road
5	795	Mill End Road
Total 1-5	2540	
6	2805	Chapel Lane
7	1322	Chapel Lane
8	963	Chapel Lane
9	382	Chapel Lane
10	458	Chapel Lane
Total 6-10	5930	

- 2.9. River corridors have also been proposed to the immediate south of the River Wye in the revised site layout plan in order for the scheme to be fully compliant with Policy DM15 of the Delivery and Site Allocations Plan.
- 2.10. The application is accompanied by:
- a) Planning Statement
 - b) Design and Access Statement
 - c) Transport Assessment
 - d) Landscaping Plan
 - e) Landscape Management Schedule
 - f) Arboricultural Impact Assessment and Arboricultural Report
 - g) Tree Constraints Plan and Tree Protection Plan
 - h) Site Waste Management Plan
 - i) Daylight and Sunlight Assessment
 - j) Flood Risk Assessment
 - k) Ecological Appraisal
 - l) Reptile Mitigation Strategy
 - m) Existing Site Surveys
 - n) Underground Utility Survey
 - o) Lighting Report
 - p) Noise Report
 - q) Utilities Statement
 - r) Proposed Site Layout
 - s) Proposed Floorplans and Elevations
 - t) Proposed Sections through site
- 2.11. Amended drawings were received during the course of considering the application.
- 2.12. The applicant did not provide a Statement of Community Involvement but the Council has 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. Planning officers have also attended a public meeting in the Sands area with the local member.

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, and following significant rounds of engagement and discussion with the applicant, a final set of amended plans and accompanying documents were received which were found to be acceptable. The application was subsequently recommend for approval.
- 3.3. 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. 89/07721/FUL – Erection of a finished goods distribution warehouse and formation of parking area – Permitted
- 4.2. 92/06820/FUL – Infilling of existing loading bays for use as office accommodation and

- storage and additional parking – Permitted
- 4.3. 95/05639/FUL - Change of use to B2 (General Industrial) – Permitted
 - 4.4. 95/06963/FUL - New boundary fence and landscaping to frontage of 45- 47 Chapel Lane – Permitted
 - 4.5. 96/06882/RCDN - Continuation of use of premises for B2 (General Industrial) use without complying with condition 3 (Operating Hours) of W/95/05639/FUL – Permitted
 - 4.6. 97/06241/FUL - Erection of section of 2.4m high palisade boundary fencing (retrospective) – Permitted
 - 4.7. 01/07479/FUL - Erection of 120 residential units, associated car parking, landscaping and open space: erection of acoustic enclosure around existing Verco Mill – Refused
 - 4.8. 01/07480/FUL - Erection of 117 residential units, associated car parking, landscaping and open space: erection of acoustic enclosure around existing Verco Mill - Refused
 - 4.9. 15/06618/FUL - A hybrid planning application seeking detailed planning permission for demolition of 2 industrial buildings to enable a mixed use redevelopment comprising 79 dwellings (5 x 1 bed apartments, 43 x 2 bed apartments, 1 x 2 bed coach house, 1 x 3 bed apartment, 19 x 3 bed houses and 10 x 4 bed houses) with associated infrastructure, open space, landscaping, de-culverting of watercourse, car-parking for Millbrook Combined School served by a relocated entrance on Mill End Road and an access from Chapel Lane. Outline planning application for construction of up to 1,176sqm of commercial floorspace with all matters reserved – Withdrawn
 - 4.10. 17/07643/FUL - Erection of 2 x 2 bed dwelling with associated parking and alterations to access off Chapel Lane - Refused

5. Issues and Policy considerations

Principle and Location of Development

Adopted Local Plan (ALP): G3 (General design policy), E3 (Employment Areas);

Core Strategy (CSDPD): CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS11 (Land for Business);

Delivery and Site Allocations Plan (DSA): DM1 (Presumption in favour of sustainable development);

The New Local Plan submission version: CP1 (Sustainable Development), CP5 (Delivering land for business), DM28 (Employment Areas)

- 5.1. The application site, sited to the south of Verco Office Furniture, comprises an existing commercial site (Use Class B2) within the Mill End Road Employment Area. Employment Areas form the principal employment base within the District.
- 5.2. Policy E3 of the Adopted Local Plan seeks to safeguard Employment Areas for uses falling within use classes B1, B2 and B8. The principal of redeveloping employment areas within the abovementioned uses is therefore supported within Policy E3.
- 5.3. Policy CS11 of the Core Strategy DPD further promotes the redevelopment, regeneration and, where appropriate, the intensification of existing employment sites in order facilitate a prosperous local economy.
- 5.4. The development proposal seeks a redevelopment of the site to provide 10 units. The largest of these is restricted to B8 (storage and distribution) use. The remaining 9 units may be flexibly used for classes B1a (light industrial), B2 (general industrial) or B8 (storage and distribution). Such flexibility is general encouraged within Policy CS11 in order for employment sites to remain financially sustainable in perpetuity and be better able to respond to changing market conditions if necessary.
- 5.5. This is further supported by Policy HW1 of the Delivery and Site Allocations Plan which seeks the retention and, where appropriate, the redevelopment of existing Employment Areas within the Desborough area in order to facilitate social and economic regeneration.

- 5.6. The abovementioned policies of the Development Framework are consistent with Policies CP5 and DM28 of the New Local Plan which safeguard against the redevelopment of Strategic and Local Employment Areas for non-business development and facilitate their regeneration for continued employment purposes where appropriate.
- 5.7. The principal of the development of this employment site for employment purposes is therefore clearly established. Moreover, such development proposals are considered to constitute a sustainable reuse of an existing employment area for which the current lawful use is for General Industrial purposes (Use Class B2).
- 5.8. Such development would, in the opinion of the Local Planning Authority, provide significant employment opportunities for the residents of High Wycombe and the surrounding District for which the current unemployment level is 2.9%.¹ Specifically, and when reviewing the Government's Employment Density Guide (3rd edition, Nov. 2015), the development could provide a minimum of 150 full time job based on the level of floorspace proposed and the likely split between use classes. This does have the potential to increase if companies operated a shift system.
- 5.9. This application is being considered in a context where only a limited amount of B Class development has been coming forward on sites within the District. B Class use sites have been lost due to landowners/applicants being able to demonstrate that there is no market for such uses at a particular site (due to the circumstances of the site) or by permitted development change of use rights. The current site has the benefits of being well connected to the principle road network, relatively close to the M40 Motorway and comprising an extensive level site which has been in employment use for a long time.
- 5.10. The applicant is a national developer of commercial sites and has a good understanding of the national and local employment market. The layout, size and style of buildings has been drawn up with the experience of market conditions. The smaller units are of a similar size a design to those that were built at Wycombe Marsh in 2012: those units are occupied and trading.

Raising the quality of place making and design

Adopted Local Plan (ALP): G3 (General design policy), G7 (Development in relation to local topography), G8 (Detailed Design Guidance and Local Amenity), G10 (Landscaping), G11 (Trees), Appendix 1;

Core Strategy (CSDPD): CS4.1 (High Wycombe Key Areas of Change – Desborough Area) CS19 (Raising the quality of place shaping and design);

Delivery and Site Allocations Plan (DSA): HW1 (Desborough delivery and design framework), DM11 (Green networks and infrastructure), DM15 (Protection and enhancement of river and stream corridors);

The New Local Plan submission version: CP9 (Sense of place), CP10 (Green infrastructure and the natural environment), DM32 (Landscape character and settlement patterns), DM35 (Placemaking and design quality)

- 5.11. Policy G3 of the Adopted Local Plan requires development proposals to achieve a high standard of design and layout that represents the local urban context so as to maintain and reinforce its distinctiveness and particular character. Specifically, such proposals should take account of existing site characteristics such as local land form, natural features, views and vistas. Furthermore, development will be expected to be compatible with the immediate surroundings of the site and be appropriate to its wider context.
- 5.12. Policy CS19 of the Core Strategy seeks to secure improvements in the quality of place-shaping and design. In particular, high standards of design and layout are expected to be achieved with development proposals and the locally distinctive

¹ <https://www.nomisweb.co.uk/reports/Imp/la/1946157294/report.aspx#tabempunemp>

qualities of place are to be reinforced by enhancing landscape and built characteristics of the site.

- 5.13. The above policies are reinforced by Policy CS4.1 of the Core Strategy and Policy HW1 of the DSA which seek to ensure high quality developments within the Desborough Area which successfully integrate with their surrounds and help support and reinforce a local sense of distinctiveness.

Design and layout

- 5.14. The design proposed for the 10 units within the site is typical of modern commercial buildings and consistent with similar schemes permitted within the District, with each unit comprising a pitched roof and central apex with the gable on the flank elevations.
- 5.15. Units 1 to 5 face Mill End Road. Units 6 – 10 face towards the river Wye and back onto the residential properties to the south. A landscape belt runs between the commercial units and the neighbouring dwellings. Unit 6, the largest of the units proposed would be between 10m and 15m from the site's southern boundary.
- 5.16. The ridge height of units 6 – 10 would range between 11m and 12m within the western portion of the site. They are unlikely to be visible from the Chapel Lane streetscene given the significant setback of the units from the entrance point.
- 5.17. Units 1-5 within the eastern portion of the site would be conjoined, have a uniform front building line and setback in excess of 20m from Mill End Road. The ridge height of these units would be 11m and would exceed the height of neighbouring residential properties either side by 3m (no. 36) and 4.5m (nos. 22-28). However their setback from the streetscene and substantial screening from existing and proposed trees to be retained adjacent to Mill End Road would ensure that the units would not constitute a prominent feature within the streetscene.
- 5.18. The external materials proposed for the units, namely a combination of grey profiled metallic cladding, is also consistent with modern commercial developments and typical for an employment site such as this. As previously mentioned, the units proposed within the site would not be overly visible from either streetscene and therefore have a minimal impact upon the character and amenities of the wider locality. The final iteration of external materials would be controlled by way of a condition if planning permission were to be forthcoming.
- 5.19. With regards to the layout, it is noted that this has primarily been informed by the need to reduce any potential impact the development would have upon the amenities of adjacent residential properties to the south; particular from a noise perspective (which will be covered in a subsequent section of this report).
- 5.20. Bands of landscaping will run through the site. There will be screen planting on the southern site boundary and particularly to the rear of units 6-10 and within the River Wye corridor. The site itself would be physically split by the de-culverted tributary and subsequent landscaped buffer either side. This is considered to provide an enhanced focal point within the site which successfully links into the remainder of the site layout.
- 5.21. Parking would primarily be provided to the front of units 6-10, to the west of unit 10 and the east of unit 6. In addition, further parking would be provided to the immediate north of unit 5 and to the front of units 1-5. The layout of parking proposed is considered to be satisfactory with the location of buildings, principally in the southern portion of the site for the western section, considered to be a sensible location given residential properties are primarily located to the south of the site with the Verco Factory site located to the immediate north.

River corridors

- 5.22. Policy DM15 of the Delivery and Site Allocations Plan (DSA) states that development adjacent to rivers and watercourses should seek to conserve and enhance the

biodiversity, landscape and recreational value of the watercourse and its corridor through good design. Opportunities for the de-culverting of watercourses should also be actively pursued and development should not prejudice future opportunities for de-culverting.

- 5.23. Such development should provide or retain a 10m buffer between the top of the river bank and development, and include a long term landscape and ecological management plan for this buffer.
- 5.24. Policy CS17 of the Core Strategy further emphasises the importance of conserving and enhancing watercourses given they are a vital element of the Green Infrastructure of the District.
- 5.25. It should be noted that the Environment Agency has maintained an objection to the proposals. This objection has three parts: that the proposed river Wye corridor falls below 10m in places; that no details have been provided of ecological enhancements within the corridor, including the river channel; and that the chalk stream should be recreated through the site so that it enters the river Wye in a location beyond the Verco building and that it should have a river corridor each side of 10 m width.
- 5.26. In terms of the river Wye this application provides the opportunity to create a river buffer in compliance with planning policy. The aim has been to provide an undeveloped space of at least 10m width along the River Wye. In the location close to Mill End Road a 10m buffer is provided but the site boundary and boundary fence would sit within the buffer and at its closest the fence would be about 7.5 metres from the river. At the Chapel Lane end of the site the corridor is pinched at the site access and at one location within the site but otherwise widens to over 16 metres. In summary therefore the arrangement is for there to be a buffer in excess of 10 metres but with a few pinch points. It is considered that this arrangement accords with planning policy.
- 5.27. In terms of the ecological enhancements of the corridor details have been provided and these will be secured by planning condition. The Environment Agency would like to see the existing concrete bank to the River Wye that is located adjacent to the site removed and a naturalised bank restored and this can be secured by planning condition.
- 5.28. There is an existing tributary to the River Wye that arises from a spring in Penmore Close and runs through the application site in a below ground culvert. It joins the river Wye beneath the existing Verco factory. This has been the subject of discussion between the applicant and planning officers and officers have encouraged the removal of the culvert and the re-creation of a stream through the site. The applicant has responded to this and the drawings have been amended a number of times to provide this feature. The revised proposals indicate the de-culverted tributary with a moderate buffer either side of a total width measuring 5.5m. The de-culverted tributary would effectively divide the site into two portions and run to the rear of units 1-5.
- 5.29. The Environment Agency wish to see the stream further re-routed so that it joins the River Wye upstream of the factory and also so that a 10m wide buffer is provided each side of the stream. This would have the effect of sterilising a significant part of the site from development, impacting on the viability of the redevelopment, and is not an amendment that can be negotiated. In any case officers doubt whether such an arrangement would represent the minimum arrangement that would be allowed by planning policy.
- 5.30. DSA Policy DM15 requires that opportunities for de-culverting watercourses be actively pursued. Planning permission will only be granted for proposals that do not culvert watercourses and do not prejudice future opportunities for de-culverting. A strict reading of policy would suggest that the stream could remain in its culvert as long as de-culverting could take place at some future time. In this case the

development exceeds that requirement by de-culverting the stream as part of the development proposal. The text following the policy also recognises that in some situations a 10m wide buffer may not be achievable, as is the case here.

- 5.31. The emphasis in this redevelopment is to create a decent buffer to the River Wye, deculvert the stream and provide a reduced but ecologically enhanced buffer to it. As a package of measures this is considered to be acceptable.

Landscaping and Arboriculture

- 5.32. Policies G10 and G11 of the Adopted Local Plan seek to ensure that development proposals take adequate account of and, where possible, retain existing planting and tree cover including hedgerows and other landscape features. Such schemes for the redevelopment of sites should incorporate appropriate landscaping as an integral part of development proposals and take into account the need for development to integrate within the landscape of the neighbouring area.
- 5.33. Development proposals will also be required to retain existing trees and hedgerows of good quality and/or visual significance where possible. Such development should not put the future retention of such trees and hedgerows at risk; this includes during the course of construction.
- 5.34. Moreover, appropriate landscaping and design features should be incorporated into such schemes, with details of areas of hard and soft landscaping to be provided together with open space for habitats and wildlife. This is reinforced by Policy CS19 of the Core Strategy which states that locally distinctive qualities of place should be reinforced by enhancing landscape characteristics of the site and the wider context.
- 5.35. Substantial landscaping is proposed to the rear of units 6-10 in the space between the commercial units and the existing dwellings. This would take the form of a mixed species of trees including Field Maple, Alder, Poplar, Beech, Hornbeam, Rowan, Whitebeam and Small Leaf Lime. Such landscaping would include the banking up of earth along the southern boundary of the site directly in front of an existing concrete wall. Trees are proposed to be planted atop this bank providing a significant level of screening together with further planting in front leading up to the rear elevation of the commercial units.
- 5.36. The existing trees located along the southern boundary of the site adjacent to the properties within Penmoor Close and No. 36 Mill End Road are covered by a Tree Preservation Order. Such trees would be protected during construction by virtue of tree protective fencing and in themselves provide further screening of the development from view of adjacent residential properties.
- 5.37. Likewise, existing trees to the immediate rear of Nos. 55-61 Chapel Lane would also be retained and protected during construction. It is considered that the protection of such trees are important as they provide natural screening of the development and play an important role in the wider landscaping strategy of the site.
- 5.38. A variety of trees and shrubs are also proposed to be planted within the River Wye and de-culverted tributary corridors.
- 5.39. Both the Council's Landscaping and Arboricultural officers have found such proposals to be acceptable and consider that the level, variety and species of planting proposed to be appropriate for this particular location.

Connectivity

- 5.40. Policy CS4.1 of the Core Strategy and Policy HW1 of the DSA focus specifically on the Desborough Area and, inter alia, seek to improve the wider integration of the area with the Town Centre through the provision of pedestrian and cycle routes within sites. Specifically, redevelopment of sites within the Desborough Area should seek to improve its legibility by providing links to open spaces within Desborough.
- 5.41. Consideration has been given to whether an east west pedestrian/cycle route could

be provided through this site but this has not proved viable from a safety and amenity standpoint.

Transport matters and parking

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

Core Strategy (CSDPD): CS16 (Transport), CS20 (Transport and Infrastructure);

Delivery and Site Allocations Plan (DSA): DM2 (Transport requirements of development sites)

The New Local Plan submission version: CP7 (Delivering the infrastructure to support growth), DM33 (Managing carbon emissions: transport and energy generation)

Transport/Highways Considerations

- 5.42. The applicant has provided a detailed transport assessment which has been scrutinised by the Highway Authority. The technical work relates to the development as originally submitted before the floorspace was reduced by 750 sq. m. as a result of layout amendments.
- 5.43. The report considers highway capacity and in particular the highway junctions around the site. While junctions are operating slightly beyond capacity, the traffic generated by the development will only have a marginal impact upon them. On this basis the Highway Authority see no reason to object to the planning application.
- 5.44. The Highway Officer has had regard to the local concerns relating to Mill End Road. The site access is close to Millbrook School. The concerns relate to:
- (a) Vehicle speeds
 - (b) Commercial and school related vehicles parking on the highway in breach of waiting restrictions
 - (c) The number of goods vehicles currently manoeuvring and loading/unloading near the school.

However, these are matters whereby either existing legislation can be used to combat legal infractions (i.e. parking and speed limit enforcement) or are not impacted by the scope of this planning application (parental drop-off/collection activities).

- 5.45. It is considered that there is very little that can be secured via a planning permission outside of mitigation that can be fairly and legally secured to address existing issues. Nonetheless, the obligations that can be secured should minimise the development's cumulative impact on the local area and potentially contribute toward a safer environment for highway users. The matters that can be secured include:
- (a) The existing access and egress from the site onto Mill End road will need to be upgraded. This will likely require removal or relocation of the existing pedestrian refuge on Mill End Road closest to its junction with Eaton Avenue.
 - (b) If the pedestrian refuge is removed, a pedestrian crossing will be needed at some point between the site and the Millbrook School.
 - (c) There is very little in the way of advanced signage to alert drivers to the school itself. As a result, the applicant will be required to investigate and potentially erect advanced school signage with flashing lights on each approach to the Millbrook School.
- 5.46. The site layout has been assessed and is considered to be acceptable from the point of view of larger vehicles accessing and turning within the site.
- 5.47. The Highway Authority have concluded that the proposals would be acceptable subject to planning conditions.

Parking

- 5.48. The proposed development has sought flexibility of uses across the entirety of the site ranging between planning use classes B1(c) (light industrial), B2 (general

- industrial) and B8 (storage and distribution) in order for the site to better respond to market conditions and allow a degree of flexibility for future users.
- 5.49. Buckinghamshire County Council's Parking Guidance specifies the optimum level of parking required for a range of non-residential uses which has been deemed appropriate following research undertaken by the County Council which subsequently informed this document. Wycombe District Council uses this document as a basis for determining whether development proposals would provide the required level of parking in order to serve it.
 - 5.50. In the Parking Guidance, there is no defined criteria available for the level of parking required in relation to B1(c) (light industrial) uses. However, the Highways Authority at Buckinghamshire County Council have advised that development seeking B1(c) (light industrial) uses should be assessed against B2 (general industrial) criteria for parking purposes.
 - 5.51. On this basis and in accordance with the Parking Guidance, such B2 (general industrial) development should provide 1 parking space per every 64 sq. m. Likewise, B2 (industrial estate) development should provide 1 parking space for every 87 sq. m. with B8 (storage and distribution) providing 1 space per every 130 sq. m. of floorspace.
 - 5.52. Being mindful of the proposition of all units having a flexible use (B1(c), B2 or B8) and given that a B2 (general industrial) use across the entirety of the site would constitute a 'worst case scenario' for car parking purposes; the developer was advised that a total of 133 parking spaces would be required across the entirety of the site in order for the development to be compliant from this perspective.
 - 5.53. Moreover, given that the revised plans proposed no through access between the eastern and western portion of the site; each section of the proposed development site would need to be individually compliant from a parking perspective (i.e. a shortfall in the western portion of the site could not be accommodated in the eastern portion and vice versa).
 - 5.54. The eastern portion of the site accessed from Mill End Road comprises a total floorspace of 2540 sq. m. From a worst case scenario perspective, i.e. a B1(c) use across units 1-5, a total of 40 parking spaces would be required. The updated site plan indicates that 40 parking spaces would be provided in this section and therefore renders the eastern portion of the site compliant from a parking perspective. It would therefore seem reasonable to allow a flexible use across the B use classes for units 1-5.
 - 5.55. With regards to the western portion however, only 68 car parking spaces have been provided which is a shortfall of 25 parking spaces when assuming that units 6-10 would have flexible use (worst case scenario being use class B1(c)).
 - 5.56. It is therefore recommended that the largest unit, unit 6, comprising a total floorspace of 2805sqm, should be conditioned for a B8 (storage and distribution) use only with units 7-10 having a fully flexible use. From a worst case scenario perspective (i.e. units 7-10 comprising a B1(c) use), there would be a requirement for 70 parking spaces across the western portion of the site and 68 parking spaces would be provided.
 - 5.57. In this scenario, the proposed shortfall of 2 parking spaces is considered to be acceptable given such a shortfall is so minor and it is in any case unlikely that units 7-10 would be used for B1(c) simultaneously at any one time.
 - 5.58. In light of the above, the level of parking proposed at the development site is considered to be acceptable, on the condition that unit 6 only be used for Class B8 purposes.

Impact upon the amenities of neighbouring residential properties

Adopted Local Plan (ALP): G8 (Detailed design guidance and local amenity), H19 (Residents amenity space and gardens);

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

Residential Design Guidance SPD;

The New Local Plan submission version: DM35 (Placemaking and design quality)

- 5.59. Policy G8 of the Adopted Local Plan states that development proposals will be required to safeguard the future amenity of residents in land surrounding development sites. Particular consideration will be given to the impact such development has upon: daylight and sunlight; privacy and overlooking; visual intrusion and overshadowing; traffic noise and disturbance and parking and manoeuvring of vehicles.
- 5.60. The residential properties most likely to be affected by the proposed development comprise Nos. 1-15 Sandsdown Close, Nos. 1-15 Penmoor Close and No. 36 Mill End Road to the south, together with Nos. 22-26 Mill End Road to the north.
- 5.61. Commercial units 6-10 are located adjacent to residential property in Sandsdown Close and Penmoor Close. During the course of considering the application the units have been relocated further from the boundary of the site in this location. The ridge heights of commercial units 6-10 would range between 11m and 12m. Units 7-10 are designed with a pitched roof. The eaves height closest to the neighbouring properties would be between 8m and 9m in height. Unit 6 is designed with a hipped roof so that the high point is also away from the neighbours. The reasons for this are that the application site levels are lower than the residential site levels and drop by between approximately 2m – 2.5m. The boundary is characterised by an existing 1.7m - 2.5m high concrete retaining wall with a 1.8m high close boarded fence on top and this would be retained. Realistically therefore, the first 3.5m – 4m of the proposed buildings would be shielded from view with respect to the properties on Sandsdown Close directly facing the development site. The ridge heights of the commercial buildings would exceed the ridge height of adjacent residential properties on Sandsdown Close and Penmoor Close by only a small degree. Substantial landscaping is also proposed to the rear of units 6-10. On parts of the boundary where there are existing trees to be retained these will be protected during construction. The relationship of the new development to the existing houses is considered to be acceptable.
- 5.62. The submitted Daylight and Sunlight report demonstrates that the ridge height of the proposed units would not intersect a 25 degree angle measured from the lowest ground floor rear windows of properties along Sandsdown Close or Penmoor Close. The proposals would therefore conform to Building Research Establishments (BRE) guidance 'Site layout planning for daylight and sunlight: a guide to good practice' (BRE, 2011) and the British Standard document BS8206 Part 2 and, in the Council's opinion, not materially affect the level of sunlight or daylight permeating the windows of the abovementioned properties. It is also noted that the dwellings within Sandsdown Close and Penmoor Close are sited to the south of the application site and therefore the proposals would not result in overshadowing of the amenity space of the properties.
- 5.63. 4.5m high timber acoustic barriers are proposed to the rear of Nos. 55-61 Chapel Lane. These would primarily be obscured from view of the rear of these properties by the differentiation in land levels and the existing close boarded timber fence to the rear. Therefore, only the top 1m of the noise barriers would be visible from the rear elevation of these properties which would in itself be offset from the boundary by approximately 2m.
- 5.64. The commercial units will not overlook adjacent residential properties because their facing elevations lack windows.

- 5.65. In relation to other residential properties within close proximity to the site, the rear garden of No. 36 Mill End Road is located perpendicular to unit 1 in the eastern portion of the site with no windows proposed in the southern flank elevation of the building. Again, no concerns are considered apparent with regards to overshadowing and existing trees to be retained together with further planting proposed would significantly shield the development from view of No. 36. It is also noted that an existing commercial building present within the site which abuts the boundary with No. 36 would be demolished with the resultant development, being pushed off the boundary by between 8m to 11m, would result in an improved relationship with this residential property.
- 5.66. The residential properties of Nos. 22-26 Mill End Road, whilst being sited to the north of the application site, would be located approximately 37m from the northern flank building line of unit 1 and therefore unlikely to be materially affected by the proposed developments.
- 5.67. The proposals are considered to be acceptable in terms of their impact on adjoining property.

Environmental issues

Adopted Local Plan (ALP): G15 (Noise), G16 (Light pollution);
Core Strategy (CSDPD): CS18 (Waste, natural resources and pollution);
The New Local Plan submission version: CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF)

Noise

- 5.68. Policy G15 of the Adopted Local Plan seeks to safeguard against development proposals which, by reason of noise or vibration associated with such development, have an adverse effect on the amenities of neighbouring properties and/or the surroundings in general. Development proposed within noise sensitive areas, such as those adjoining or within close proximity to residential areas, must be suitably designed and laid out in such a way as to reduce the future ambient noise level both within and adjacent to buildings to acceptable levels.
- 5.69. The overall mitigation strategy at the site is based on the development operating on the basis of 24 hours a day. Consequently, the noise emanating from the proposed development has to conform to British Standard (BS 8233: 2014 'Sound Insulation and Noise Reduction for Buildings') night time (23.00 – 07.00) requirements in relation to acceptable decibel levels (dB). This equates to 30dB within bedrooms of surrounding houses between 23.00 – 07.00 hours.
- 5.70. The applicant has undertaken noise reports to assess the impact of the development. The latest noise report indicates that an acceptable level of noise would be experienced within the adjacent residential properties conforming to the required dB levels both during the day and night time hours.
- 5.71. The layout has been designed to reduce noise impacts to neighbours. The proposed buildings (units 6-10 the largest units) back onto residential property in Sandsdown Close and Penmoor Close. The outdoor activity will occur to the front of the buildings so the buildings screen the noise from the dwellings.
- 5.72. Noise barriers are also proposed on the site boundaries. 2.5m and 4.5m high noise barriers are proposed along the rear and flank boundaries of Nos. 55-61 Chapel Lane in order to prevent noise levels associated with the development reaching or exceeding the required decibel levels. Likewise, a 4.5m high noise barrier is proposed along a small section of the site's southern boundary adjacent to No. 36 Mill End Road, together with a further 4.5m high barriers immediately adjacent to the predicted noise receptor emanating from unit 5. A further 2.5m high barrier has been proposed along a section of the river corridor adjacent to Nos. 22-26 Mill End Road on the opposite side of the River Wye.

5.73. The Council's Environmental Services department have considered the proposed layout of the scheme together with the mitigation strategies proposed in order to prevent noise levels emanating from the development reaching an unacceptable level in relation to neighbouring residential properties and found the proposals to be acceptable.

5.74. A planning condition is recommended requiring details of any external plant so that it can be controlled in the interests of noise.

Lighting

5.75. Policy G16 of the Adopted Local Plan specifies that any scheme including lighting should minimise glare and spillage from the development site, having regard to the nature and sensitivity of adjacent land uses and the character of the surrounding area. Consideration therefore needs to be given to the effect of the light produced on the amenities of nearby residents, highway safety and the visibility of the night sky. With regard to development adjacent to sensitive areas, conditions may be imposed to, inter alia, restrict the level of lighting, hours of operation, height and luminance.

5.76. The applicant's External Lighting Assessment indicates that a combination of column and wall mounted LED fittings will be used, with the assessment indicating that the type and level of illumination proposed would conform to the relevant BREEM requirements and Part L2A of the building regulations.

5.77. The external lighting would be controlled by a combination of photocells and timeclocks. The time clocks would act as a master control and be set to switch off between the hours of 23.01 – 06.59 in order to prevent night time light pollution and for the development to be compliant with Pol 04 and L2A.

5.78. The Council's Environmental Services department have reviewed the level of lighting proposed in this E3 Environmental Zone (as classified by BS EN 12464-2:2014, Lighting of Work Places, Part 2) and deemed it to be acceptable.

5.79. A planning condition is proposed to secure the final details of external lighting because the applicants ecological study states that the lighting scheme needs to take account of ecological issues and it is not clear whether this has been done.

Air Quality

5.80. Core Strategy Policy CS18 (Waste/Natural Resources & Pollution) seeks to avoid unacceptable air pollution.

5.81. Under Environmental legislation new Air Quality Management Areas (AQMAs) were declared and ratified by the Council in December 2017; two of note include an area encompassing West Wycombe Road and the subsequent junctions with Chapel Lane and Mill End Road together with Handy Cross roundabout and the section of the M40 motorway in the District.

5.82. Concerns have been raised from local residents with regards to the impact the proposed development would have upon the local air quality and the subsequent health of local residents. Specifically, concerns have primarily been focused on the increased HGV activity within and around the site as a result of the proposed development.

5.83. The Council's Environmental Services Officer has considered the air quality impacts of the proposal. The air quality impacts of the use of the site on the nearby Air Quality Management Area has been a concern. There has been negotiation with the developer to overcome these concerns. The developer has responded by:

- (a) amending the layout of the development to reduce the size of the units which will inevitably reduce the number of vehicle movements
- (b) amending the layout to provide electric vehicle charging points for 17 parking spaces.

The Environmental Services Officer considers that this will go some way towards restricting the impact of air pollution caused by the use of the site on local air quality management areas and raises no objections to the development on the basis of air quality.

- 5.84. It is also noted that air quality needs to be viewed in terms of the fall-back position of this site where the land could be used for employment purposes (Class B2).

Contamination

- 5.85. Concerns have been raised from local residents with regards to potential contamination of the site and the potential knock on effect associated with the proposed development. The Council's Environmental Services department have reviewed this issue and stated that due to the sites former industrial use, it is likely that some contamination will be found in the soil on and surrounding the site. However, it is recognised that the site will be covered in hard standing which will restrict the pollutants from reaching the surface. The proposed use of the land will not result in any sensitive receptors using the site and will not involve activities that will likely bring receptors in contact with pollutants. The development is acceptable.

Flooding and drainage

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

Delivery and Site Allocations Plan (DSA): DM17 (Planning for flood risk management);

The New Local Plan submission version: DM39 (Managing flood risk and sustainable drainage systems)

- 5.86. The majority of the site lies within a surface water flood risk area. There are localised areas within the site that hold a medium (1-3.3% AEP) or high (>3.3% AEP) risk of surface water flooding. The Lead Local Flood Authority (LLFA) has advised that these areas could experience a flooding depth of up to 900 mm.
- 5.87. Following the submission by the applicant of a revised Flood Risk Assessment (FRA) and subsequent information as requested, the LLFA have now removed their initial holding objection subject to confirmation of the existing and proposed surface water drainage run off at the site.
- 5.88. Such information could not be obtained at the time of finalising this report however the LLFA has indicated that the required rates are likely to be achievable. Such information along with a planning condition to be recommended by the LLFA will be provided to the Planning Committee in a supplementary report.

Archaeology and impact on adjoining Conservation Area

Adopted Local Plan (ALP): HE11 (Development adjoining Conservation Areas);

Core Strategy (CSDPD): CS17 (Environmental Assets);

The New Local Plan submission version: CP9 (Sense of place), CP11 (Historic environment)

- 5.89. The application site is located within close proximity to West Wycombe Park, an Archaeological Notification Site and West Wycombe Conservation Area to the west of the Chapel Lane site entrance on the opposing side of the road.
- 5.90. The Buckinghamshire County Archaeological Service have been consulted as part of this application and have not raised any objection, nor proposed any conditions to be imposed if planning permission were to be forthcoming.
- 5.91. Furthermore, the proposed development within the site would not be readily visible from the Chapel Lane streetscene and is therefore not considered to have any material impact upon the intrinsic landscape qualities of West Wycombe Park or the special character or appearance of the adjoining Conservation Area. Consequently, the proposals are considered compliant with Policy HE11 of the Adopted Local Plan which seeks to safeguard against development adjoining Conservation Areas which would result in harm to their special and intrinsic character.

Ecology

Core Strategy (CSDPD): CS17 (Environmental assets);

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

The New Local Plan submission version: DM34 (Delivering green infrastructure and biodiversity in development)

- 5.92. The site in its current form is dominated by hardstanding and two large commercial buildings. In the south and west of the site the site comprises the footprints of demolished buildings, crushed concrete and hardcore. The site has some ecological value in its present form as vegetation has colonised the previously developed part of the site and created wildlife habitats. The River Wye runs along the northern site boundary and together with existing hedgerows and trees also has ecological value.
- 5.93. A watercourse runs in a culvert through the site from north to south. It joins the river Wye within the main Verco factory site.
- 5.94. The submitted Preliminary Ecological Appraisal indicates that protected species noted as being within the site comprise slow worms, the common lizard and grass snake. The Appraisal states that no evidence of bat roosting was found within the site, however the existing site features provide a range of foraging and navigation opportunities for a range of bat species. The Appraisal states that the site is dominated by habitats of limited ecological interest, such that their loss through the proposed development would not give rise to significant adverse effects. Moreover, the majority of wooded habitat to the north-west in addition to boundary tree lines and hedges to the east and west would be retained as part of the redevelopment; this includes tree protection measures as previously outlined in this report. Mitigation measures would however be required to avoid a net loss of biodiversity particularly relating to the current hard surfaced areas which are a suitable habitat for reptiles.
- 5.95. The measures that appear on the layout plan that will enhance biodiversity include:
- (a) The provision of a river corridor along the river wye.
 - (b) The de-culverting of the chalk stream through the site and the provision of a reduced corridor beside the stream.
 - (c) The provision of landscaping within the river corridors and within the site
 - (d) The retention of existing planting on the site margins.
 - (e) Sensitive use of sight lighting.
 - (f) Proposals for the protection of reptiles.
- 5.96. The development is considered to be able to provide a net gain to biodiversity and is therefore acceptable.
- 5.97. A planning condition is recommended relating to the ecological management of the site.

Building sustainability

Core Strategy (CSDPD): CS18 (Waste, natural resources and pollution);

Delivery and Site Allocations Plan (DSA): DM18 (Carbon reduction and water efficiency);

The New Local Plan submission version: DM41 (Optional technical standards for Building Regulation approval)

- 5.98. 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 for the proposed development. However, this was superseded in October 2016 by ministerial policy to transfer the issue to Building Regulations.
- 5.99. In terms of water efficiency the policy requires the standards in BREEAM are met.

This can be the subject of a planning condition.

Infrastructure and Developer Contributions

Core Strategy (CSDPD): CS21 (Contribution of development to community infrastructure);
Delivery and Site Allocations Plan (DSA): DM19 (Infrastructure and delivery);
The New Local Plan submission version: CP7 (Delivering the infrastructure to support growth)

5.100. The proposed development is not liable for CIL.

5.101. Off-site highway works would be required in relation to the proposed development, including upgrades to the existing access and the exploration of installing a zebra crossing on Mill End Road. Such works would be funded by the developer via a S.278 agreement which would be secured by way of a planning condition.

Weighing and balancing of issues – overall assessment

5.102. 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.

5.103. 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

5.104. As set out above it is considered that the proposed development would accord with many development plan policies and constitute a sustainable re-use of an existing employment site.

5.105. There have been a number of concerns about the impact of the development upon neighbouring property. These have been thoroughly considered and amendments or clarifications have been sought during the processing of the application. Consequently the proposal is considered to comply with the relevant development plan policies relating to such impact.

5.106. The two areas that have been identified where a conflict with policy could be argued to occur are:

- (a) The lack of a footpath cycleway through the site linking Mill End Road to Chapel Lane (DSA Policy HW1)
- (b) DSA policy DM15 relating to river corridors due to the restricted corridor associated with the stream.

5.107. These policies have been assessed within the main body of the report and the reasons for the lack of the footpath cycleway and corridor beside the stream have been explained.

5.108. In terms of weighing and balancing all considerations it is considered that the planning benefits of providing a new job creating employment development on an existing employment site in a sustainable location far outweigh any policy or other alleged harms.

5.109. It is recommended that planning permission be granted subject to planning conditions.

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 C-167-TP-01G, C-167-TP-02B, C-167-TP-03B, C-167-TP-04B, C-167-TP-05A, C-167-TP-06D, C-167-TP-07B, C-167-TP-08C, C-167-TP-09E, C-167-TP-10A, C-167-TP-11A, C-167-TP-12, C-167-TP-13A, C-167-TP-14A, C-167-TP-15A, C-167-TP-16A, 739.10.04, 739.19.03, 739.29.03 and 739.39.03 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 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 occupation of the buildings or the completion of the development, whichever is the sooner. 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.
- 4 Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before any work to the external finish of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason: To secure a satisfactory external appearance.
- 5 Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of all surfacing materials shall be submitted to and approved in writing by the Local Planning Authority before any work to the finished surfaces of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason: To secure a satisfactory appearance.
- 6 No building shall be occupied:
 - a) on the section of the site accessed from Chapel Lane, or
 - b) on the section of the site accessed from Mill End Road,until the noise barriers relating to the part of the site on which they are located are erected. The noise barriers shall be of a design that has been submitted to and approved in writing by the Local Planning Authority prior to their erection. Thereafter, the noise barriers shall be retained on site.
Reason: To secure a satisfactory external appearance.
- 7 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - a) the parking of vehicles of site operatives and visitors
 - b) loading and unloading of plant and materials
 - c) storage of plant and materials used in constructing the development

- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- e) wheel washing facilities
- f) measures to control the emission of dust and dirt during construction
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: In the interests of highway safety and the amenities of the area.

- 8 Drawings of the site identifying the following shall be submitted to and approved in writing by the Local Planning Authority before any development takes place;
- a) Existing ground levels on site (spot heights) including a datum point that is located off site. Levels should be Above Ordnance Datum (AOD).
 - b) The level of the road outside the site. (AOD).
 - c) The proposed levels on site following completion of the development (for each existing height a proposed height should be identified).
 - d) The location and type of any retaining structures needed to support ground level changes.
 - e) The Finished Floor Level for every building that is proposed.
 - f) Cross sections within the site taken up to the site boundaries. The information supplied should clearly identify if land levels are being raised or lowered.
 - g) In the case of residential development, sections showing the level of the proposed garden(s) and retaining structures.

The development shall be carried out only in accordance with the approved details.

Reason: To ensure that the work is carried out at suitable levels in relation to adjoining properties and highways.

- 9 An Arboricultural Method Statement (AMS) including a Tree Protection Plan (TPP) in accordance with the British Standard 5837:2005 Trees in relation to construction - Recommendations shall be submitted to and approved in writing by the Local Planning Authority before any development or other site clearance works take place.

The AMS shall include:

- a) Detailed plans showing location of the protective fencing including any additional ground protection whether temporary or permanent;
- b) Details as to the location of proposed and existing services and utilities including drainage, where these are close to Root Protection Areas (RPAs);
- c) Details as to the method, specification and materials to be used for any "no dig" surfacing, and; (and the area within the development to which it applies).
- d) All phases and timing of the project in relation to arboricultural matters and details of supervision by a qualified arboriculturist.

Unless otherwise first agreed in writing by the Local Planning Authority, the development shall thereafter be carried out strictly in accordance with the AMS.

Reason: To ensure the satisfactory protection of retained trees in the interests of visual amenity.

- 10 Unit 6 hereby approved shall not be used for any purpose other than a use falling within Use Class B8 (Storage and Distribution) as so defined in the Town and County Planning (Use Classes) Order 1987 (as amended).

Reason: To ensure satisfactory parking provision at the site.

- 12 Prior to occupation of the development the following off-site highway works shall be undertaken which include:

- The upgrade of the Chapel Lane and both Mill End Road access/egress points to meet Buckinghamshire County Council's guide note "Industrial Vehicular Access Within Highway Limits" 2013 specifications;
- An investigation, consultation and eventual implementation of a zebra crossing on Mill End Road to a point north of the site egress point;

- The removal of existing pedestrian refuge north of Mill End Road site egress point; are laid out and constructed in accordance with details to be 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

- 13 No wall, fence, hedge or other means of enclosure to be provided along the site frontage shall exceed a height of 0.6 metres above the level of the centre line of the access for a distance of 5 metres on both sides of the each site access or egress point.
Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.
- 14 The scheme for parking and manoeuvring, and the loading and unloading, of vehicles shown 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, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.
- 15 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.
- 16 Prior to occupation of the development, a scheme for controlling the delivery of vehicles during night time hours (23.00-07.00) in accordance with the Freight Transport Association (FTA) best practice shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the operations taking place at the site shall be undertaken in accordance with the approved scheme.
Reason: In the interests of residential amenity.
- 17 Details of all external plant to be installed in association with Units 1-10 hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. No external plant shall be installed other than in accordance with the approved details.
Reason: To protect the occupants of nearby residential properties from noise disturbance.
- 18 The scheme for external lighting hereby permitted shall be implemented in accordance with the approved details as shown within the External Lighting Assessment Revision V2.
Reason: In the interests of neighbouring amenity.
- 19 Prior to the occupation of the development hereby permitted, 17 electric vehicle charging point shall be installed to serve the car parking space indicated on drawing C-167-TP-01 revision G. Thereafter the electric vehicle charging points must be maintained in full working order.
Reason: To reduce the negative impact on the health of residents living within the Air Quality Management Area.
- 20 Should the units be used by businesses with trade counters, the trade counter shall not exceed whichever is the smaller of 15% of the total ground floor floorspace of the building or 50 sq. m. The trade counter retail floorspace shall be ancillary to the storage use of the building and shall not be occupied as a separate independent retail unit.

Reason: The proposal is located within an area where planning policies would not allow retail uses.

21 No building shall be occupied until the stream that runs north – south through the site has been deculverted and the river corridor has been set out on site.

Reason: In the interests of ecology, the character and appearance of the development and to comply with the Councils policies regarding river corridors.

22 Then development shall be designed to meet the water efficiency standards set out in BREEAM Excellent with a maximum number of water credits.

Reason: In the interests of the conservation of water.

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 was determined without delay.

2 It is contrary to section 163 of the Highways Act 1980 for surface water from private development to drain onto the highway or discharge into the highway drainage system. The development shall therefore be so designed and constructed that surface water from the development shall not be permitted to drain onto the highway or into the highway drainage system.

3 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 Development Management at the following address for information:-

Development Management (Works Co-ordination & Inspection)
Buckinghamshire County Council
6th Floor, County Hall
Walton Street,
Aylesbury
Buckinghamshire
HP20 1UY

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

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

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

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