



Planning Committee

Date: 25 July 2018
Time: 7.00 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, G C Hall, M Hanif, M A Hashmi, A 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

Item		Page
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 27 June 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. | 17/05825/FUL - Bumpers Farm, Ilmer Lane, Ilmer, Buckinghamshire, HP27 9RE | 5 - 42 |
| 6. | 17/08265/FUL - Former Garage Site off Chiltern Avenue / Rutland Avenue, High Wycombe, Buckinghamshire | 43 - 67 |
| 7. | 17/08376/FUL - Rackleys Farm, Marlow Road, Cadmore End, Buckinghamshire, HP14 3PP | 68 - 100 |
| 8. | 18/05960/FUL - 33 Whitepit Lane, Flackwell Heath, Buckinghamshire, HP10 9HR | 101 - 112 |

Other items

- | | | |
|-----|--|-----------|
| 9. | Pre-Planning Committee Training / Information Session | 113 |
| 10. | Appointment of Members for Site Visits
To appoint Members to undertake site visits on Tuesday 21 August 2018 should the need arise. | |
| 11. | Delegated Action Authorised by Planning Enforcement Team | 114 - 116 |
| 12. | File on Actions Taken under Delegated Authority
Submission of the file of actions taken under delegated powers since the previous meeting. | |
| 13. | Supplementary Items (if any)
If circulated in accordance with the five clear days' notice provision. | |
| 14. | Urgent items (if any)
Any urgent items of business as agreed by the Chairman. | |

For further information, please contact Liz Hornby (01494) 421261, committeeservices@wycombe.gov.uk

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: 27 June 2018

Time: 7.00 - 9.51 pm

PRESENT: Councillor P R Turner (in the Chair)

Councillors M Asif, Ms A Baughan, S Graham, C B Harriss, A E Hill, H L McCarthy, Ms C J Oliver, S K Raja, N J B Teesdale, A Turner and C Whitehead.

Apologies for absence were received from Councillors: Mrs J A Adey, D A Johncock, A Lee and N B Marshall.

LOCAL MEMBERS IN ATTENDANCE

Councillor Z Ahmed
Councillor Ms J Wassell

APPLICATION

17/07655/FUL
18/05840/FUL

13 MINUTES OF THE PREVIOUS MEETING

RESOLVED: That the minutes of the Planning Committee meeting held on 30 May 2018 be approved as a true record and signed by the Chairman.

14 DECLARATIONS OF INTEREST

There were no declarations of interest.

15 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.

16 17/07655/FUL - LAND SOUTH OF RIVER WYE AND FOUNDRY SITE BETWEEN TRANSLUX MILL AND CHAPEL LANE, HIGH WYCOMBE, BUCKINGHAMSHIRE

Following a lengthy debate, Members voted in favour of the motion to approve the application subject to an amendment to Condition 3 which referred to planting to extend the period of 3 years to 5 years, that should any trees, plants or areas of turfing or seeding die or become seriously damaged or diseased would be required to be replaced within a 5 year period following completion of the development. The planning officer also clarified paragraph 5.77 of the report by stating that there would be some night-time site lighting at the premises.

RESOLVED: that the application be approved.

The Committee was addressed by Councillors Z Ahmed and N Teesdale, the local Ward Members.

The Committee was addressed by Mr Nigel Phillips on behalf of the Sands Residents Association and Mr Stephen McGreal (neighbour), both in objection and by Mr Alastair King, on behalf of the applicant.

17 18/05307/FUL - THE ROYAL OAK, FRIETH ROAD, MARLOW, BUCKINGHAMSHIRE, SL7 2JF

Members voted in favour of the motion to approve the application.

RESOLVED: that the application be approved.

The Committee was addressed by Councillor M Harris, the local Ward Member.

The Committee was addressed by Ms Mary Saunders and Mr Richard Peake in objection and by Ms Becky Salisbury, the applicant.

18 18/05480/FUL - 15 WEST DRIVE, HIGH WYCOMBE, BUCKINGHAMSHIRE, HP13 6JT

Members voted in favour of the motion that they were Minded to Grant the application, in line with the officer's recommendation.

RESOLVED: that the application be Minded to Grant permission.

The Committee was addressed by Councillor Ms Wassell, the local Ward Member.

19 PRE-PLANNING COMMITTEE TRAINING / INFORMATION SESSION

Members noted that prior to the next Committee meeting on Wednesday 25 July 2018, there would be a presentation by WDC Principal Development Management Officer, Sarah Armstrong, on the Desborough Road Temporary Accommodation starting at 6.00pm in Committee Room 1.

20 APPOINTMENT OF MEMBERS FOR SITE VISITS

RESOLVED: That in the event that it was necessary to arrange site visits on Tuesday 24 July 2018 in respect of the agenda for the meeting on Wednesday 25 July 2018, the following Members be invited to attend with the relevant local Members:

Councillors: Ms A Baughan, S Graham, C B Harriss, H L McCarthy, Mrs C Oliver, N J B Teesdale, A Turner, and P R Turner.

21 DELEGATED ACTION AUTHORISED BY PLANNING ENFORCEMENT TEAM

The Committee noted the Delegated Action authorised by the Planning Enforcement Team.

22 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:

Mrs J Caprio	Principal Planning Lawyer
Mr T Cowell	Senior Development Management Officer
Mrs L Hornby	Senior Democratic Services Officer
Mr R Martin	Development Management Team Leader
Mr P Miller	Technical Officer
Miss O Palmer	Legal Apprentice
Mrs S Robinson	Communications Officer
Mr C Steuart	Development Management Team Leader (Major Development and Design)
Ms P Tollitt	Head of Planning & Sustainability

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Agenda Item 5.

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.
- 1.2. Members will recall that they considered this application at the meeting on 14 February 2018 when the application was deferred for Officers to seek further comments in relation to the following:
 - a) Further investigate alternative access arrangements and to provide photographs or video of the type of vehicles that would be used to bring plant and materials to the site.
 - b) Further investigate moving the location of the transformer to a less intrusive location as suggested by the Landscape Officer; and investigate the provision of a more immediate and robust landscaping scheme;
 - c) Provide transformer "noise in service" levels and background noise information.

2. The Application

- 2.1. The original report is attached as Appendix B to this report, accordingly this report will consider the additional information requested in relation to the points above.
- 2.2. The following additional information was submitted:-
 - Construction Traffic Management Plan
 - Landscaping Strategy and updated Landscape and Visual Appraisal.
 - Noise Impact Report

3. Further investigate alternative access arrangements and to provide photographs or video of the type of vehicles that would be used to bring plant and materials to the site.

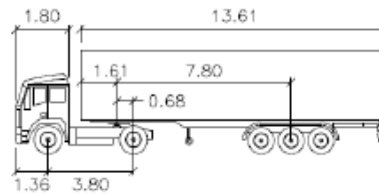
- 3.1 The Agent has advised that the applicant is prevented from using the land between the solar farm and the A4129 because this land is subject to an option which prevents it from being encumbered in any way. The Agent agrees using access directly off the A4129 would be preferable, however this is simply not an option. The Agent has advised that there appears to be some confusion over the relationship between Harmony energy and the solar developer. The Agent has confirmed that the two developments and the two applicants have no connection whatsoever. There is no option to use the access off the A4129 that the solar developer used.
- 3.2 A Construction Traffic Management Plan (CTMP) has been submitted to identify the off-site works required to facilitate the development construction and ensure the suitability of Ilmer Lane to withstand the development construction traffic.
- 3.3 Further information has been provided on the types and number of vehicles generated during the construction phase. The proposed operational hours are below:

Table 1: Operational Hours

Phase	Operational Hours			Expected Duration
	Monday - Friday	Saturday	Sunday	
1: Site Preparation	08:00 – 18:00	None	None	2 Weeks
2: Construction & Installation	08:00 – 18:00	None	None	12 Weeks
3: Grid Connection, Commissioning & Testing	08:00 – 18:00	None	None	2 Weeks

3.4 Parts of the construction process will require the movement of material and components to and from the site using Heavy Commercial Vehicles (HCVs). Deliveries of the battery storage containers, powerpacks and invertors etc. are expected to be made to the site compound using standard 16m articulated HCVs, profile shown below:

Figure 9: Articulated Heavy Commercial Vehicle Profile



ARTIC
meters

Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.6
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

3.5 Deliveries of ready-mix concrete for the battery foundations will be made by either 6m³ or 8m³ truck mixer vehicles. Depending on the type of concrete, a fully loaded 6m³ truck will weigh approximately 26 tonnes and an 8m³ truck will weigh approximately 33 tonnes, profiles shown below:

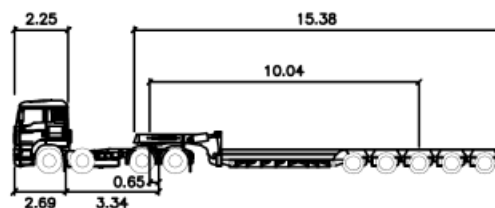
6m³ Truckmixer 8m³ Truckmixer



Length = 8.7m
Height = 3.75m
Width = 2.55m
Chute = 2.75m

Length = 9.15m
Height = 3.75m
Width = 2.55m
Chute = 2.75m

3.6 A custom vehicle capable of hauling 75 tonnes will be required for the delivery of the transformer to the site. This consists of an articulated vehicle with a 15.38m trailer, 5 no. axles with rear wheel steering hauled by an 8 x 4 tractor unit, profile shown below:



SL semi-low load

Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.75	Steering Angle	: 24.5
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.75		

At the committee meeting, concerns were raised about the potential works to Ilmer Lane and how traffic would be managed along this road if it used for access.

- 3.7 The CTMP demonstrates that the turning movements to and from Ilmer Lane can be accommodated at the existing junction. It is expected that the abnormal loads will have an escort vehicle in advance to warn approaching drivers when it is manoeuvring at the junction. The required visibility to the right of the access is not achievable. Therefore, temporary three way traffic signals are proposed throughout the construction phase to control traffic on Ilmer Lane.
- 3.8 The key risks associated with the construction traffic relate to:
- Potential damage to the highway along Ilmer Lane, particularly the possible catastrophic failure of the Ray Farm culvert, as a result of the increased HCV trips;
 - Potential delays / congestion on Ilmer Lane due to the narrow carriageway widths and vehicles unable to pass each other; and,
 - Depositing of construction material and detritus by construction plant leaving the site.
- 3.9 It is proposed that a 'before' special inspection report of the culvert is undertaken to determine its condition and defects at that time. If appropriate, a temporary heavy duty bridging structure would be provided at the culvert to accommodate HCV movements. Following the construction works an 'after' special inspection would be undertaken on the culvert, and if required a programme of works to rectify defects would be proposed.
- 3.10 If a temporary bridging solution is not appropriate then a detailed design for the repair and / or replacement of culvert including a detailed construction method statement would be prepared. The applicant would fund the replacement / repairs for the culvert.
- 3.11 The width of Ilmer Lane is between 4m and 5m which is insufficient to allow the two way movement of HCVs. Four new passing places are proposed and improvement of the existing informal passing place. The new and upgraded passing places will ensure that a minimum width of 6m is provided over a length of 25m at each passing place. It is proposed that the new passing places are of permanent construction and can be retained in perpetuity. A location plan of the proposed and improved passing places has been provided and will be available in the Officer's presentation to Planning Committee.
- 3.12 Comments from BCC Highways are as follows:

Having assessed the proposed Construction Traffic Management Plan in conjunction with the prior Highway Access Appraisal document, the Highway Authority considers the proposals to have proposed sufficient mitigation for the impact of the predicted construction traffic subject to additional minor alterations. These measures for mitigation can adequately be secured by planning condition.

I note that section 2.4.1 states that the highway width of Ilmer Lane between Thame Road (A4129) and the proposed site access is between 4 – 5 metres in width and that this is sufficient to allow personal vehicles and construction traffic to safely pass each other. Following Manual for Streets guidance, a minimum of 4.8 metres width is required for such a manoeuvre along a section of road with a straight horizontal alignment. On a site visit I found that Ilmer Lane regularly falls below 4.8 metres in width and the horizontal alignment of the road in many places is not straight.

The Highway Authority previously requested the proposal of passing bays in order to overcome the above issue, presented by restricted carriageway width and horizontal alignment. Due to the proposal of passing bays, the restricted width is considered to have been adequately addressed by the applicant.

The current version of the Construction Traffic Management Plan refers to the proposed passing bays as being a permanent feature. I note that the arrangement could be temporary, so as to mitigate for construction traffic during the construction

phase, but to be removed afterwards and the highway verges reinstated to their previous conditions in line with the pre-commencement condition and post-construction condition surveys. Such an arrangement would be considered by the Highway Authority to sufficiently provide for the safety of the publically maintained highway.

The request for passing bays was in order to ensure the safety of simultaneous two-way vehicular traffic and prevent reversing manoeuvres for extended distances. As such, temporary materials capable of accommodating personal vehicles, such as grasscrete, would be considered adequate materials for a temporary arrangement if such a proposal were to be proposed.

As previously requested by the Highway Authority, the applicant has committed to carry out pre-commencement condition surveys, to be followed up by post-construction condition surveys. These are proposed be used to identify any damage to the carriageway and verges caused by the construction traffic associated with the development. I request that the applicant include a commitment to repair damage done to the highway carriageway during the construction phase should damage to the highway occur during the construction period.

Transport for Buckinghamshire has arranged for a SCANNER vehicle to survey Ilmer Lane so as to inspect the road condition of the base and sub base due to the limited construction depth of the highway in this location. The results of this survey and a subsequent follow up survey should be included as a part of the pre-commencement and post-construction surveys in order to determine any deep structural effects from the construction traffic that may not be immediately evident in a visual survey. The Construction Traffic Management Plan should be amended to include the condition surveys of the Highway Authority.

My colleague Jonathan Clark, a Strategic Access Officer for Buckinghamshire County Council, has also requested information and commitments to be included in a Construction Traffic Management Plan, in a letter dated 4th May 2018. One request is for pre-commencement and dilapidation surveys to be carried out for the section of the proposed access that is shared with a public footpath. I therefore request that the Construction Traffic Management Plan be amended to include the public footpath in the pre-commencement and dilapidation surveys, with a commitment to repair any damage to the public footpaths resulting from the proposed construction traffic.

I also note that Jonathan Clark requested the inclusion of measures to inform construction vehicle drivers of the presence of pedestrians, and to notify pedestrians of the presence of construction traffic. As Ilmer Lane is a section of highway used by walkers, cyclists and horse riders to access the local rights of way network, I request that the Construction Traffic Management Plan includes a commitment by the applicant to ensure that all construction vehicle drivers are informed of the likely presence of these users within the vicinity of the site and along Ilmer Lane itself, prior to their being employed to drive construction vehicles to the site.

Proposals have also been submitted as a part of the Construction Traffic Management Plan to address the weight-limited culvert along Ilmer Lane. Having consulted the Highway Authority's structures team, I can confirm that the proposed two-tier approach to the culvert is considered appropriate. This approval is subject to the details of the proposals being agreed by the Local Planning Authority, in consultation with the Highway Authority, prior to their implementation.

Delivery times for construction vehicles are to be restricted to between the hours of 0900 – 1500. This time restriction is in order to prevent the use of Ilmer Lane by construction traffic during peak hours therefore preventing impact on peak hour flows by the construction traffic.

In order to overcome the issue of limited visibility to the right of the site access towards the railway bridge, the applicant has proposed the use of three way signalled lights at the site access onto Ilmer Lane. Exact details for this proposal should be agreed with the Local Planning Authority in consultation with the Highway Authority at a later date, however I can confirm that this proposal sufficiently addresses the limited visibility of the proposed site access.

My comments are given on the basis that the signalised arrangement will only change to allow egress of the site when it is required by construction vehicles, and that the signalised lights will not be on a timed loop.

Mindful of the above, I therefore request that the Construction Traffic Management Plan be amended to reflect my comments. I shall provide my final response once in receipt of this amended information.

3.13 The CTMP was then updated in accordance with the comments submitted by BCC Highways. The Final comments of BCC Highways are:

Ilmer Lane is an unclassified rural lane that is subject to derestricted speed limits and therefore the national speed restriction applies. There are no parking or waiting restrictions in place on Ilmer Lane. The road does not benefit from pedestrian footways or street lighting. The road is between 4.2 – 4.3 metres in width with wider road widths provided at bends along the road. Prior to the site access, the carriageway of Ilmer Lane crosses a culvert (Q77061 Ray Farm) with a weight limit of 40T, the carriageway width is restricted to 3.8 metres in this location.

I note that the Highway Authority has provided three previous sets of formal comments for the proposed application. This letter should therefore be read in conjunction with my previous sets of comments dated 4th December 2017, 19th December 2017, and 8 June 2018.

The application proposes the creation of a compound containing energy infrastructure connecting to the National Grid. The applicant has recently submitted additional information in the form of a Construction Traffic Management Plan. I note that the Highway Authority has previously raised concerns as to the capacity of the local highway network, specifically the length of Ilmer Lane between Thame Road (A4129) and the proposed site access.

Having assessed the proposed Construction Traffic Management Plan in conjunction with the prior Highway Access Appraisal document, the Highway Authority considers the proposals to have proposed sufficient mitigation for the impact of the predicted construction traffic. I believe that these measures for mitigation can adequately be secured by planning condition.

Mindful of the above, I have no objections to the proposed development subject to conditions and informative points:

4. Further investigate moving the location of the transformer to a less intrusive location as suggested by the Landscape Officer and Investigate the provision of a more immediate and robust landscaping scheme

4.1 During the Committee meeting, it was raised as to whether the transformer could be relocated to the southern edge of the site. The applicant has discussed this issue with the DNO (district network operator) UKPN. Prior to applying for planning permission, Harmony Energy made an application to UKPN to connect to the grid, based on the layout submitted and the position of the transformer. The point of connection is a key component to the application, and if any changes are made, the applicant would have to reapply to UKPN. All applications are based on grid capacity at that point in time, meaning if a new application was made now, there is

no guarantee a grid offer would be forthcoming – this could potentially jeopardise the whole project.

- 4.2 It is noted that the landscape officer would have preferred to see the transformer moved to the south of the site, but that even in its current location, they felt the landscape and visual impact of the proposed development was acceptable and they no longer objected to the scheme.
- 4.3 However, notwithstanding this, to try and address public and member concerns, a landscaping strategy for the site has been submitted, which was originally requested by condition. The Landscape and Visual Appraisal has also been updated. The scheme includes tree planting at the southern and northern edges of the site, with species to be planted with heights of 4 – 4.5m from the off. Specifically, specimen trees on the landscape strategy within the eastern site boundary (around the northern transformer end of the development) will ensure views from the footpath LCI/34/1 to the north-east/east and Ilmer Road will experience at least some filtering of the transformer during year 1. In addition, native hedgerow will be planted continuously around the site edge. The scheme was further amended to include additional planting on the south eastern boundary, as requested from the Landscape Officer. No objection has been raised to this amended scheme and accordingly the siting of the transformer and proposed landscaping scheme is considered acceptable.

5. Provide transformer “noise in service” levels and background noise information.

- 5.1. A noise Impact Assessment has been submitted. An assessment of the noise emissions from the proposed battery storage facility has been undertaken and compared with the guidelines contained within the WHO Guidelines and BS8233 “Sound insulation and noise reduction for buildings.” The assessment indicates that the proposed development at the nearest noise sensitive receiver would be low, and additional receivers that are further away would experience lesser impacts. It has also been established that the level of noise within habitable rooms are so low as to be inaudible and will be masked by internal noise sources such as people breathing and internal mechanical equipment such as refrigeration. No objection has been received from Environmental Services accordingly it is not considered that there will be any material harm on nearby properties.

6. Weighing and balancing of issues – overall assessment

- 6.1. This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.
- 6.2. In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to the provision of the development plan insofar as they are material and any other material considerations.

Positive Factors

- 6.3. The proposed development achieves sustainable development due to the proposal coming as a result of the closure of thermal generation plants and the need for battery storage facilities charged from renewable energy.
- 6.4. The proposed development is not considered to materially harm the wider landscape as a result of the proposed landscaping scheme.
- 6.5. The prior Highway Access Appraisal document CTMP has demonstrated sufficient mitigation for the impact of predicted construction traffic.
- 6.6. The proposal will not have a material impact on nearby occupiers in relation to noise.

Neutral Factors

- 6.7. There could be very slight economic benefits derived from this development in terms of the construction phase contributing to the local economy. However, any positive benefit is so small as to be afforded neutral weight in the planning balance.

Negative Factors

- 6.8. There is no requirement for the mitigation (new passing places and passing place laybys) to Ilmer Lane to be temporary, accordingly the engineering works to Ilmer Lane would have an urbanising effect on the rural lane. This is afforded negative weight in the planning balance.

Conclusion and Recommendation

- 6.9. Overall it is considered that the proposed development would accord with the development plan policies. The potential harm to Ilmer Lane is afforded limited weight given that the scheme achieves sustainable development with acceptable access, no material harm to the landscape and nearby occupiers.
- 6.10. As such it is considered that the application be permitted.

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, Edp3924-d005c 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 Within 12 months of the site becoming operational, of which written notification shall be submitted in accordance with condition 2, 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 there is a satisfactory scheme to restore the site upon cessation of the use permitted given the renewable use being of a temporary nature.
- 5 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.

- 6 The submitted 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 applied to all vehicular movements and construction traffic associated with the development. Hereafter, the development shall be carried out in accordance with such approved management plan.
Reason: This is a construction management condition as development construction 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.
- 7 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.
- 8 Prior to the site becoming operational 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.
- 9 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 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

- 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 This permission shall not be deemed to confer any right to obstruct the public footpath now crossing the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990.
- 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 (received following receipt of amended information)

Ward Councillor Preliminary Comments

None received

Parish/Town Council Comments/Internal and External Consultees

Longwick cum Ilmer Parish Council

Comment: The Longwick cum Ilmer Parish Council has no objections but draws attention to the original agreement that the access for construction traffic is to be from the Thame Road.

Landscape Officer

Comment: No objection to amended scheme.

Control of Pollution Environmental Health

Comment: I have no objections to this application

County Highway Authority

Comment 8th June: Ilmer Lane is an unclassified rural lane that is subject to derestricted speed limits and therefore the national speed restriction applies. There are no parking or waiting restrictions in place on Ilmer Lane. The road does not benefit from pedestrian footways or street lighting. The road is between 4.2 – 4.3 metres in width with wider road widths provided at bends along the road. Prior to the site access, the carriageway of Ilmer Lane crosses a culvert (Q77061 Ray Farm) with a weight limit of 40T, the carriageway width is restricted to 3.8 metres in this location.

The application proposes the creation of a compound containing energy infrastructure connecting to the National Grid. The applicant has recently submitted additional information in the form of a Construction Traffic Management Plan. I note that the Highway Authority has previously raised concerns as to the capacity of the local highway network, specifically the length of Ilmer Lane between Thame Road (A4129) and the proposed site access.

Having assessed the proposed Construction Traffic Management Plan in conjunction with the prior Highway Access Appraisal document, the Highway Authority considers the proposals to have proposed sufficient mitigation for the impact of the predicted construction traffic subject to additional minor alterations. These measures for mitigation can adequately be secured by planning condition.

I note that section 2.4.1 states that the highway width of Ilmer Lane between Thame Road (A4129) and the proposed site access is between 4 – 5 metres in width and that this is sufficient to allow personal vehicles and construction traffic to safely pass each other. Following 'Manual for Streets' guidance, a minimum of 4.8 metres width is required for such a manoeuvre along a section of road with a straight horizontal alignment. On a site visit I found that Ilmer Lane regularly falls below 4.8 metres in width and the horizontal alignment of the road in many places is not straight.

The Highway Authority previously requested the proposal of passing bays in order to overcome the above issue, presented by restricted carriageway width and horizontal alignment. Due to the proposal of passing bays, the restricted width is considered to have been adequately addressed by the applicant.

The current version of the Construction Traffic Management Plan refers to the proposed passing bays as being a permanent feature. I note that the arrangement could be temporary, so as to mitigate for construction traffic during the construction phase, but to be removed afterwards and the highway verges reinstated to their previous conditions in line with the pre-commencement condition and post-

construction condition surveys. Such an arrangement would be considered by the Highway Authority to sufficiently provide for the safety of the publically maintained highway.

The request for passing bays was in order to ensure the safety of simultaneous two-way vehicular traffic and prevent reversing manoeuvres for extended distances. As such, temporary materials capable of accommodating personal vehicles, such as grasscrete, would be considered adequate materials for a temporary arrangement if such a proposal were to be proposed.

As previously requested by the Highway Authority, the applicant has committed to carry out pre-commencement condition surveys, to be followed up by post-construction condition surveys. These are proposed be used to identify any damage to the carriageway and verges caused by the construction traffic associated with the development. I request that the applicant include a commitment to repair damage done to the highway carriageway during the construction phase should damage to the highway occur during the construction period.

Transport for Buckinghamshire has arranged for a SCANNER vehicle to survey Ilmer Lane so as to inspect the road condition of the base and sub base due to the limited construction depth of the highway in this location. The results of this survey and a subsequent follow up survey should be included as a part of the pre-commencement and post-construction surveys in order to determine any deep structural effects from the construction traffic that may not be immediately evident in a visual survey. The Construction Traffic Management Plan should be amended to include the condition surveys of the Highway Authority.

My colleague Jonathan Clark, a Strategic Access Officer for Buckinghamshire County Council, has also requested information and commitments to be included in a Construction Traffic Management Plan, in a letter dated 4th May 2018. One request is for pre-commencement and dilapidation surveys to be carried out for the section of the proposed access that is shared with a public footpath. I therefore request that the Construction Traffic Management Plan be amended to include the public footpath in the pre-commencement and dilapidation surveys, with a commitment to repair any damage to the public footpaths resulting from the proposed construction traffic.

I also note that Jonathan Clark requested the inclusion of measures to inform construction vehicle drivers of the presence of pedestrians, and to notify pedestrians of the presence of construction traffic. As Ilmer Lane is a section of highway used by walkers, cyclists and horse riders to access the local rights of way network, I request that the Construction Traffic Management Plan includes a commitment by the applicant to ensure that all construction vehicle drivers are informed of the likely presence of these users within the vicinity of the site and along Ilmer Lane itself, prior to their being employed to drive construction vehicles to the site.

Proposals have also been submitted as a part of the Construction Traffic Management Plan to address the weight-limited culvert along Ilmer Lane. Having consulted the Highway Authority's structures team, I can confirm that the proposed two-tier approach to the culvert is considered appropriate. This approval is subject to the details of the proposals being agreed by the Local Planning Authority, in consultation with the Highway Authority, prior to their implementation.

Delivery times for construction vehicles are to be restricted to between the hours of 0900 – 1500. This time restriction is in order to prevent the use of Ilmer Lane by construction traffic during peak hours therefore preventing impact on peak hour flows by the construction traffic.

In order to overcome the issue of limited visibility to the right of the site access towards the railway bridge, the applicant has proposed the use of three way signalled lights at the site access onto Ilmer Lane. Exact details for this proposal should be agreed with the Local Planning Authority in consultation with the Highway Authority at a later date, however I can confirm that this proposal sufficiently addresses the limited visibility of the proposed site access.

My comments are given on the basis that the signalised arrangement will only change to allow egress of the site when it is required by construction vehicles, and that the signalised lights will not be on a timed loop.

Mindful of the above, I therefore request that the Construction Traffic Management Plan be amended to reflect my comments. I shall provide my final response once in receipt of this amended information.

Comment 27th June: Ilmer Lane is an unclassified rural lane that is subject to derestricted speed limits and therefore the national speed restriction applies. There are no parking or waiting restrictions in place on Ilmer Lane. The road does not benefit from pedestrian footways or street lighting. The road is between 4.2 – 4.3 metres in width with wider road widths provided at bends along the road. Prior to the site access, the carriageway of Ilmer Lane crosses a culvert (Q77061 Ray Farm) with a weight limit of 40T, the carriageway width is restricted to 3.8 metres in this location.

I note that the Highway Authority has provided three previous sets of formal comments for the proposed application. This letter should therefore be read in conjunction with my previous sets of comments dated 4th December 2017, 19th December 2017, and 8th June 2018.

The application proposes the creation of a compound containing energy infrastructure connecting to the National Grid. The applicant has recently submitted additional information in the form of a Construction Traffic Management Plan. I note that the Highway Authority has previously raised concerns as to the capacity of the local highway network, specifically the length of Ilmer Lane between Thame Road (A4129) and the proposed site access.

Having assessed the proposed Construction Traffic Management Plan in conjunction with the prior Highway Access Appraisal document, the Highway Authority considers the proposals to have proposed sufficient mitigation for the impact of the predicted construction traffic. I believe that these measures for mitigation can adequately be secured by planning condition.

Mindful of the above, I have no objections to the proposed development subject to conditions and informative points:

Representations

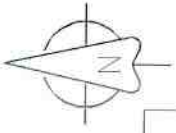
Ten further letters of objection have been received since this application was previously reported to Committee raising concerns relating to:-

- Access not in accordance with solar farm;
- Size, height and scale of the proposal;
- Negative impacts on the landscape;
- Safety of pedestrians;
- Damage to Ilmer Lane
- Industrialisation to the landscape;
- Background noise;
- Alternative access has not been properly explored;
- The culvert must be remain unencumbered at all times;;
- How will vehicles turn at the access?
- Has the railway authority commented on the swept path analysis and proximity of movements to the bridge?

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Scale 1/5000



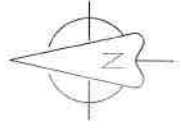


[BUMPERS]



LOCATION PLAN - RED LINE

SCALE - A3@1:2500



[BUMPERS]

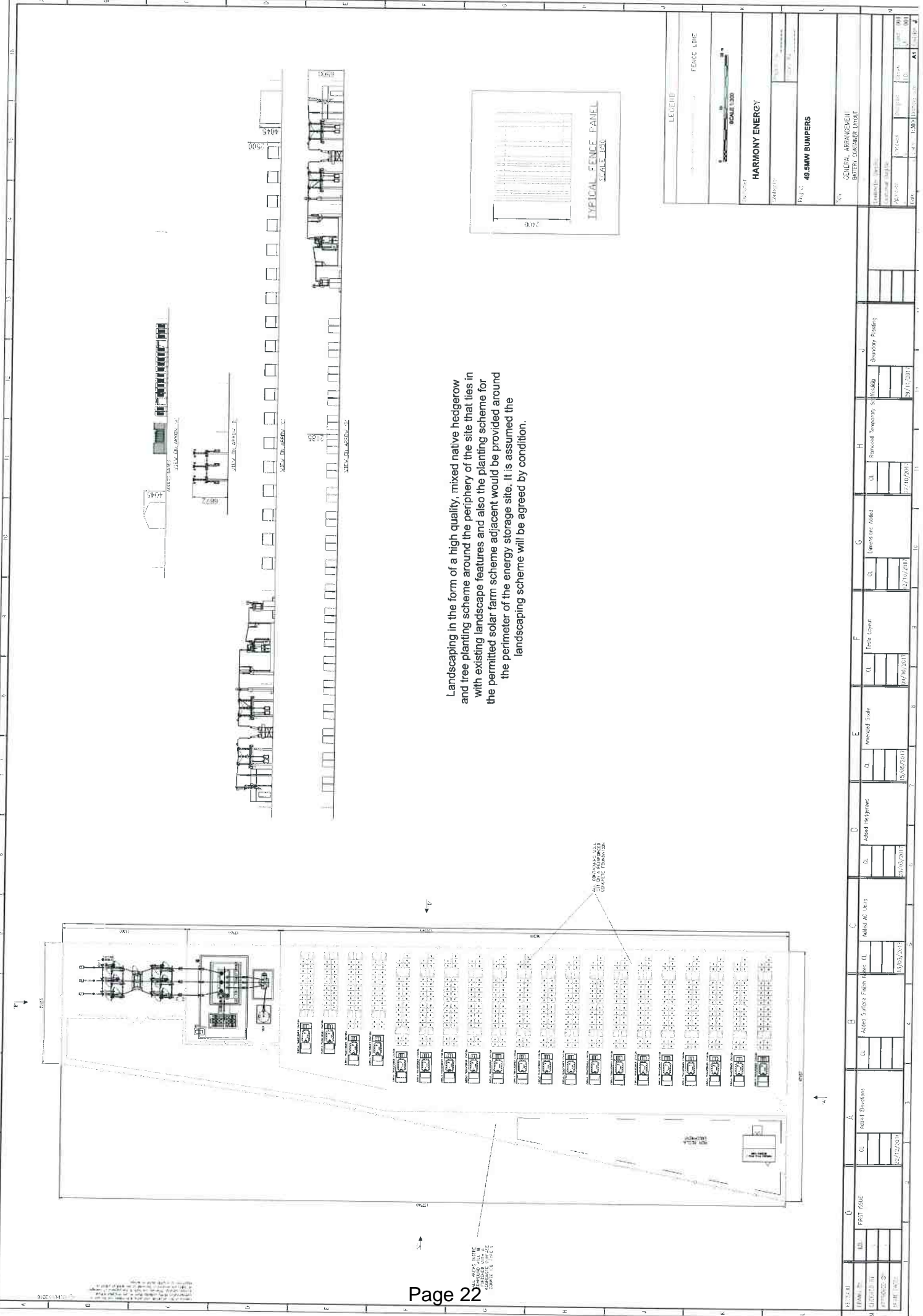


KEY

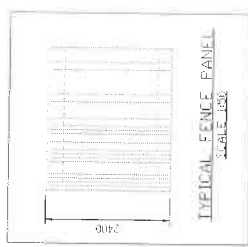
■ Access Route

BLOCK PLAN

SCALE A0@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	FENCE LINE
HARMONY ENERGY COMPANY LTD	
Proj No: 416 5MW BUMPERS	
Title: GENERAL ARRANGEMENT BATTERY COURSE LAYOUT	
Date: 15/06/2017	Scale: 1:500
Drawn: [Name]	Checked: [Name]
Date: 15/06/2017	Date: 15/06/2017

REV	NO	DESCRIPTION	DATE
0	1	ISSUE FOR PERMIT	15/06/2017
1	1	ASPH/SHORTEST	15/06/2017
2	1	ADDED SURFACE FRAIN GULLIES	15/06/2017
3	1	ADDED AC DUCT	15/06/2017
4	1	ADDED HEDGEROW	15/06/2017
5	1	REMOVED SIGN	15/06/2017
6	1	TRAIL LAYOUT	15/06/2017
7	1	AMERICAN ASHES	15/06/2017
8	1	REMOVED ENERGY SIGNIFICANCE	15/06/2017
9	1	SHOULDER PAVING	15/06/2017

NO.	DATE	BY	DESCRIPTION
1	10/27/2017	JL	ISSUED FOR PERMIT
2	10/27/2017	JL	ISSUED FOR CONSTRUCTION

**BUMPERS FARM
 ILMER
 HP27 9RE**

TOPOGRAPHIC SURVEY

DRAWING NO	2017-001
DRAWING TITLE	TOPOGRAPHIC SURVEY
SCALE	NOT TO SCALE
SEE ALSO DWG NOS	
SHEET	1 OF 1
REF NO	2017-001
CLIENT	ILMER



Agenda Item 6: Appendix C

Agenda Item 5:

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

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and
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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 convoying, 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 airspace 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

Agenda Item 6.

Contact: Emma Crotty DDI No. 01494 421822

App No : 17/08265/FUL App Type : FUL

Application for : Erection of 8 x 2 bedroom and 3 x 3 bedroom houses with car parking courts, garden sheds and associated landscaping

At Former Garage Site off Chiltern Avenue/Rutland Avenue, High Wycombe, Buckinghamshire

Date Received : 14/02/18 Applicant : Mr Finley Wood

Target date for 16/05/18
decision:

1. Summary

- 1.1. This application has been submitted by Wycombe District Council seeking full planning permission to redevelop the former garage site to the rear of Nos 126-164 Chiltern Avenue and 187-233 Rutland Avenue, High Wycombe.
- 1.2. The application site is within an established residential area and as such the principle of residential development on the site is considered to be acceptable. Furthermore, a scheme for 10 units was permitted at the site in 2009, although the scheme was never implemented.
- 1.3. The proposed redevelopment of the garage site, in terms of its design, appearance and layout would comply with the Council's local planning policy. The provision of 11 dwellings (5 detached and 6 terraced) would respect the character and appearance of the area and safeguard the privacy and amenity of the immediate neighbours. There would be adequate on-site parking to meet the demands of the development as well as ensuring access to those dwellings benefiting from easements over the land (to properties on Chiltern Avenue and Rutland Avenue) is retained.
- 1.4. The proposal is therefore recommended for approval subject to the imposition of appropriate conditions.

2. The Application

- 2.1. The site measures approximately 185 metres in length and is approximately 18 metres wide and is gently sloping from north to south. The original use of the site was for Council owned garages used in connection with the adjoining dwellings. The majority of the dwellings have subsequently been sold and the land subject of the application is within the ownership of Red Kite.
- 2.2. The site is adjoined to the west by Rutland Avenue, to the east by Chiltern Avenue and to the south by Chairborough Road. The surrounding properties are primarily two-storey semi-detached houses with pitched roofs. There are also some flats. Some of the surrounding houses have vehicular access from the application site into their rear gardens.
- 2.3. The development would be served by the two existing access roads. Two terraced blocks would be located centrally within the site and back onto each other. The detached dwellings would be located to each end of the site. Access is shown to be provided to dwellings which benefit from easement rights over the land to their properties; access however is not shown for all the properties that benefit only from licences to cross the land.
- 2.4. The proposed dwellings would be of a similar scale, bulk and mass to the existing dwellings in Chiltern and Rutland Avenue. The houses would be approximately 7.6 metres to the roof ridge and 5 metres to the eaves, with the exception of plot 1 which

would be of a chalet bungalow style with a lower eaves and ridge height than the rest of the properties on site and would include a pitched roof dormer in the front elevation.

- 2.5. Each of the new dwellings would have off street parking provision for two cars.
- 2.6. The application states that the scheme would provide 100% affordable housing.
- 2.7. The application is accompanied by:
 - a) Design and Access Statement
 - b) Wildlife Checklist
 - c) SuDS Report
 - d) Arboricultural Impact Assessment
- 2.8. Amended plans have been received during the course of the application amending the design and siting of plot, in the interests of the amenities of neighbours.
- 2.9. 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.

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, resulting in amended plans being submitted for plot 1.
- 3.3. Furthermore, the application is to be considered by the Planning Committee where the applicant/agent has the opportunity to speak to the committee in response to any objectors who may speak.

4. Relevant Planning History

- 4.1. 09/06369/R4FUL- Erection of 10 x 2 bed dwellings (4 detached & 6 terraced) with associated parking and landscaping works. Permitted, not implemented. This was a similar scheme to the current application however did not include a dwelling house where plot 1 is located.

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), CP4 (Delivering Homes), DM33 (Managing Carbon Emissions: Transport and Energy Generation)

- 5.1. The site is considered to be previously developed land and is surrounded by residential properties. Furthermore, permission has previously been given for the redevelopment of the land for residential purposes, providing a similar number of units. On this basis, the principle of the redevelopment of the land for residential purposes to provide 2 and 3 bed detached and terraces houses, is considered acceptable in principle and compatible with the general character of the surrounding area.

Affordable Housing and Housing Mix

ALP: H9 (Creating balanced communities)

CSDPD: CS13 (Affordable housing and housing mix), CS21 (Contribution of development to community infrastructure)

Draft New Local Plan: DM22 (Housing Mix), DM24 (Affordable Housing)

Planning Obligations Supplementary Planning Document (POSPD)

- 5.2. Whilst plans indicate that the scheme will be 100% affordable housing, the site falls below the Council's threshold for requiring affordable housing. On this basis it has been agreed that no legal agreement will be entered into to ensure affordable housing is provided, with Red Kite able to provide it at their discretion. Therefore, this application should be assessed on the basis of no affordable housing being provided (as there is no guarantee that it will), but this is in conformity with local plan policy.

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

- 5.3. The County Highways Authority has stated that the highway impact of this development is not materially different to the previous (approved) application. They are satisfied that the proposed traffic impact can be safely accommodated on the local highway network. The proposed accesses off both Chiltern Avenue and Rutland Avenue benefit from adequate visibility and despite the accesses falling below the preferable width of 4.8m for shared space roads, given the historical use of the site and the expected decrease in vehicle movements generated as a result of the proposed scheme, this is considered acceptable. The scheme would also provide sufficient off-street parking at 2 parking spaces (2.8m x 5m each) per unit.
- 5.4. It should be noted that whilst the site was formerly for garages, limited parking occurs on the site as both entrances have locked gates, only accessible to those benefiting from easements or licences to cross the land. Therefore the redevelopment of the site is only likely to lead to limited displaced parking in the surrounding area, which is not subject to any particular parking restrictions.
- 5.5. Therefore subject to conditions (including improving the visibility splays at the access points to Chiltern Avenue and Rutland Avenue) the scheme is considered acceptable with regards to highway safety and convenience.

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)

Housing intensification SPD

Draft New Local Plan: CP9 (Sense of place), DM34 (Delivering green infrastructure and biodiversity in development), DM35 (Placemaking and Design Quality)

- 5.6. The site is a former garage complex, now neglected, overgrown and with fly tipping. The site is quite constrained in size and shape, and in relation to adjoining properties and their access rights to rear gardens. The proposal is based around the creation of two cul-de-sacs, accessed via the original entrances, into the former garage complex. The proposed buildings would be similar in size, scale, bulk and mass to those in the surrounding area although the scheme is not designed to mimic the character of the existing area and rather is designed to create an appropriate and distinctive character which complements the area more widely. The proposed materials include red brick and grey weatherboarding with grey cement tiles. A landscaping plan has been submitted which shows that significant soft landscaping can be incorporated into the

scheme which would help visually soften the impact of the scheme on the surrounding area, whilst also making the scheme more attractive.

- 5.7. A previous permission, now expired, represents an acceptable starting point for the approach to this site. The current proposal represents some improvement over the previously permitted scheme due to the improved surveillance it would offer over the access to the rear of 204-206 Chairborough Road. The design of the parking is improved, ensuring that is more convenient to use, and capable of being shared flexibly between residents and visitors to the site.
- 5.8. The tree officer has no objection in principle to the scheme but given the proximity of the development to trees on neighbouring land, an Arboricultural Method Statement and Tree Protection Plan including any 'no dig' surfaces will be required.

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

Draft New Local Plan: DM35 (Placemaking and design quality), DM40 (Internal space standards)

- 5.9. Considering the amenities of future residents, the units would be of a sufficient size to provide a good quality living environment, along with gardens that are of a good size, relatively flat and mainly rectangular in shape. Separation distances between facing properties is considered sufficient (at around 30m). It is noted that there is some potential for overlooking between the first floor rear windows of plots 2 and 3 and the ground floor windows of plot 1. However, the separation is still around 19m, they are not on the same level and all of these windows are visible from the public domain in any case. Convenient and sufficient parking spaces are shown, of an adequate size, locations for the storage of waste are shown and sheds are shown for the storage of bicycles etc. in gardens.
- 5.10. Considering the amenities of existing residents, the majority of properties proposed would be located at the end of existing gardens, mostly around 20m in length. The proposed properties would all be side on to the gardens (with the exception of plot 1 and properties on Chairborough Road) and therefore would have limited fenestration in facing elevations, with any fenestration proposed at first floor level obscurely glazed. Whilst plot 1 would have its rear elevation facing rear elevations on Chairborough Road, the amended plans ensure that the separation distance would be at least 14m. Furthermore the dwelling would be of a chalet bungalow style with a reduced eaves and ridge height and the rear roof slope (facing Chairborough Road properties) would only be lit by roof lights which could be conditioned to be high level.
- 5.11. Therefore it is not considered that plot 1 would be detrimental to the residential amenities of existing residents by overlooking, overbearingness or loss of light and similarly neither would plots 2-11. The scheme is also considered to result in a good quality level of amenity for future residents of the development.

Environmental issues

ALP: G15 (Noise)

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)

- 5.12. Given that the development would be residential in nature, in an existing residential area, the use is considered compatible with the surrounding area.
- 5.13. Considering waste management, both accesses are considered to provide sufficient space for waste management vehicles to drive in and turn. Whilst most units would comply with the guidance regarding carry distances, unit 1 is located around 35m

from the edge of the 't' junction, potentially resulting in a greater carry distance than the 30m recommended for residents, but this depends on where the bins are left to be collected. It is considered that this is an issue that could be clarified through condition and therefore on this basis and on balance, this is not considered to be detrimental to the overall acceptability of the scheme.

- 5.14. It is noted that the Environmental Services team has raised an objection unless a condition requiring electric charging points are provided in the scheme. Given that we do not have planning policy to support this, it would be unreasonable for this to be conditioned.

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: DM39 (Managing flood risk and sustainable drainage systems)

- 5.15. The site is in flood zone 1. Whilst we are still awaiting final comments from the County SuDS team on the scheme, it is considered unlikely that there would be SuDS issues that would not be able to be overcome, but additional information and evidence is required in order to develop a suitable SuDS scheme.

Ecology

CSDPD: CS17 (Environmental assets)

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

- 5.16. The applicant has submitted a wildlife checklist for the site and it is not considered that further action needs to be taken in this regard.

Building sustainability

CSDPD: CS18 (Waste, natural resources and pollution)

DSA: DM18 (Carbon reduction and water efficiency)

Draft New Local Plan: DM41 (Optional technical standards for Building Regulation approval)

- 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 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 now 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)

- 5.18. The development is a type of development where CIL would be chargeable.
- 5.19. It is considered that there would not be other types of infrastructure put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure. Furthermore, it is not considered reasonable to condition the provision of affordable housing, as whilst it has been offered, the scheme does not meet the Council's threshold for providing it. It could still be provided, but this would be at the applicant's discretion.

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 development plan policies and is similar to a scheme previously approved (but not implemented) in 2009. Notwithstanding this, the scheme would have an acceptable impact on the character and appearance of the surrounding area and residential amenities of existing neighbours and future residents. The scheme is also considered to incorporate sufficient off street parking. It is noted that there has been significant neighbour objections to the scheme, which have been noted and considered. However, on balance, the proposal is considered acceptable and recommended for approval, subject to conditions.

Other matters

Equalities Act

- 5.23. Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent. The land is disused, with its main purpose currently being to provide access to those properties benefitting from easements or licences over the land (controlled with the use of locked gates). Whilst most accesses to those only benefitting from licences to cross the land will be lost, this is not considered to unfairly disadvantage these licence holders given that licences are issued annually and clearly include a notice period to halt consent to cross the land. Furthermore, it is understood those that would lose access to a garage have been offered alternative garage options and there is also on-street parking in the area.
- 5.24. It has been raised by objectors that it is already difficult to get into local schools for existing residents and therefore this scheme would exacerbate this issue. In terms of primary age, the local catchment school (Castlefield) was able to offer all applicants a place in 2017. For entry to secondary school, the catchment secondary (Cressex) took applicants within 1.9 miles and the application site and its neighbours is less than 1 mile from the school.
- 5.25. On this basis it is considered that having given due regard to the Equalities Act, the proposal is considered acceptable in relation to it.

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 A001A, A002A, A010G, A015A, A020E, A021H, A025B, A026D, A030A, A031C, A035A, A036C, A040B, A041B, A045A, WDC1, F12-17, 205803, 205802C, 205801C 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 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.
- 5 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.
- 6 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.
- 7 No part of the development shall be occupied until the areas have been laid out within the site for refuse/delivery vehicles to turn in accordance with the approved plans and that area shall not thereafter be used for any other purpose.
Reason: To enable service vehicles to draw off and turn clear of the highway thereby avoiding the need to reverse onto the public highway.
- 8 Prior to the occupation of the development minimum vehicular visibility splays of 43m from 2.4m back from the edge of the carriageway from both sides of the accesses onto Chiltern Avenue and Rutland Avenue shall be provided in accordance with details to be submitted to and approved by the Local Planning Authority. The visibility splays shall be kept clear from any obstruction between 0.6m and 2.0m above ground level.

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

- 9 Prior to the occupation of the development the existing accesses to Chiltern Avenue and Rutland Avenue shall be designed/constructed in accordance with the approved plans. The accesses shall be constructed in accordance with; 'Buckinghamshire County Council's Guidance note, "Commercial Vehicular Access Within Highway Limits" 2013.

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

- 10 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.

- 11 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.

- 12 Prior to the occupation of the development, details of bin storage facilities shall be provided and thereafter the facilities shall be permanently retained, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of appropriate waste storage in the interests of the amenities of the occupiers.

- 13 Notwithstanding any other details shown on the plans hereby approved, the windows proposed in the flank elevations of plots 2, 3, 4, 6, 7, 9, 10 and 11 at first floor level or above, shall, up to a minimum height of 1.7 metres above finished floor level, be fixed shut (without any opening mechanism) and glazed in obscure glass. The window shall thereafter be retained as such.

Reason: In the interests of the amenity of neighbouring properties and future residents.

- 14 Notwithstanding any other details shown on the plans hereby approved, the windows proposed in the flank elevations and rear roof slope of plot 1 at first floor level, shall, up to a minimum height of 1.7 metres above finished floor level, be fixed shut (without any opening mechanism) and glazed in obscure glass. The window shall thereafter be retained as such.

Reason: In the interests of the amenity of neighbouring properties and future residents.

- 15 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 DM18 of the Adopted Delivery and Site Allocations Plan (July 2013).

INFORMATIVE(S)

- 1 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.
- 2 The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the appropriate Water Authority may be necessary.
- 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 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 amended plans and additional information was requested from the applicant to overcome concerns.

17/08265/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Asif

Comments: if you are minded to approve I would like this application to come to committee due to the fact this former garage site has a lot of houses going onto it and I would consider this to be over development. There are also a lot of issues the residents are facing.

Councillor Hanif

Comments: As the ward councillor I was contacted by the local residents who have expressed many concerns on this over development very close to their back gardens.

- The site between Chiltern Avenue and Rutland Avenue is just a narrow strip of land located very close to peoples back gardens. It is deemed as unsuitable for such a large housing development.
- lack of parking space for the new residents
- loss of privacy for the residents on Chiltern Avenue and Rutland Avenue
- traffic congestion on a normally quiet residential area
- concerns about crime and antisocial behaviour in the area
- HSE -smells and rodents from waste bins stored at the end of peoples gardens
- Schooling
- personal security
- Noise from the bin lorries when collecting the area waste "this was just to name a few"
- This area has been the crime hotbed for many years until gates were installed and local residents were beginning to enjoy the peace and tranquillity in this area.
- This proposed housing scheme will also create additional problems when the housing development proposed on Pettifer Way, Longland Way and Chairborough Road is given a go ahead. We are talking about another 186 or so dwellings and this area will truly become an over development. Issues related to densely populated areas are well known and documented and local residents wish to live in a quiet and peaceful neighbourhood.

I am with the local residents on this and will not be supporting the proposed housing development.

Parish/Town Council Comments/Internal and External Consultees

High Wycombe Town - unparished

County Highway Authority

Comments: The proposed development is the erection of 11 dwellings on a former garage site off Chiltern Road and Rutland Avenue, both unclassified roads subject to 30mph speed limits. It is noted that this application follows the previously approved application ref. 09/06369/R9FUL for the erection of 10 dwellings on the site. The Highway Authority commented on this previous application and recommended approval subject to conditions.

The highway impact of this development is not materially different to the previous application and the existing access points are proposed to be retained and modified. I have assessed the proposed traffic impact and am satisfied that the traffic associated with the site can be safely accommodated on the local highway network. The proposed accesses off both Chiltern Avenue and Rutland Avenue benefit from adequate visibility and despite the accesses falling below the preferable width of 4.8m for shared space roads, given the historical use of

the site and the expected decrease in vehicle movements generated as a result of the proposed scheme, I do believe I can insist of the widening of these accesses.

Regarding parking; Wycombe District Council has adopted the County Council's 'Buckinghamshire Countywide Parking Guidance' (BCPG) policy document and identifies Chiltern Avenue and Rutland Avenue as being located within Zone A. I am satisfied that there are a sufficient number of parking spaces proposed within the site. BCPG also states that each parking space should be a minimum of 2.8 x 5m wide and I note that all of the parking spaces are of sufficient size.

Mindful of these comments, I have no objections to this application with regard to highway issues, subject to the following conditions:

Arboriculture Spatial Planning

Comments: No objection in principle No Arb details in regards to proximity of trees in neighbouring land for parking bays 1, 10 and 11 and dwelling plot 2 Arbs Method Statement and Tree Protection Plan including any No dig surfaces will be required

Buckinghamshire County Council (Major SuDS)

Comments: Buckinghamshire County Council as Lead Local Flood Authority has reviewed the information provided in the Sustainable Drainage Strategy (133292-R1(0), June 18th 2018, RSK) and ground investigations (EM/em/52727A/8539, 31st May 2018, Ian Farmer Associates). The LLFA objects to the proposed development due to insufficient evidence that the proposed surface water drainage scheme is viable.

The proposed surface water drainage scheme will utilise infiltration to dispose of surface water runoff. The site has been split into two catchments; however the applicant is intending to manage surface water in each catchment the same way. The drainage scheme proposed to attenuate runoff within permeable paving and attenuation tanks, with a discharge to a deep borehole soakaway.

There appears to be contradictory information regarding the infiltration rate, the ground investigations calculated infiltration rates at between 1.04×10^{-6} m/s and 5.72×10^{-6} m/s and have concluded that the geology has poor infiltration characteristics. However, within the Drainage Strategy (section 5.3) a rate of 1.2×10^{-5} m/s has been used for indicative design purposes. We are concerned that this rate is not in line with the rate calculated by the permeability testing. It also stated that tests were extrapolated and that the borehole collapsed twice, we cannot find any evidence of extrapolation or collapse on the permeability test result sheets. We would like to make the applicant aware that if the infiltration rates have been extrapolated results suggests that infiltration potential is low.

We are also concerned that only one location was tested, permeability testing should be completed in the locations of both proposed deep borehole soakaways. It should also be noted that deep borehole soakaways should be no deeper than necessary.

The LLFA query the requirement for two deep borehole soakaways for a site with an area of 0.4ha. The deep borehole soakaways will be discharging directly into the chalk and it is unclear if the risk of solution features has been accessed and if the number of deep borehole soakaways proposed would increase this risk. The applicant is required to provide justification for the number of soakaways proposed.

For the reasons outlined above LLFA is of the opinion that infiltration techniques are not feasible and an alternative method of surface water must be investigated. We would encourage the applicant to investigate active rainwater harvesting; this will allow surface water runoff to be used for example in toilet flushing and washing machines. It is likely that

due to the size of the development demand will be greater than yield meaning that the overflow will only be required for extreme rainfall events. The use of active rainwater harvesting would decrease the attenuation required as it would only be required during those extreme rainfall events.

We require 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. These calculations must include details of critical storm durations, and demonstrate how the proposed system as a whole will function during different storm events. If any flooding occurs for the 1 in 100 year plus climate change event, then we require details of where this flooding will occur and the volume of the flooding.

Control Of Pollution Environmental Health

Comments: With regards to air quality Wycombe District Council declared a new Air Quality Management Area on 22.12.17 that covers the main arterial roads into High Wycombe town centre. This includes the A40 West Wycombe Road, Marlow Hill and M40 which provides access into the area of the proposed development. The majority of vehicle movements from the development are likely to pass through the High Wycombe Air Quality Management Area as the A40 West Wycombe Road and Marlow Hill are the nearest arterial roads to the development or will pass onto the M40 Air Quality Management Area. It has been identified that the proposed development intends to introduce an additional 22 parking spaces, which also appear to be specifically allocated to the new property. As such the potential introduction of additional vehicles into the AQMA will negatively impact local air quality and its harmful health impacts upon local residents. Wycombe District Council has a duty to ensure that nitrogen dioxide levels from road traffic within the AQMA are reduced to safer levels in line with the national air quality objectives. It is currently estimated that 144 excess deaths each year within Wycombe District area are caused by poor air quality, with the expectation that the majority of those deaths will be caused along the main arterial roads into High Wycombe and Marlow town centres. With this in mind Wycombe District Council now applies the following principle to all residential developments that are within the AQMA or that the majority of vehicle movements from the development will be by road through the AQMA- the active provision of 1 electric vehicle charging unit for each new home with a dedicated parking space and at least 1 charging point per 10 unallocated spaces. All other spaces should have appropriate cable provision to prepare for increased demand in future years. Due to the spaces appearing to be specifically allocated to the new property, 11 parking spaces, one for each property, should be provided with an electric vehicle charging point.

Objection, unless condition imposed relating to electric vehicle charging points.

Community Housing

Comments: I note the proposal is for 100% affordable housing, a mix of 5 houses for rent and 6 houses for shared ownership.

There is a need for affordable housing in the district and if the proposal meets all of the planning requirements then I am in support.

Representations

A petition with 50 signatures has been received objecting to the proposal on grounds of:

- Will create congestion in an already overdeveloped area
- Stretch limited services in the area
- Infringe privacy of neighbours

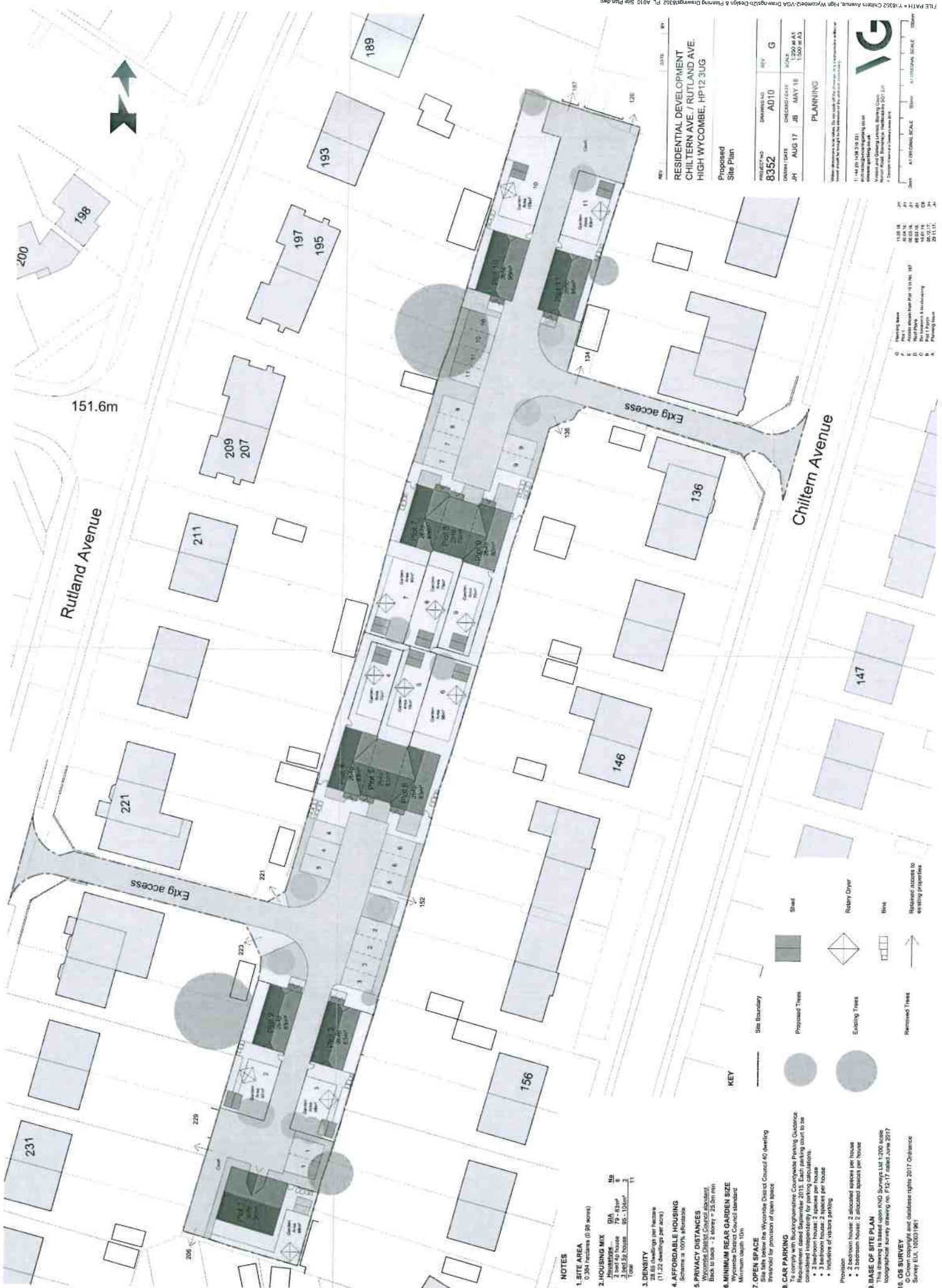
- Create more traffic and parking issues
- Block light
- Noise impact from further families

In addition, objection letters have been received from 14 parties, objecting on the grounds of:

- Lots of objections to the previously approved scheme
- Inadequate parking
- Difficult to get local school places
- Construction work will impact on health of surrounding people including children
- Too close to existing gardens- may cause tensions
- Bins located at rear of existing houses will be smelly, result in rat infestations and be a security risk
- Cause parking problems in the area
- Will result in public access to the rear of existing homes- security risk
- Other suitable sites around
- Site not suitable for housing
- Inappropriate to have parking at the end of existing gardens
- Will spoil the community
- Block sunlight.
- Impact on views
- Devalue property
- Overdevelopment of site
- Would impact on privacy of existing residents
- Red Kite have served notice on those with licences to access the land. Will be seeking legal advice on this matter.
- Effectively being evicted from own garage
- Site could better be used for parking
- Out of character
- Will attract anti-social behaviour
- Consultation event was a farce and held in a different Ward where it was difficult to get to.
- Tight access for emergency vehicles and refuse trucks
- Access too close to existing homes
- Police presences/ community support should be increased in area as a result
- Community right of way runs across the land which has not been shown in the plans
- Bungalows would be more acceptable
- Query whether application form has been correctly completed and therefore validity of application
- Significant neighbour objections
- No benefit to the community

17/08265/FUL
Scale 1/1250





REV	DATE	BY

**RESIDENTIAL DEVELOPMENT
CHILTERN AVE / RUTLAND AVE,
HIGH WYCOMBE, HP12 3UG**

Proposed
Site Plan

PROJECT NO	8352	DATE	15/05/16	REV	G
DESIGNER	A010	CHECKED DATE	15/05/16	SCALE	1:500 @ A4 1:300 @ A3
DATE	AUG17	BY	JB	PLANNING	

Notes: 1. All dimensions are in meters unless otherwise stated.
2. Dimensions are to the center line of the road.

1:1000 (A3)
1:500 (A4)
1:300 (A3)

Vertical and Horizontal Scale: 1:500 (A4)
1:300 (A3)

IG
100m
50m
0m
50m
100m

- NOTES**
- SITE AREA**
0.381 hectares (0.99 acres)
 - HOUSING MIX**

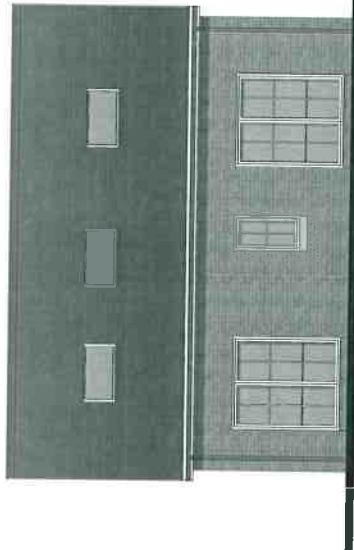
APPROXIMATE	DIA	NO
1 bed 4p house	75 - 85m ²	8
2 bed 4p house	85 - 105m ²	8
Total		16
 - DENSITY**
28.08 dwellings per hectare
(11.22 dwellings per acre)
 - ASTORFABLE HOUSING**
Scheme is 100% affordable
 - PRIVACY DISTANCES**
Minimum 2m between adjacent dwellings
Back to back - 2m
Side to side - 2.5m (min)
 - MINIMUM REAR GARDEN SIZE**
Minimum 10m² per dwelling
Minimum depth 10m
 - OPEN SPACE**
Minimum 10m² per dwelling
Minimum depth 10m
 - CAR PARKING**
Minimum 1 space per dwelling
Minimum 10m² per space
Minimum depth 10m
 - BASE OF SITE PLAN**
This drawing is based upon KNO Surveys Ltd 1:200 scale topographical survey drawing no. F15-17 dated June 2017
 - OS SURVEY**
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KEY

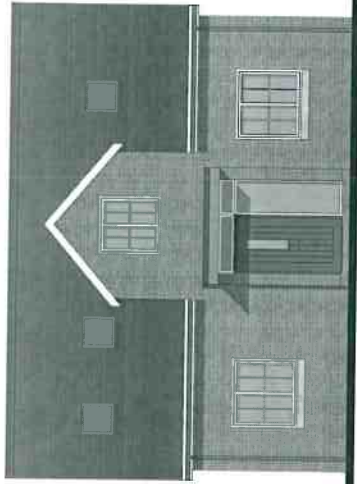
- Site Boundary
- Proposed Trees
- Existing Trees
- Removed Trees
- Steel
- Rotary Dryer
- Blank
- Revised areas to existing properties

MATERIALS

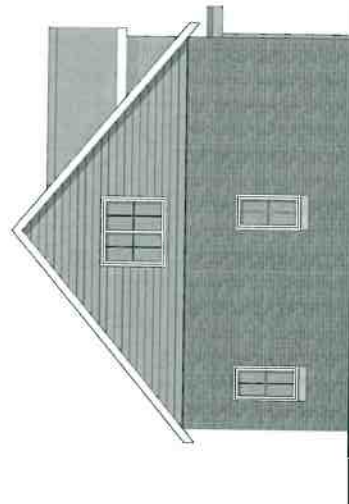
1. Fibre cement slates (blue/black)
2. Multi-stock brick (red)
3. Fibre cement weather boarding (grey)
4. Fibre cement fascia soffit boards (white)
5. UPVC rainwater goods (grey)
6. Cast stone cills



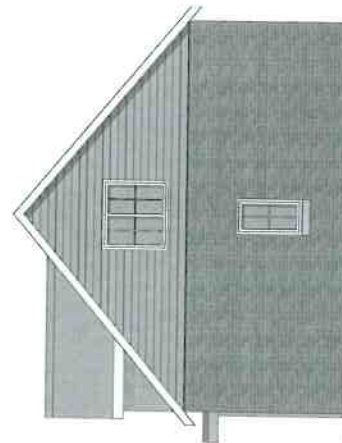
SOUTH ELEVATION
Plot 1
3b5p House
Shared Ownership with en-suite



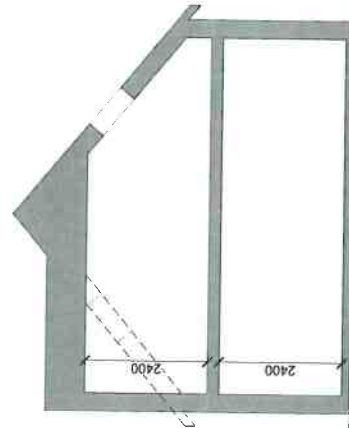
NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



SECTION

H	Plot 1 - Elevations and Section	11/25/18	2/4
D	Plot 1 - Elevations and Section	20/01/18	2/4
F	Plot 1 - Elevations and Section	12/02/18	2/4
E	Plot 1 - Elevations and Section	08/02/18	2/4
C	Plot 1 - Elevations and Section	08/01/18	2/4
B	Plot 1 - Elevations and Section	08/11/17	2/4
A	Plot 1 - Elevations and Section	29/11/17	2/4

RESIDENTIAL DEVELOPMENT
CHILTERN AVE / RUTLAND AVE.
HIGH WYCOMBE, HP12 3UG

Plot 1 - Elevations and Section
Shared Ownership
3b 5p

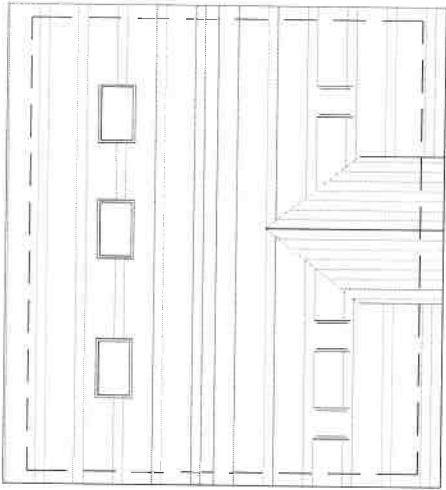
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DRAWN DATE	CHECKED DATE	SCALE	1:100 (A3)
JIB	MAY 18		

PLANNING

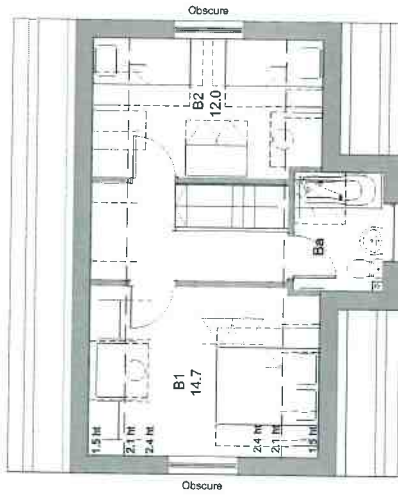
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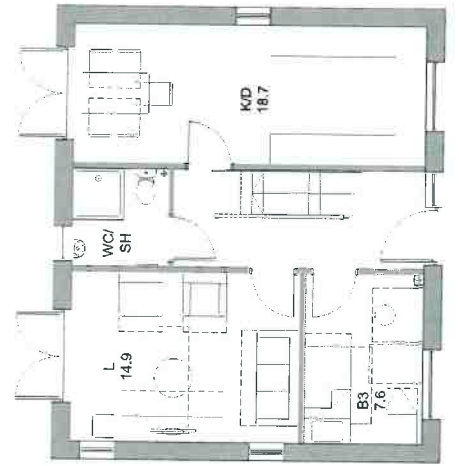
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ROOF



FIRST FLOOR



GROUND FLOOR

Plot 1
305p House
Shared Ownership with ensuite
95m²

REV	DATE	BY	CHK
E	11.05.18	JH	JH
D	06.05.18	JH	JH
C	19.03.18	JD	JD
B	06.12.17	JH	JH
A	26.11.17	JH	JH

RESIDENTIAL DEVELOPMENT
CHILDREN AVE. / RUTLAND AVE.
HIGH WYCOMBE, HP12 3UG

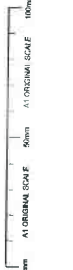
Plot 1 - Plans
Shared Ownership
3b 5p

PROJECT NO	DRAWING NO	REV
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ISSUE/DATE	CREATED/DATE	SCALE
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		1:100 (R/A)

PLANNING

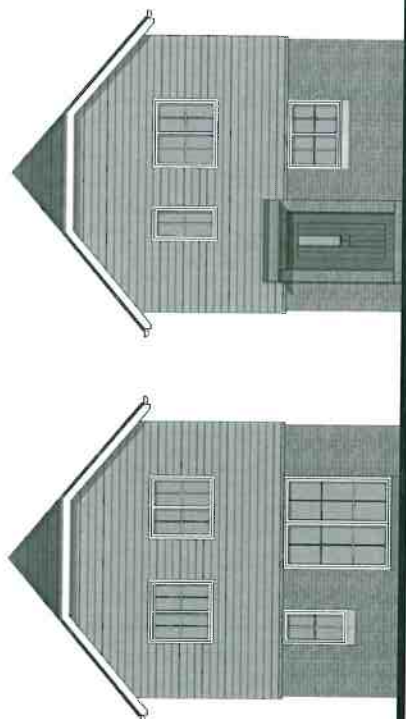
All dimensions to face unless otherwise stated. All heights to top of finished floor. All dimensions are approximate and subject to change. All dimensions are to be confirmed on site. All dimensions are to be confirmed on site.

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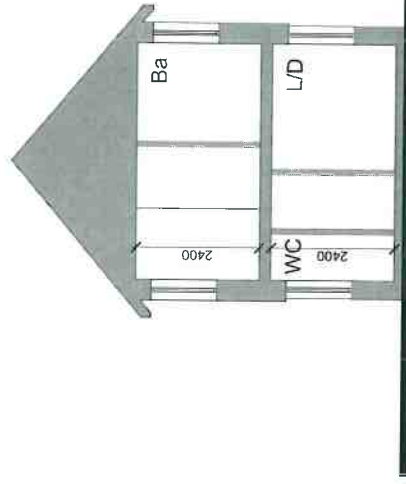


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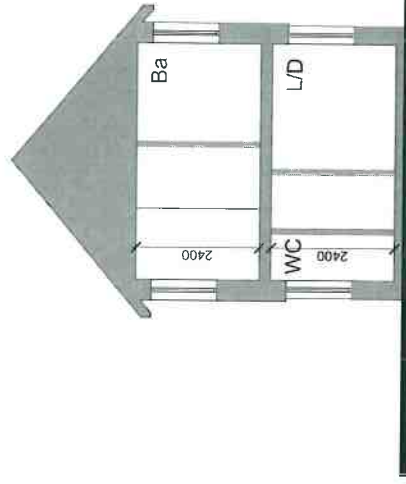
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2. Multi-stock brick (red)
3. Fibre cement weather boarding (grey)
4. Fibre cement fascia soffit boards (white)
5. UPVC rainwater goods (grey)
6. Cast stone cills



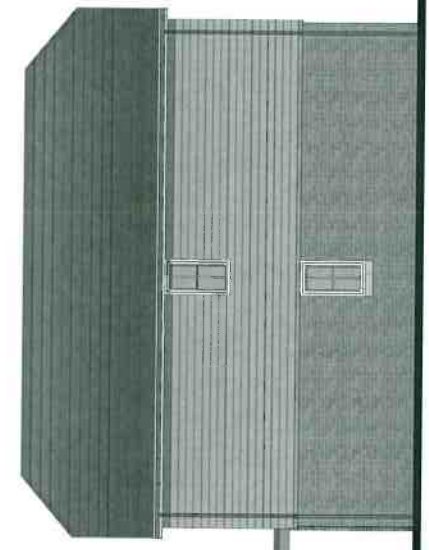
SOUTH ELEVATION
Plots 2 & 3 (handed)
2b4p House
Shared Ownership with en-suite



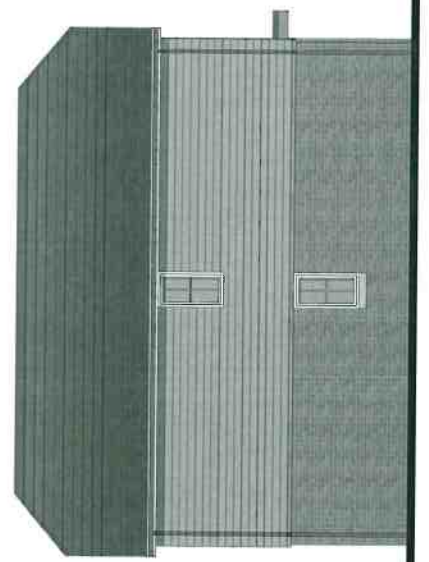
NORTH ELEVATION



SECTION



WEST ELEVATION



EAST ELEVATION

REV	DATE	BY	CHKD
06/12/18		JH	
15/01/19		CB	
15/01/19		CB	
29/11/17		JH	

RESIDENTIAL DEVELOPMENT
CHILTERN AVE. / RUTLAND AVE.
HIGH WYCOMBE, HP12 3UG

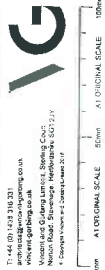
Plots 2 and 3 - Elevations and Section
Shared Ownership
3b Sp

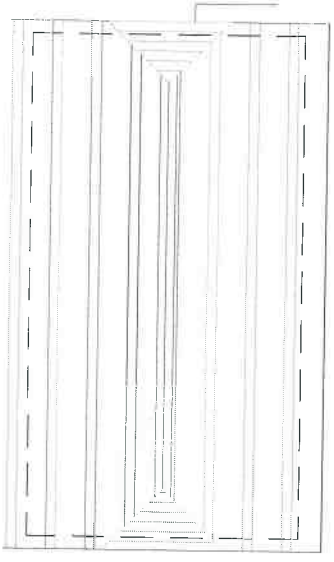
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DRAWN DATE	CHECKED DATE	SCALE	
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PLANNING

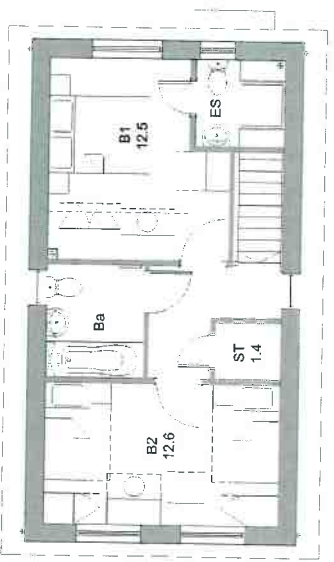
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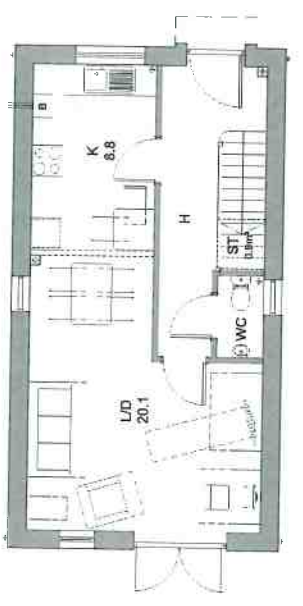




ROOF



FIRST FLOOR



PLOTS 2 & 3 (handed)
2b4p House
Shared Ownership with en-suite
85.1 m²
GROUND FLOOR

REV	NO	DATE	BY	CHK
B	002	26.11.12	JL	
A	001			

PROJECT NO: 8352
 DRAWING NO: A025
 DRAWING TITLE: 150 m² A1
 11000 m² A3
 DATE: AUG 17
 JOB: FEB 18
 SCALE: 1/200
 DRAWN BY: JLD
 CHECKED BY: B

RESIDENTIAL DEVELOPMENT
CHILTERN AVE. / RUTLAND AVE
HIGH WYCOMBE, HP12 3UG

Plots 2 and 3 - Plans
 Shared Ownership
 2b 4p

PROJECT NO: 8352
 DRAWING NO: A025
 DRAWING TITLE: 150 m² A1
 11000 m² A3
 DATE: AUG 17
 JOB: FEB 18
 SCALE: 1/200
 DRAWN BY: JLD
 CHECKED BY: B

PLANNING

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 ARCHITECTS: IGHAM & PARTNERS
 100-102, STATION ROAD, WYCOMBE, NORTHAMPTONSHIRE NN16 9JL

DRAWN: JLD
 CHECKED: B
 DATE: FEB 18

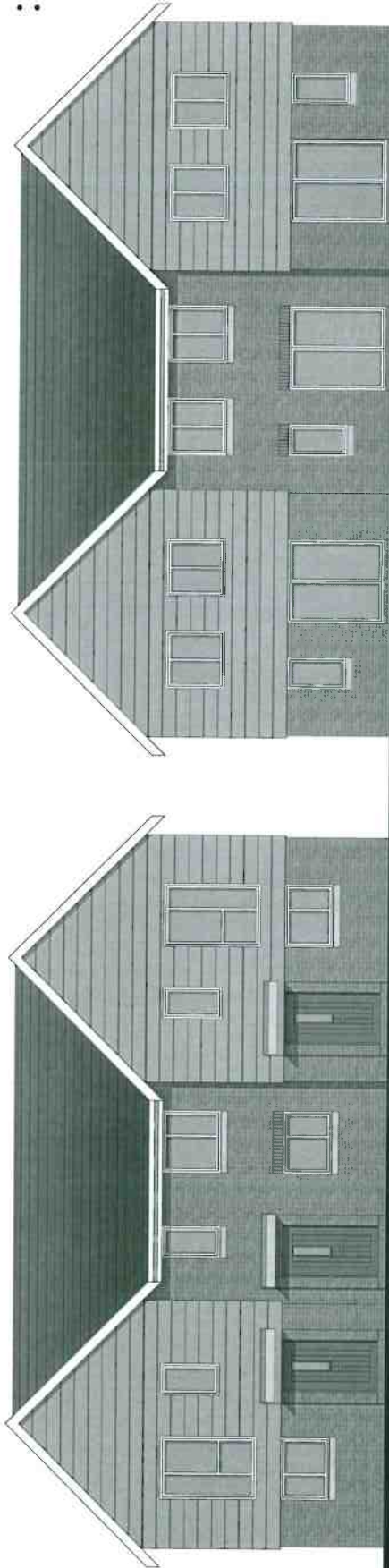
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External Materials Key

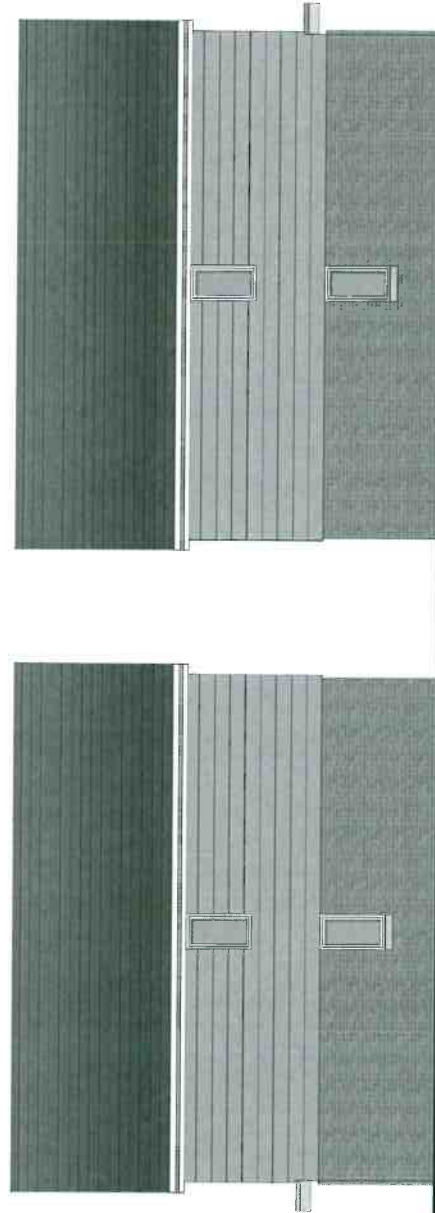
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- Multi-stock brick (red)
- Fibre cement weather boarding (grey)
- Fibre cement fascia soffit boards (white)
- UPVC rainwater goods (grey)
- Cast stone eills



SOUTH ELEVATION

Plots 4, 5 & 6
2b4p House
Shared Ownership with en-suite

NORTH ELEVATION



EAST ELEVATION

WEST ELEVATION

REV	PLANNING MARK	NO. 11/17	DATE	BY

RESIDENTIAL DEVELOPMENT
CHILTERN AVE. / RUTLAND AVE.
HIGH WYCOMBE, HP12 3UG

Plots 4, 5 and 6 - Elevations
Shared Ownership
3D 5p

NO. 11/17	DATE	BY
8352	NOV 17	JB

PLANNING

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REV	PLANNING NAME	DATE	BY	CHK
A		2011.07.27		

RESIDENTIAL DEVELOPMENT
CHILTERN AVE. / RUTLAND AVE.
HIGH WYCOMBE, HP12 3UG

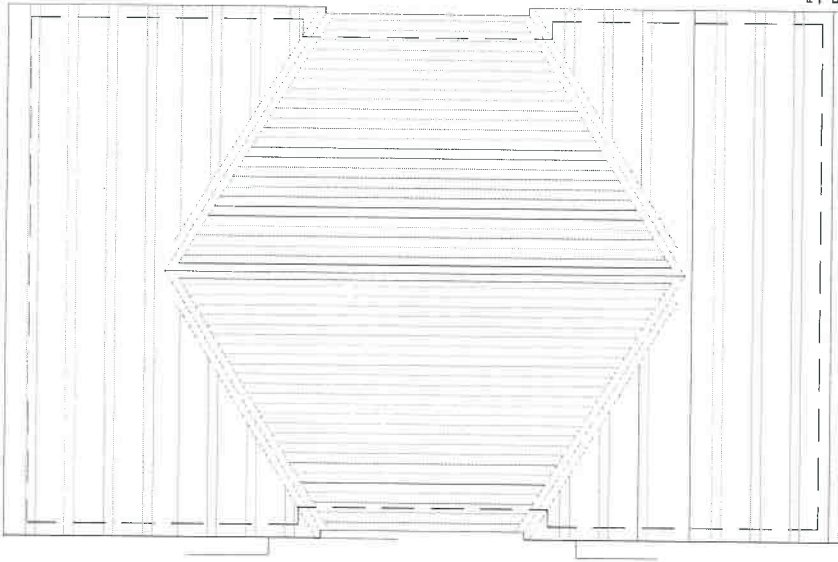
Plots 4, 5 and 6 - Plans
 Shared Ownership
 2b4p Houses

PROJECT NO	DRAWING NO	REV	SCALE
8352	A030	A	1:100 (B1)
DRAWN/DAT	CHECKED/DAT	DATE	SCALE
JHB	JHB	NOV 17	1:100 (B1/A3)

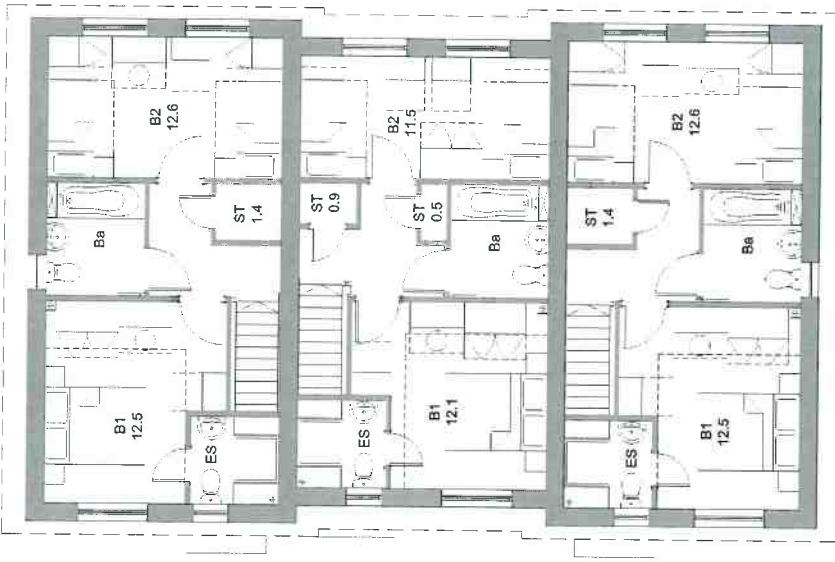
PLANNING

These drawings have been prepared by the architect on behalf of the client. The client is responsible for the accuracy of the information supplied and for the use of the drawings.

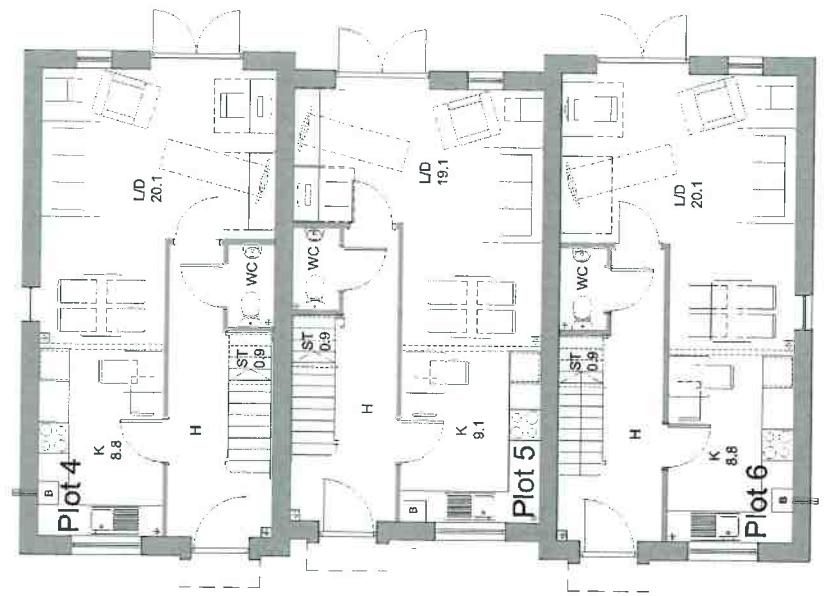
T: +44 (0) 1493 398 321
 www.igarchitects.co.uk
 IG ARCHITECTS
 100, High Wycombe Road, High Wycombe, Bucks HP12 3JG
 VAT No: 258 080 880



ROOF



FIRST FLOOR

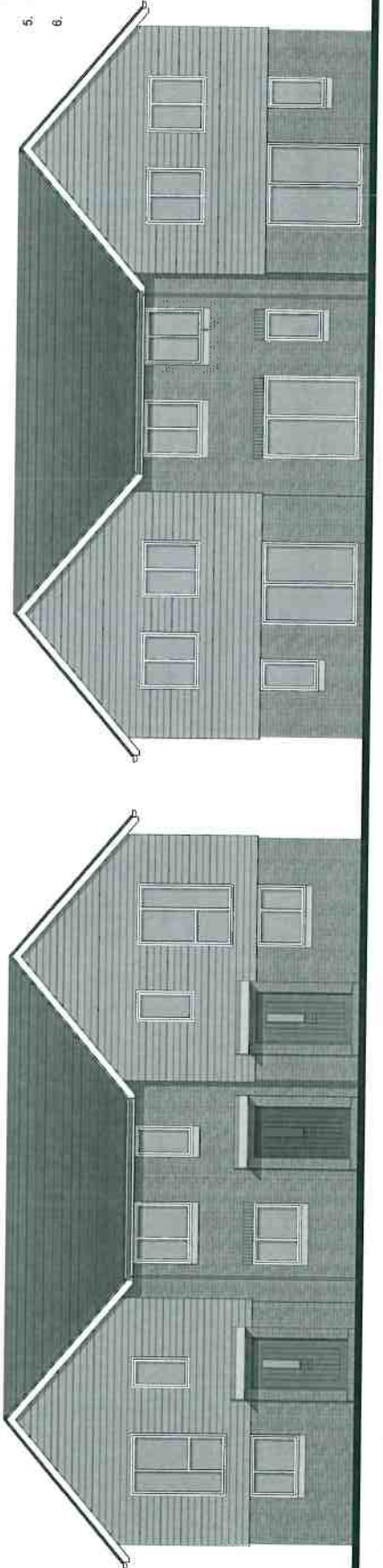


Plots 4 & 6
 2b4p House
 Shared Ownership with en-suite
 83.1m²
GROUND FLOOR

Plot 5
 2b4p House
 Shared Ownership with en-suite
 81.4m²

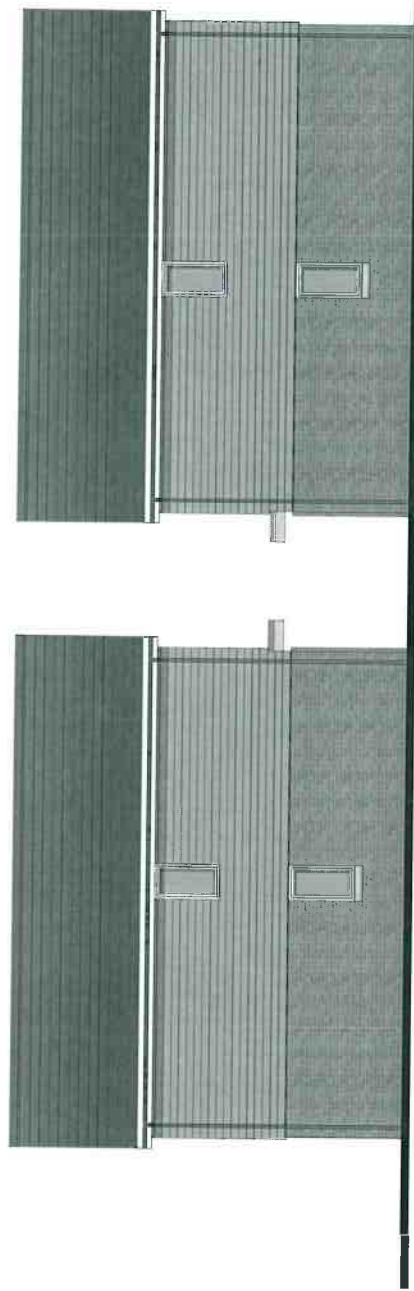
MATERIALS

- 1. Fibre cement slates (blue/black)
- 2. Multi-stock brick (red)
- 3. Fibre cement weather boarding (grey)
- 4. Fibre cement fascia soffit boards (white)
- 5. UPVC rainwater goods (grey)
- 6. Cast stone eills



SOUTH ELEVATION

NORTH ELEVATION
 Plots 7, 8 & 9
 2b4p House
 Affordable Rent



WEST ELEVATION

EAST ELEVATION

REV	DATE	BY	CHKD	DATE	BY
C	08/07/18	JH	JH	08/07/18	JH
A	25/11/17	GH	GH	25/11/17	GH

RESIDENTIAL DEVELOPMENT
 CHILTERN AVE. / RUTLAND AVE.
 HIGH WYCOMBE, HP12 3UG

Plots 7, 8 and 9 - Elevations
 Shared Ownership
 3b-5p

PROJECT NO	DRAWING NO	REV	SCALE
8352	A036	C	1:100 @ A3
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JHB	SEPT 17	FEB 18	1:100 @ A3

PLANNING

Notes: 1. All elevations are to be shown in blue ink on a white background. 2. All elevations are to be shown in a consistent style. 3. All elevations are to be shown in a consistent style.

T: +44 (0) 1483 783331
 www.vicinity.co.uk
 Vicinity and Options Limited, Planning Consultants
 1 Cornhill, London EC3A 3DF
 1 Cornhill, London EC3A 3DF

REV	Priority Issues	DATE	BY
A		28.11.17	JT

RESIDENTIAL DEVELOPMENT
 CHILTERN AVE. / RUTLAND AVE.
 HIGH WYCOMBE, HP12 3UG

Plots 7, 8 and 9 - Plans
 Affordable Rent
 2b4p

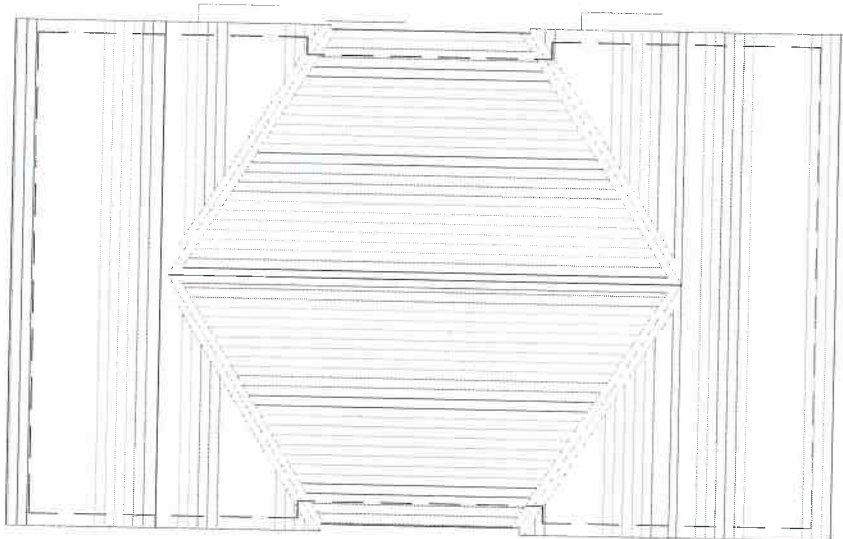
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ISSUE DATE	APPROVED DATE	ISSUE	BY
AUG 17	NOV 17	156 at A1	
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PLANNING

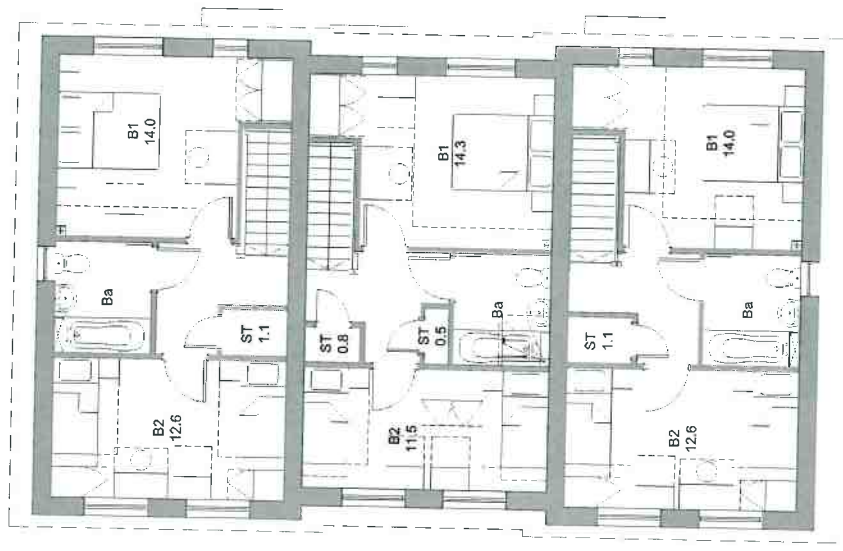
When drawings to be used, the user should refer to the title block for the drawing and ensure that the drawing is the correct version for the project.

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 www.igdesign.co.uk
 igdesign@igdesign.co.uk
 Newton Road, Southway, Haverhill, Cambs, CB23 7JY
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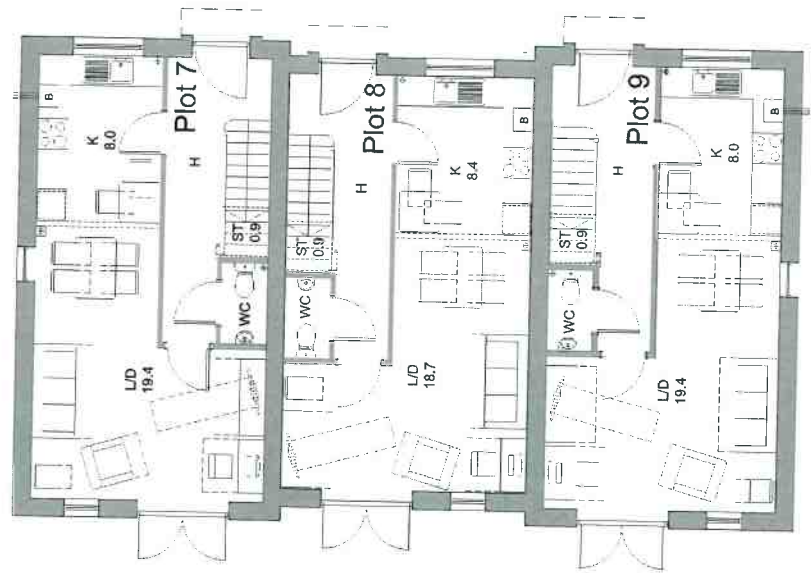
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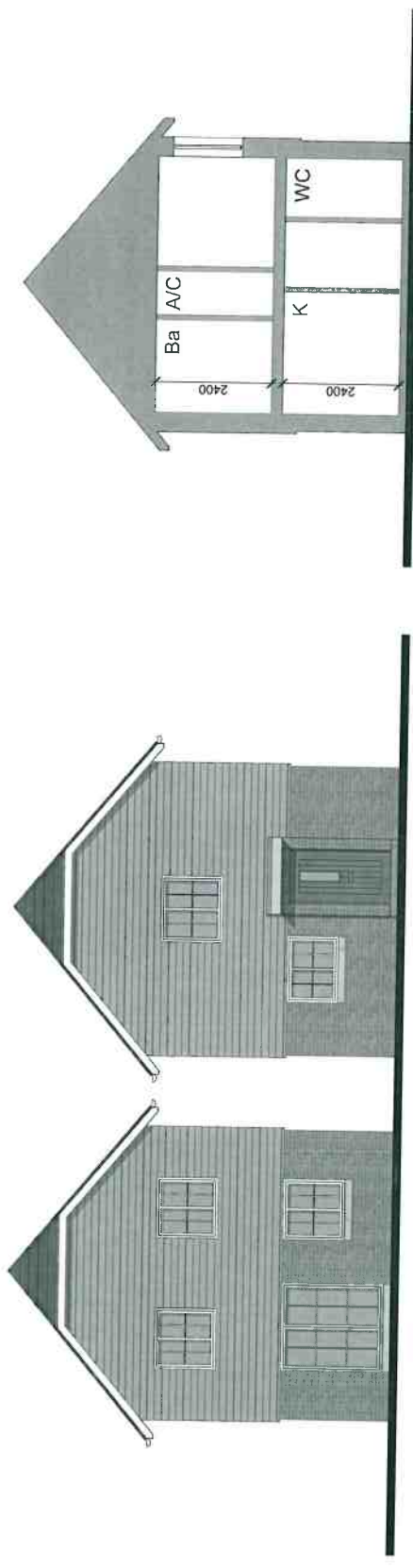


FIRST FLOOR



Plots 7 & 9
 2b4p House
 Affordable Rent
 80.0m²
GROUND FLOOR

Plot 8
 2b4p House
 Affordable Rent
 79.3m²

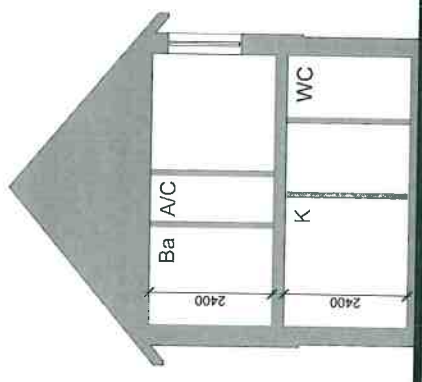


NORTH ELEVATION
Plots 10 & 11 (handed)
2b4p House
Affordable Rent

SOUTH ELEVATION

EAST ELEVATION

WEST ELEVATION



SECTION

MATERIALS

1. Fibre cement slates (blue/black)
2. Multi-stock brick (red)
3. Fibre cement weather boarding (grey)
4. Fibre cement fascia soffit boards (white)
5. UPVC rainwater goods (grey)
6. Cast stone eills

B	Plotting Issue	06.02.18	JH
A	Planning Issue	29.11.17	JH
REV		DATE	BY

RESIDENTIAL DEVELOPMENT
CHILTERN AVE / RUTLAND AVE.
HIGH WYCOMBE, HP12 3UG

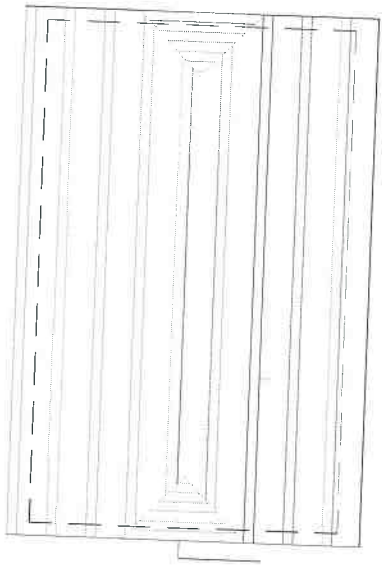
Plots 10 and 11 - Elevations and Section
Shared Ownership
3b 5p

DRAWING NO	REV
8352	B
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JRB SEP 17	1:50 (A1)
JRB FEB 18	1:100 (A3)

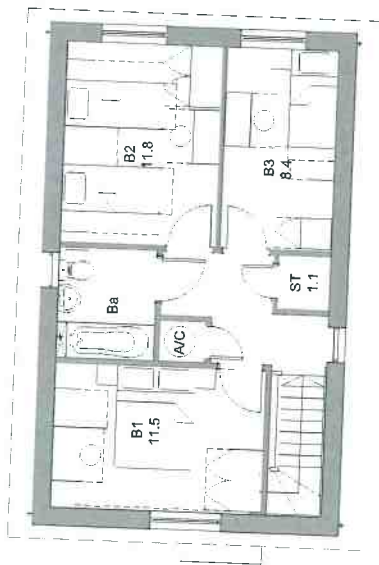
PLANNING

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proposed development on
plots 10 and 11, Chiltern Avenue,
High Wycombe, Bucks, HP12 3UG.
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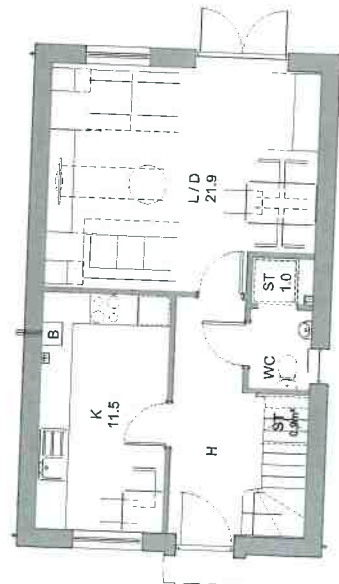
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ROOF



FIRST FLOOR



Plots 10 & 11 (handred)
3b5p House
Affordable Rent
95.4m²
GROUND FLOOR

REV	NO	DATE	BY	CHKD	DATE
A	1	15/11/17	JL		
B	1	15/11/17	JL		

PROJECT NO: 83552
DRAWING NO: A040
DATE: AUG 17
SCALE: 1:50 at A1, 1:100 at A3

Plots 10 and 11 - Plans
Affordable Rent
3b5p

REV	NO	DATE	BY	CHKD	DATE
A	1	15/11/17	JL		
B	1	15/11/17	JL		

PLANNING

PROJECT NO: 83552
DRAWING NO: A040
DATE: AUG 17
SCALE: 1:50 at A1, 1:100 at A3

Plots 10 and 11 - Plans
Affordable Rent
3b5p

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VOLUME 1: PLANNING PERMISSIONS
VOLUME 2: TECHNICAL SPECIFICATIONS
VOLUME 3: CONSTRUCTION SPECIFICATIONS
VOLUME 4: LANDSCAPE ARCHITECTURE
VOLUME 5: INFRASTRUCTURE



DATE: 15/11/17
SCALE: 1:50 at A1, 1:100 at A3
DRAWN BY: JL
CHECKED BY: JL
DATE: 15/11/17

Agenda Item 7.

Contact: Miss Shama Hafiz DDI No. 01494 421586

App No : 17/08376/FUL App Type : FUL

Application for : Demolition of single storey buildings on site and existing flat roof extension to main barn. Erection of single storey side extension to each end of west elevation, construction of mezzanine floor & basement area to main barn & single storey infill extension to south elevation of building B, all in connection with change of use of site to wedding venue including ground floor of farmhouse & Managers flat over, alteration to existing access & creation of associated car parking

At Rackleys Farm, Marlow Road, Cadmore End, Buckinghamshire, HP14 3PP

Date Received : 05/01/18 Applicant : The Sargent Charitable Trust

Target date for decision: 02/03/18

1. Summary

- 1.1. The proposed development and redevelopment of the existing main barn and associated buildings including the farmhouse, alterations to access with car parking to enable the change of use of the site to a wedding venue is considered to be an acceptable form of development.
- 1.2. The design and appearance of the proposed development would respect the special character, appearance and enjoyment of the Chilterns AONB and rural amenities of the open countryside location including the public footpath which runs through part of the application site. The proposal has shown due regard to the historical, landscape and ecological interests of the site. It is considered to maintain an acceptable level of amenity for neighbouring residential properties in respect of noise and disturbance. The proposal is also considered to be acceptable in terms of its impact on highway safety and capacity.
- 1.3. The application is recommended for approval, subject to conditions.

2. The Application

- 2.1. The proposed development would result in a group of single storey buildings located to the west of the main barn (also referred to in the drawings as Barn A) which have a cumulative footprint of 264sqm being demolished and the restoration of the land that they occupy to meadow. The application also indicates the removal of an existing extension to the northern smaller wing of the main barn.
- 2.2. The main barn: Barn A would be extended by a bay at each end with a mezzanine including demolition of an oak framed lean-to style structure mentioned above. Barn A's footprint would be increased by 173sqm, this will increase the barns seating capacity from 90 to 120 covers with the introduction of a basement area under the new bay in the barn to provide a staff room and wine cellar.
- 2.3. The group of buildings opposite the main barn are known as Barn B: these consist of an enclosed barn, central pig sties and an open-faced barn structure. The pig sties and open-faced structure will be replaced with a simple dual-pitch roof structure. It is proposed to utilise Barn B as a combination of Registrar's office, caterer's office, meeting room and equipment storage area.
- 2.4. The Farmhouse: the first floor of this building will be used for accommodation for the on-site manager with the ground floor to be used for the bridal party, preparation meeting room and the manager's office.
- 2.5. A landscaped parking area is proposed to the rear of Barn B which is within the eastern part of the site to serve the needs of the proposed use. It is noted that a

smaller parking area for staff parking deliveries is proposed adjacent to the kitchen in Barn A.

- 2.6. As the site does not have mains drainage, a new water treatment plant is proposed to be located at the end of the access drive for ease of maintenance. The applicant is considering the installation of a Ground Source supply which would be sited adjacent to the Main Barn area.
- 2.7. Rackleys Farm comprises a farmhouse, associated agricultural barns along with a couple of smaller fields, one of which contains a number of unused agricultural structures. The farmhouse and barns no longer support a viable agricultural operation with many of the associated fields being sold off to neighbouring farms some years ago.
- 2.8. The application site lies in the open countryside beyond the Green Belt and the Chiltern Area of Natural Beauty on the B482 on the periphery of Cadmore End which is 6 miles to the north of Marlow. It is located in non-residential zone 2 for BCC parking standards. The applicant owns adjacent fields totalling 3.35 hectares surrounding the site area which covers 0.58 hectares. A private drive provides access from the B482. Three buildings are grouped around a concrete surfaced farmyard. An existing two-storey white painted brick farmhouse, the timber boarded main barn and grouping of ancillary, largely single storey brick farm buildings opposite.
- 2.9. The application is accompanied by:
 - Planning Statement
 - Design and Access Statement
 - Ecology Report
 - Flood Risk and Surface Water Drainage
 - Noise Assessment
 - Phase 1 Contamination report
 - Structural Construction Report
- 2.10. 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.
- 2.11. 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

- 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

In this instance, the applicant/agent was updated of any issues after the initial site visit and was requested to provide clarification and further details in terms of the arrangement of the timber roof trusses within the main barn, landscaping and boundary treatments.

4. Relevant Planning History

- 4.1. 13/07165/FUL – Granted planning permission for the conversion of barn to a self-contained dwelling.
- 4.2. 14/06301/FUL – Granted planning permission for the conversion of barns to self-contained 4 bed dwelling with associated parking.
- 4.3. 16/07749/PNP3R – Details approved in respect of a Prior Notification (Part 3, Class R) for change of use of two existing detached buildings (Barn A & B) from Agricultural use to use class D2 (assembly and leisure).

5. Issues and Policy considerations

Principle and Location

Adopted Local Plan (ALP): C7, C8 (Re-use and Adaptation of Buildings in the Countryside), C10 (Development in the Countryside beyond the Green Belt), L1 (Chilterns AONB), G3 (General Design Policy), G26 (Designing for Safer Communities), H10 (The Protection of Existing Residential Accommodation and Land), RT7 and RT8 (Bed and Breakfast / Serviced Accommodation)

Core Strategy Development Planning Document (CSDPD): CS1 (Overarching Principle – Sustainable Development), CS2 (Main Principles for the Location of Development), CS17 (Environmental Assets) and CS19 (Raising the Quality of Place-Shaping and Design),
New Local Plan Submission Version: Policies CP1 (Sustainable Development), CP3 (Settlement Hierarchy), CP9 (Sense of Place), DM20 (Matters to be determined in accordance with the NPPF)

- 5.1. Policy C10 of the Adopted Local Plan is the general policy for development in the open countryside beyond the Green Belt. This policy seeks to manage appropriate development within these areas and to ensure that it respects the character and appearance of the countryside. It is acknowledged that some development is necessary however only appropriate uses to a rural area will be acceptable in order that the vitality and economy of the rural environment can be protected and encouraged.
- 5.2. Development in the countryside is strictly controlled, and the re-use of the existing farm buildings for diversified activities is therefore to be encouraged. Where new building is essential for an appropriate diversification scheme to proceed or expand, an appropriate extension may be permitted, subject to other relevant development plan policies. Furthermore, policies C7 and C8 of the Adopted Local Plan acknowledge that rural buildings can often be put to re-use and new uses without detriment to the countryside.
- 5.3. It should be noted that a Prior Notification (Part 3, Class R) for change of use of two existing detached buildings (Barn A & B) from Agricultural use to use class D2 (assembly and leisure) was granted in December 2016. This permission effectively allows both barns to be used for assembly and leisure purposes; such uses could include wedding receptions or similar.
- 5.4. The proposed scheme seeks a change of use of the site to establish a wedding venue at Rackleys Farm which will involve extensions to the barns. All weddings will have exclusive use of the venue and there would only be one wedding taking place at any one time. It is envisaged that a maximum of thirty weddings would take place per year. The proposed enlargement and alterations to the main barn: Barn A would increase the capacity to accommodate 120 covers (90 covers existing). Barn B which includes the former low level pig sties would be refurbished and the pig sties being replaced with a single storey infill structure to be used for storage, an office area and also a Registrar's preparation area and that it is the applicant's intention to apply for a licence to hold Civil Ceremonies on site. The farmhouse would be used as the

manager's accommodation at first floor, with the ground floor being used as the bridal party's preparation room. A catering company would be employed to work from the site, the number of staff employed would be between 6-20 people depending on the size of the event and this number would include bar and waiting staff with parking to be provided.

- 5.5. It is noted that the single storey buildings in the land to the west of the main barn have a combined footprint of 264sqm and that these would all be removed as part of this current proposal. As a comparison, the proposed barn extensions would have a total footprint of 173sqm. The demolition of these redundant buildings balanced with the new extension bays to the main barn would result in a net reduction in terms of the overall area they occupy and a sensitive approach that would respect and enhance the wider open countryside and wider AONB setting.
- 5.6. The Council's current policies on re-use of buildings indicate that business use should be considered first, before residential use, and as such there is no objection in area policy terms to the redevelopment of the buildings to enable the change of use to wedding venue. A structural condition, repair and maintenance report has been submitted to support the application. It concludes that the main barn and ancillary buildings (Barns A&B) are in a sufficiently good condition and would only require some on-going maintenance and repairs. Therefore the re-use, adaptation and extension of the existing barn buildings and farmhouse within the former farmyard is considered acceptable to facilitate the change of use of the site to a wedding venue, having due regard to the location of the development site within the open countryside beyond the Green Belt and the Chilterns AONB.
- 5.7. The Council currently has a policy which indicates that the loss of residential accommodation will not be acceptable. The current proposals indicate that the main house is to be used in part to provide accommodation for an on-site manager on the first floor, with the remainder of rooms on the ground floor providing preparation rooms for the bridal party and the manager's office. Given that the farmhouse is retained as a dwelling with part of the building being used ancillary to the wedding venue use it is considered that this approach complies with policies relating to loss of residential accommodation and the formation of a mixed use of the farmhouse.
- 5.8. In summary, the redevelopment of the site to re-use existing buildings for a wedding venue use, extensions to the main barn and works to Barn B building are considered to be acceptable in conjunction with the proposals, and in respect of the impact on the surrounding countryside location in the Chilterns AONB.

Impact upon historic buildings, the special character and appearance and enjoyment of the Chilterns AONB, including public rights of way

Adopted Local Plan (ALP): L1 (Chilterns AONB), G3 (General Design Policy), G8 (Detailed Design Guidance and Local Amenity), G10 (Landscaping), G11 (Trees and Hedgerows), Core Strategy Development Planning Document (CSDPD): CS17 (Environmental Assets) and CS19 (Raising the Quality of Place-Shaping and Design),

- 5.9. The conversion, extension and alteration of the barn buildings has been assessed by the Conservation Officer who advises that the Rackleys Farmstead is of some historical significance given that it dates from the eighteenth century and is a collection of vernacular farm buildings and farmhouse situated around a regular courtyard. Historic England were notified about the proposals and having conducted the necessary evaluations confirmed that the main barn does not meet the national listing criteria, primarily owing to the extent of rebuilding, but the complex is considered of local interest. The Conservation Officer is aware of the recent prior notification application at the site and acknowledges that the redevelopment of the farmyard buildings would retain the character and appearance of the original buildings and their setting, so that the contribution the buildings make to the wider area is not compromised. On balance, the Conservation Officer agrees that the use is considered sympathetic to the character and function of this historic complex as it would retain the openness of the farmyard and the spatial qualities of the buildings would be better appreciated as there is less requirement for internal divisions.

- 5.10. The Conservation Officer advises that hard and soft landscaping should be kept informal, and walls, fences, kerbing and any other urban features should be avoided where they would harm the building's agricultural character or farmyard setting. This aspect will be discussed under landscaping impact.
- 5.11. The Conservation Officer has confirmed that if the Council is minded to grant planning permission for the development then it should be subject to specified conditions relating to salvaging details relating to general conversion compliance condition, external materials salvaging details, agreement of external and surfacing materials and retention and protection of timbers and tie beams. This approach is considered to be acceptable in this case.
- 5.12. The Chilterns location and the existing buildings are the starting point to inform the design of any new development relating to the buildings. The extension/alterations of the main barn/Barn A and Barn B buildings appear to take the opportunity to improve the appearance of these buildings in a manner which is sympathetic to the traditional style of Chiltern barns and incorporating satisfactory external materials to match the existing. With regard to the appearance of the barns, the scheme as proposed does incorporate sympathetic additions in terms of new glazing and retention of cart entrances and is therefore considered to be acceptable.
- 5.13. The proposed conversion, alteration and extension of the barn buildings within the farmyard complex with high quality redevelopment would be a visual improvement upon the existing buildings. The demolition and removal of a group of single storey buildings to land west of the main barn and the restoration of the land that they occupy returned to meadow is also considered to be of visual benefit and more appropriate to the setting of the rural location.
- 5.14. The public footpath is located 25 metres to the west of the rear part of the main barn building. The applicant has undertaken a significant level of hedgerow planting on the site and these details have also been included in the landscaping scheme.
- 5.15. In visual terms the views from the public footpath would be of a sympathetically modified barn building. Therefore it is considered that the enjoyment of the users of the public footpath would not be diminished by the proposed development.
- 5.16. The proposed new landscaped parking area for guests would be located behind the Barn B Building with the capacity to accommodate 60 cars. This will be screened with mixed native species hedgerow planting and surfaced with buff resin bound gravel which is SUDS compliant and created with 'No dig' construction. The parking layout follows landscape and arboricultural advice in terms of the considered arrangement of this element within the landscape, the appropriate use of surfacing materials, hedgerows and tree planting. It is therefore considered that the proposed additional tree planting and creation of a landscaped parking area towards the front aspect of the site would create an attractive setting at the entrance to the barn complex of buildings.
- 5.17. A separate Staff Parking and Delivery Area is proposed adjacent to the Kitchen, screened by new mixed native species hedge planting and two further spaces allocated to the Farmhouse.
- 5.18. In response to pre-application advice, the applicant understands the need for any lighting scheme to be sensitive of the surrounding area and respect the rural setting. It is intended that any lighting in the car park for instance would be low level, sensor controlled, subdued lighting to prevent light spillage. The applicant has welcomed the opportunity to submit such a lighting scheme as part of a condition with details to be agreed, this is considered to be an acceptable approach in this case.
- 5.19. It is considered that the applicant has sought to demonstrate that the proposed redevelopment would be done sensitively and with full regard to the Chiltern AONB designation of the site.

Impact upon protected species and ecological interest

Core Strategy Development Planning Document (CSDPD): CS17 (Environmental Assets)

DS: DM 13 (Conservation and enhancement sites, habitats and species of biodiversity and geodiversity importance) and DM14 (Biodiversity in development)

5.20. The application is accompanied by an Ecology and Protected Species Appraisal which has been the subject of consultation with the Council Ecology Officer. In brief it is considered that there are no objections to the findings of the appraisal and the proposed mitigation and enhancement contained within the appraisal would be satisfactory in addressing any potential or actual impact upon protected species. A condition is recommended to ensure that the development does not have any detrimental impact upon protected species, an informative will also be added to advise the applicant to apply for a licence to Natural England for the works.

Impact of the development on the residential amenities of the neighbouring dwellings

Adopted Local Plan (ALP): G3, G8;

Core Strategy Development Planning Document (CSDPD): CS19;

Residential Design Guidance Supplementary Planning Document;

New Local Plan Submission Version: Policies CP1 (Sustainable Development), CP3 (Settlement Hierarchy), CP9 (Sense of Place), DM20 (Matters to be determined in accordance with the NPPF)

5.21. The existing residential property within the application site: farmhouse will remain in residential use with only the ground floor being used for bridal party accommodation. The venue manager will live in the property and have direct control of the manner in which the venue is used.

5.22. Beyond the application site, there is a very small number of residential properties within the vicinity, with the nearest being approximately Rackleys Bungalow which is sited over 80 metres away from the nearest building within the farmyard complex. The distance between the buildings and these properties is such that overlooking is not considered to be an issue. Issues such as noise levels from the venue have been dealt within the application proposals by way of a full Acoustic Survey and Assessment.

5.23. The Environmental Health Officer was duly consulted and has provided a comprehensive assessment on the application and due to the level of concerns received from residents in relation to noise and nuisance levels.

5.24. It was concluded that the premises applied for is a substantial alteration from the existing structures and designated land use. The proposed use is as a wedding venue which is distinct change to the nature and character of the existing premises. The additional noise sources to this acoustic environment may negatively impact the acoustic environment and shall require controls to mitigate any such impact and it was recommended that this can be dealt appropriately through a control of noise condition to agree details.

5.25. In terms of hours of operation the applicant has confirmed that it is their intention to restrict the operating hours from 10:00am – 23:00pm with all guest leaving by midnight. The Environmental Health is in agreement with the above approach and has advised that this does not need to be controlled by any planning conditions that rather this element will be applied under licencing laws for the wedding venue.

Impact of the development on parking and highway safety

Adopted Local Plan (ALP): T2, Appendix 9;

Core Strategy Development Planning Document (CSDPD): CS20;

Buckinghamshire County Council Parking Guidance

New Local Plan Submission Version: Policies DM33 (Managing Carbon Emissions: Transport and Energy Generation), DM35 (Placemaking and Design Quality)

5.26. The application has been subject to consultation with the County Highway Authority who have confirmed that the proposed development has the potential to increase visitors to the site and as a result intensify vehicular trips in comparison with the existing situation. Nevertheless it is considered that the alterations to the existing

access would be of suitable construction and design with visibility splays being achieved. The parking provision to serve the development is also considered to be acceptable including disabled parking spaces and cycle racks for 8 bikes. The Highway Authority has also confirmed that they are satisfied with the above approach.

Other Matters

- 5.27. A Flood Risk and Surface Water Drainage Statement has been prepared by Glanville Consultants Ltd and has been submitted with the application documents. The report concludes that the site is considered to be at low risk from all sources of flooding. The report also concludes that flood risk will not increase either on-site or elsewhere as a result of the proposed development.
- 5.28. It is noted that the sewage drainage shall be dealt by a package treatment plant and the Environmental Health Officer has no objection to this arrangement.

Weighing and balancing of issues – overall assessment

- 5.29. 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.
- 5.30. 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
- 5.31. As set out above it is considered that the proposed development would accord with the development plan policies.

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 PL.0110/L; PL.105/B; PL.106/A; PL.0120/E; PL.1121/A; PL.0122/C; PL.0123/B; PL.0124; PL.0125/A; 1 38 17 E; 1 38 17 F; G2613-F; E0314-E; B1214-FR1; G2613-E12; G2613-E3-5; E0314-S; G2613-S; G2613-T; 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 No conversion work shall take place other than in accordance with the following details except as may have been first agreed in writing by the Local Planning Authority:-
- 1. All external joinery shall be black stained or left natural.
 - 2. There shall be no external brick or stone flues, - blackened steel stove pipes being considered appropriate.
 - 3. Weather boarding shall be carried out in salvaged boards or new boards with a minimum depth of 225mm (9 inches).
 - 4. The roof eaves shall have exposed rafter feet

5. The existing plinths shall be carefully repaired and any underpinning required shall be undertaken in 1 metre lengths.
6. Where reconstruction of elements of the existing plinth is unavoidable this shall be undertaken in short sections only of a maximum length of 2 metres.
- Reason: To ensure a sympathetic conversion that respects the character of the existing barn and traditional outbuildings.

- 4 The roofs shall be clad in salvaged hand-made clay tiles/natural slates with any deficiencies being made good using matching second-hand tiles/slates or approved tiles/natural slates.
- Reason: To ensure a sympathetic conversion that respects that character of the existing barn.

- 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 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 All existing structural timbers and tie beams shall be retained and repaired in situ unless otherwise first agreed in writing by the Local Planning Authority.
- Reason: To ensure that the structural integrity of the barn and outbuildings is retained.

- 7 No structural timbers shall be cut or removed without the prior written agreement of the Local Planning Authority.
- Reason: To ensure that the structural integrity of the timber frame and roof structures are retained.

- 8 Details of all screen and boundary walls, fences and any other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority before any development takes place. The development shall thereafter only be carried out in accordance with the approved details and the buildings hereby approved shall not be occupied until the details have been fully implemented. The screen and boundary walls, fences and any other means of enclosure which are part of the approved scheme shall thereafter be retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.
- Reason: To ensure that the proposed development does not adversely affect the privacy and visual amenities at present enjoyed by the occupiers of neighbouring properties, and to ensure a satisfactory environment within the development.

- 9 No development shall take place before a fully detailed landscaping scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the retention of important trees and shrubs and the provision of additional mitigation tree planting for the car parking area in particular
- * screen planting to soften the appearance of the proposed development in public views; in particular views from the public right of way
 - * native planting to reflect the rural context of the application site;
 - * structural planting of a scale and size relative to the development to soften the appearance of the development and to provide a high quality environment
 - * structural planting to help define different areas of outdoor space, in particular to differentiate between public and private space
- The development shall be implemented in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.
- Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.

- 10 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.
- 11 Notwithstanding any indication of details which may have been given in the application, a schedule and/or an arrangement drawing showing the lighting scheme for the development shall be submitted to and approved in writing by the Local Planning Authority before any development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason: To protect the rural setting of the area and avoidance of light spillage.
- 12 The development shall proceed in accordance with the submitted Ecology and Protected Species Appraisal and requirement to obtain a licence from Natural England. From an enhancement perspective the recommendations made within the appraisal report shall be incorporated within the details to be submitted to the Local Planning Authority, these details shall show how and where these enhancement measures are incorporated into the development, for submission and approval prior to the commencement of any development on the site.
Reason: To ensure that the habitat and species of value are protected and ensuring a net gain in biodiversity.
- 13 No development shall take place before a scheme has been submitted to and approved in writing by the Local Planning Authority which specifies the provisions to be made for the control of noise emanating from the site. Thereafter, the use shall not commence until the approved scheme has been fully implemented.
Reason: To protect the occupiers of the development from noise disturbance.
- 14 No other part of the development shall be occupied until the existing means of access has been altered 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: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
- 15 No other part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 79 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.
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.
- 16 The scheme for parking, garaging 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.

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 CharterIn this instance, the applicant/agent was updated of any issues after the initial site visit and was requested to provide clarification and further details in terms of the arrangement of the timber roof trusses within the main barn, landscaping and boundary treatments.
- 2 The applicant is duly reminded to apply for a licence from Natural England for works affecting bats within the development.
- 3 The attention of the applicant is drawn to the requirements of section 60 of the control of pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application under Section 61 of the Act, for prior consent to the works, can be made to the environmental Services Division of the Council.
- 4 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 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
- 5 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.
- 6 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.

Agenda Item 7. Appendix A

17/08376/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor I McEnnis – As there are serious concerns from Cadmore End residents, I would like the above application to be determined by the Planning Panel.

Councillor Mrs J E Teesdale - Owing to local concerns. I would ask that the above application 17/0837676/FUL goes before the Planning committee with a site visit. Cadmore End is a very important area which needs a full and comprehensive planning report.

Parish/Town Council Comments/Internal and External Consultees

Lane End Parish Council

Comment: No objection. Note - The Parish Council would ask The Highway Authority to ensure access to and from the site is safe due to fast/busy road.

Further comments: Further to the proposed redevelopment at Rackley's Farm within Lane End Parish (ref: 17/08376/FUL) we would like to re-confirm the formal position of the Lane End Parish Council (LEPC). We remain supportive of this planning application but subject to appropriate planning conditions being put in place. In particular we would ask you to fully consider the points below:

1. Noise levels particularly (but not exclusively) those relating to amplified music must be controlled so as to not disturb the quiet enjoyment of the residents of Lane End Parish, and in particular those resident in Cadmore End. We have recently been made aware of some serious concerns relating to the measurement of the "baseline" noise levels being used in assessing this quiet enjoyment (relating to the location of the measurement site and exceptional factors occurring when the baseline was established). We are aware that further reports are being commissioned on this matter and would ask that the output of any such reports are fully factored in to any planning conditions subsequently imposed. Similarly it should be considered that given the nature of summer evening wedding events, it may well be the case that noise generated indoors will "spill out" if the large "bi-fold" type glass doors shown in the latest plans are fully opened.
2. Road safety. LEPC has always expressed nervousness about the safety of the entry/exit onto the B482 road. Some parishioners have expressed additional concern that the apparent increase in parking and potential guest numbers, since the Open Day in Sept 2017 heightens their road safety concerns and also potential noise issues as it is likely that multiple vehicles may be trying to exit the premises at once, late at night when the social events conclude. Again we would seek appropriate reassurance from the Applicant and also from both WDC & BCC that all such issues have been fully addressed as part of any planning approval process. We remain pleased that in the original planning submission, the Applicant and his Planning Agent appear confident that noise can be suitably controlled via imposition of suitable controls (page 39, Section 10.2 within the Conclusion). Similarly, at our recent Parish Council meeting in January the Agent re-assured us that all appropriate traffic related matters would be addressed to the satisfaction of both WDC & BCC.

Subject to these issues being properly addressed via appropriate conditions, we maintain our support for the application. This is because LEPC feels that the Rackleys Farm development if regulated properly is consistent with the Principles for Rural Areas of the Wycombe District Local Plan (Oct 2017), particularly points 3 Fostering Economic Growth and Point 4 Facilitating Local Infrastructure (page 275). If it can re-invigorate derelict buildings, potentially encourage some more local employment via catering and boost use of local produce as the Applicant states in their planning submission then the Parish Council feels it will be beneficial to the Parish as a whole. We trust that this submission will be fully taken into account during the deliberations of the WDC Planning Committee.

Control of Pollution Environmental Health

Comment: The premises applied for is a substantial alteration from the existing structures and designated land use. The proposed use is as a wedding venue which is distinct change to the nature and character of the existing premises. The additional noise sources to this acoustic environment may negatively impact the acoustic environment and shall require controls to mitigate any such impact. I have no objection to this application, subject to the recommended condition being imposed to deal with the noise levels emanating from the site.

County Highway Authority

Comment: This proposal follows that associated with application 16/07749/PNP3R which this Authority raised no objections to on a letter dated 24th November 2016. The application was subsequently approved on a notice dated 6th December 2016.

Having assessed the submitted plans and documentation, it is expected that this scheme will have the potential to generate an increase in trip rates to and from the site. On this basis, the suitability of the access has been assessed.

Commensurate with vehicles speeds along this section of Marlow Road and in accordance with current guidance contained within Manual for Streets (1 & 2), it is suggested that visibility splays of 2.4m back from the access centreline by 79m in both directions of Marlow Road to the nearside kerb line is achieved. Whilst the sight lines as demonstrated on the site plan are measured incorrectly, I nonetheless consider the required splays to be achievable. Furthermore, I note the access width is able to accommodate simultaneous traffic flows upon access and egress.

Parking provision is provided in accordance with the County Council's Countywide Parking Guidance policy document, specifically against Use Class A3 (Public House, Café, Restaurant) which requires a provision of 59(no) parking spaces. It is apparent from the submitted information, that this is achieved. The Highway Authority is therefore satisfied with this approach.

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

Landscape Officer

Comment: Provided at pre application stage - The reduced parking area (60 spaces) now shown to the east of the barns is likely to have less landscape and visual and landscape impact than previous proposals being reasonably well contained in views from the B482 and the PRoW to the west by intervening hedgerows. There are no nearby PRoW to the east and views from the nearest one are likely to be filtered by the undulating landform.

Landscape treatment - The proposed landscape plan shows a number of further measures to mitigate views of the parking from the surroundings and provide some physical boundary between the parking and the remaining open fields. The only element that causes concern is the 'grass mounds' proposed in three places, along the frontage to B482; to the south of the proposed parking area; and adjacent to the PRoW in the west. No detail of their scale is given at this stage but artificial mounds or bunds are not encouraged in the AONB as they are uncharacteristic of the natural landform. A comprehensive mixed native hedgerow and tree planting scheme should be more than adequate to mitigate any available views of the proposed parking to an acceptable degree and I suggest the grass mounds should be removed from any future proposals. In particular, if the front boundary hedgerow is gapped up and reinforced with mixed native species and maintained to a height of 2.5m, I think it, and the additional hedge and tree planting around the proposed parking area, would filter views for the B482. The other indicative planting proposals are acceptable.

Levels – the existing field where the parking is proposed is gently undulating with a slight slope. I expect some levelling will be required to accommodate the parking. It is essential that the existing hedgerows are not damaged by levelling work as they play an important part in mitigating the impact of the parking and making it acceptable. The root zones of these hedgerows (and any affected trees) will require suitable protection from works.

Lighting – this is an essentially dark landscape and any proposed lighting should be low key, low

level and ensure no unnecessary light spillage or sky glow. The Guidelines for the Reduction of Obtrusive Light should be followed, available at <https://www.theilp.org.uk/documents/obtrusive-light/>.

Design detail – this is a rural landscape and any materials should reflect this character. Surface materials such as buff resin bound gravel are appropriate for the parking area. Resin bound gravel is permeable as opposed to resin *bonded* gravel (gravel laid over tarmac) and should therefore also be SuDS compliant, an important consideration as this is currently a free draining field.

Ecological Officer

Comment: The Ecological report submitted covers all the important ecological issues on the site and I am therefore happy that as long as a licence is granted by Natural England for the works which will effect bats, that the proposals can go ahead as long as the details within the Ecological report are complied with.

Arboriculture Officer

Comment: No objection in principle. Not clear if tree survey details are actually required in this case but the plans show parking close to existing field boundary hedgerows. Also one tree at the NE corner of the building. Is that impact by the proposal? More important is for addition trees to soften the parking areas and for further enhance the rural landscape.

Conservation Officer

Comment: Rackleys Farmstead dates from the eighteen century and is a collection of vernacular farm buildings and farmhouse situated around a regular courtyard. Historic England confirmed that the principal barn does not meet the national listing criteria, primarily owing to the extent of rebuilding, but the complex is considered of local interest. Planning consent was previously granted for the conversion of the traditional barns and outbuildings into residential units (14/06301/FUL and 13/07165/FUL). A change of use for the barns to D2 use has since been confirmed (16/07749/PNP3R). The above proposals now seek consent for the conversion of the complex into an events location. The primary objective of all conversions must be to retain the character and appearance of the original buildings and their setting, so that the contribution the building makes to the wider area is not compromised. In principle, this use is considered sympathetic to the character and function of this historic complex as it would retain the openness of the farmyard and the spatial qualities of the buildings would be better appreciated as there is less requirement for internal divisions. Timber roof trusses should be retained and not cut or removed to provide head height or access at first floor level. It is not clear whether the proposed mezzanine could be inserted without the need to cut the truss but it should be retained. Landscaping and boundary treatments need careful attention and should be designed to be as simple as possible. Hard and soft landscaping should be kept informal, and walls, fences, kerbing and any other urban features should be avoided where they would harm the building's agricultural character or farmyard setting.

Further comments: If you are minded to approve the applications for the conversion of the barn, stables and other outbuildings within this farmyard complex, I recommend that approval is granted subject to specified conditions relating to salvaging details relating to general conversion compliance condition, external materials salvaging details, agreement of external and surfacing materials and retention and protection of timbers and tie beams.

Representations

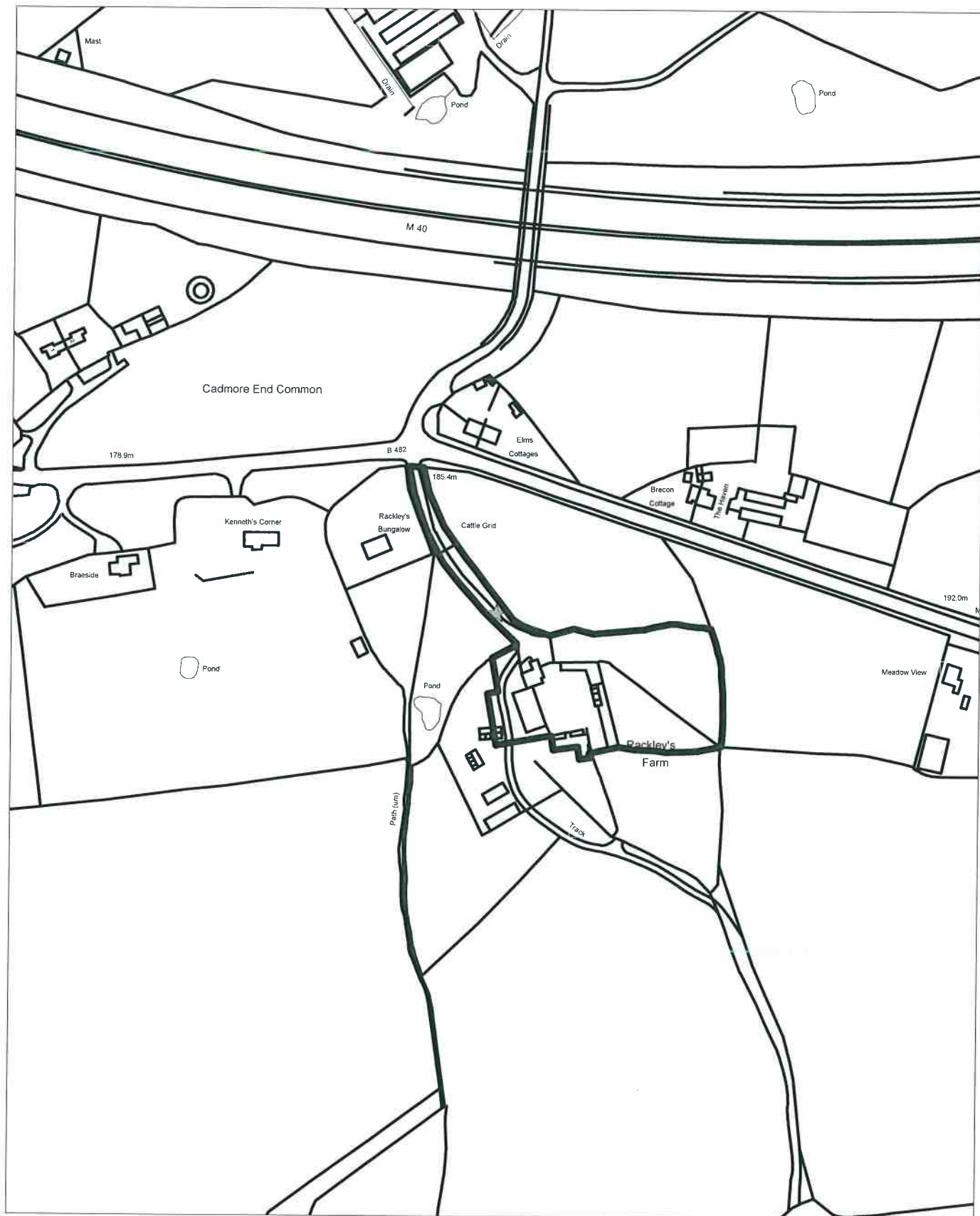
68 objections, 3 neutral and a letter from Cadmore End Residents Association (several of these letters have been resubmitted as duplicates)

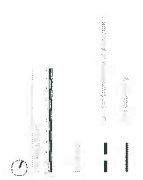
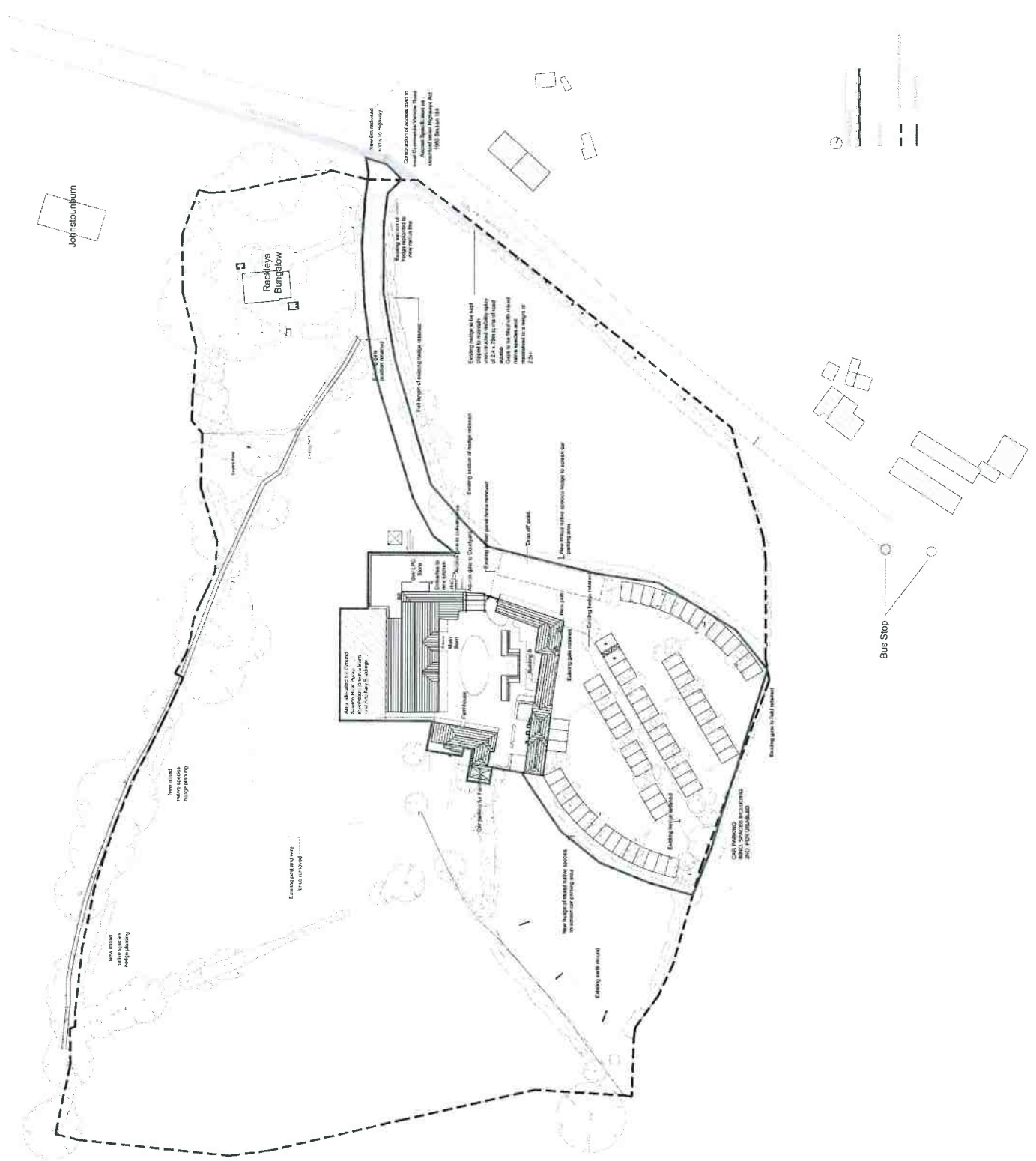
Summary of comments: The nature of the objections and concerns received appear to centre around three main themes:

- the development and use of the site would be contrary to development plan policy
- parking and resultant traffic management and safety issues
- levels of noise and disturbance from the development are unacceptable

17/08376/FUL

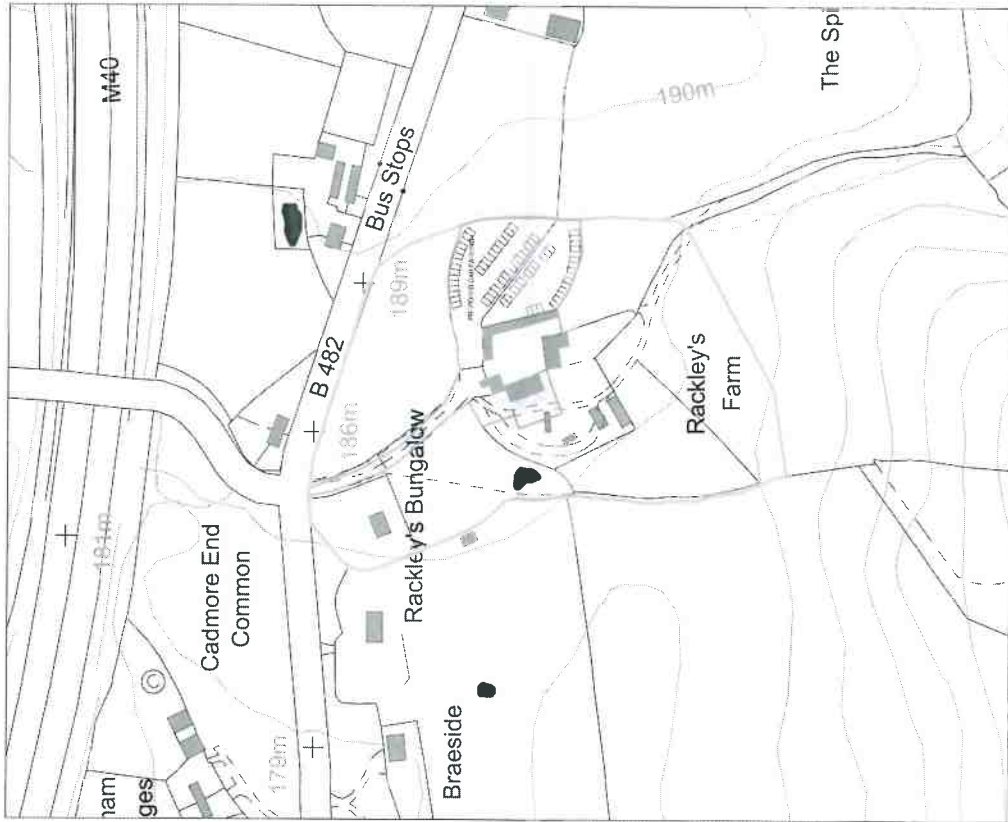
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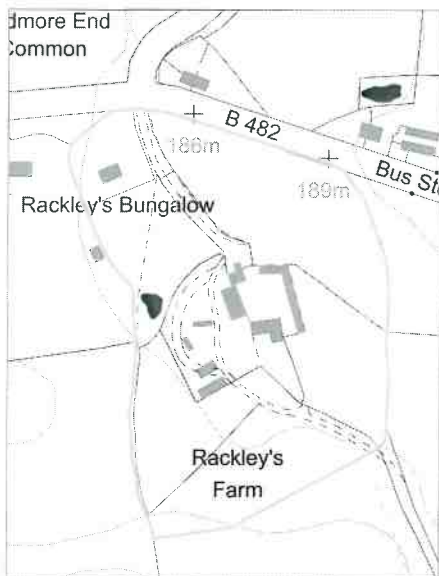
PROPOSED SITE AREA
 AREA: 0.59 HECTARES

- KEY:
- SITE BOUNDARY
 - LAND IN OWNERSHIP OF APPLICANT
 - DEMOLISHED OUTBUILDINGS 2017
- EXTERNAL AREAS: 128m²

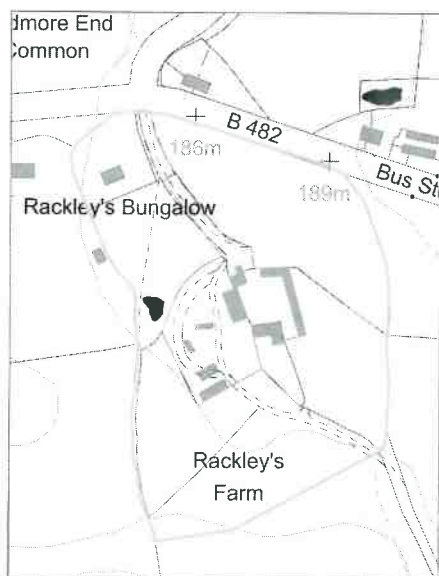
PLANNING
 03 JAN 2018
 (DATE OF ISSUE)

17/03/16

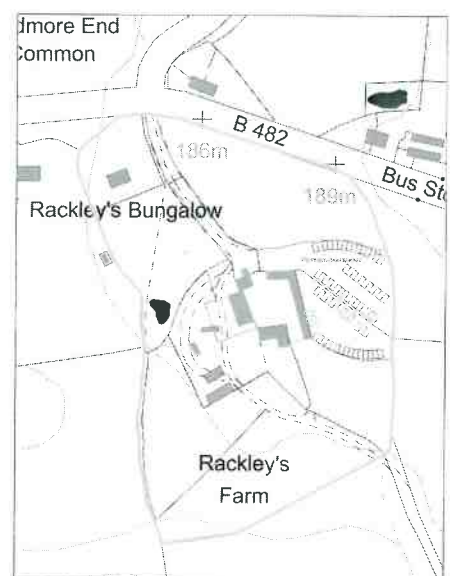
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PRIOR NOTIFICATION SITE BOUNDARY



EXISTING SITE AREA
AREA: 0.46 HECTARES

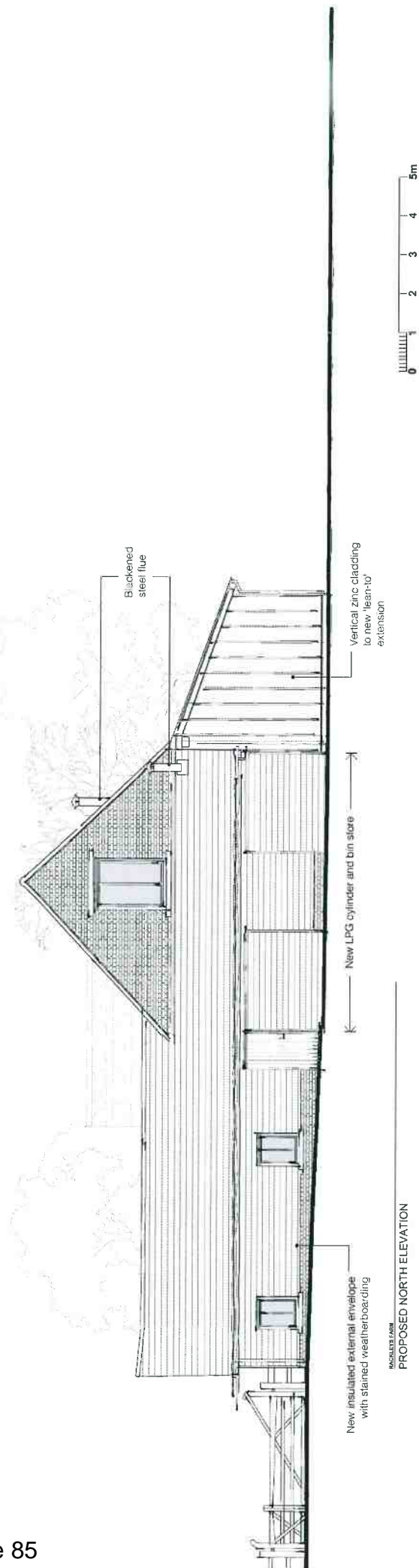
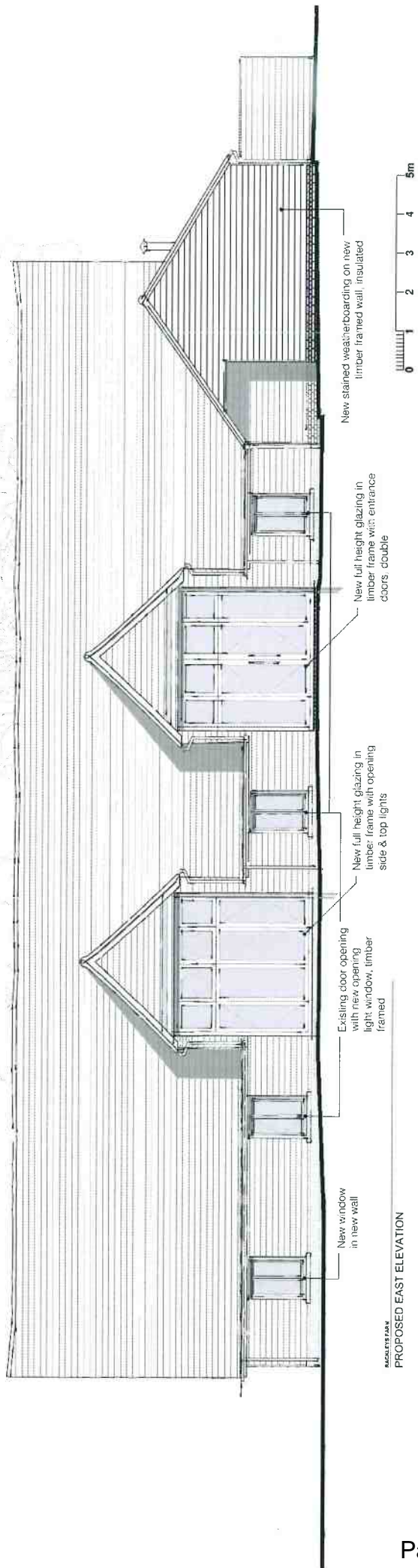


PROPOSED SITE AREA
AREA: 0.59 HECTARES

- KEY:
- THE BOUNDARY
 - LOCAL DEVELOPER OF ADJACENT
 - DEVELOPER OUTWELLING 20m
 - EXISTING 0.46 HECT

PLANNING
13/04/2018
10:00:00

NO.	DESCRIPTION	DATE	BY	APP. BY
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49	REVISION	13/04/2018	PLANNING	PLANNING
50	REVISION	13/04/2018	PLANNING	PLANNING



Telephone 01481 411277
 design@spratley.co.uk
 www.spratley.co.uk

Unit 7, Commercial Buildings Park
 Station Road
 North Oxted, Surrey
 Oxted TW9 1ED

Telephone 01481 411277
 design@spratley.co.uk
 www.spratley.co.uk

Unit 7, Commercial Buildings Park
 Station Road
 North Oxted, Surrey
 Oxted TW9 1ED

Project: Rackley's Farm
 Cadmore End
 HP14 3PP

Client: Mr N Sargent
 Site: HP14 3PP

Drawn By: CM
 Checked By: CP

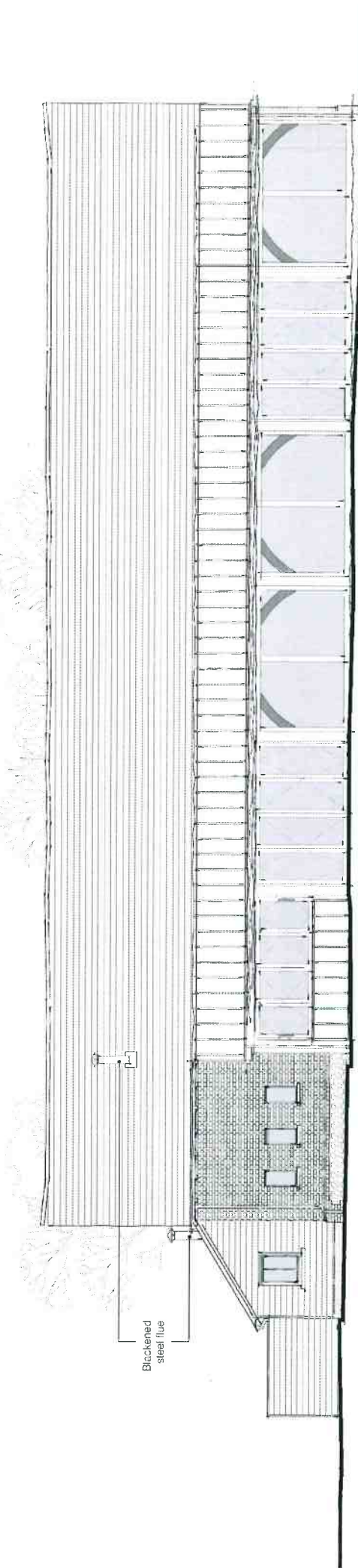
Date: 20.02.17
 Scale: 1:100 (A3)

Drawing No: PL.0121
 Rev: A

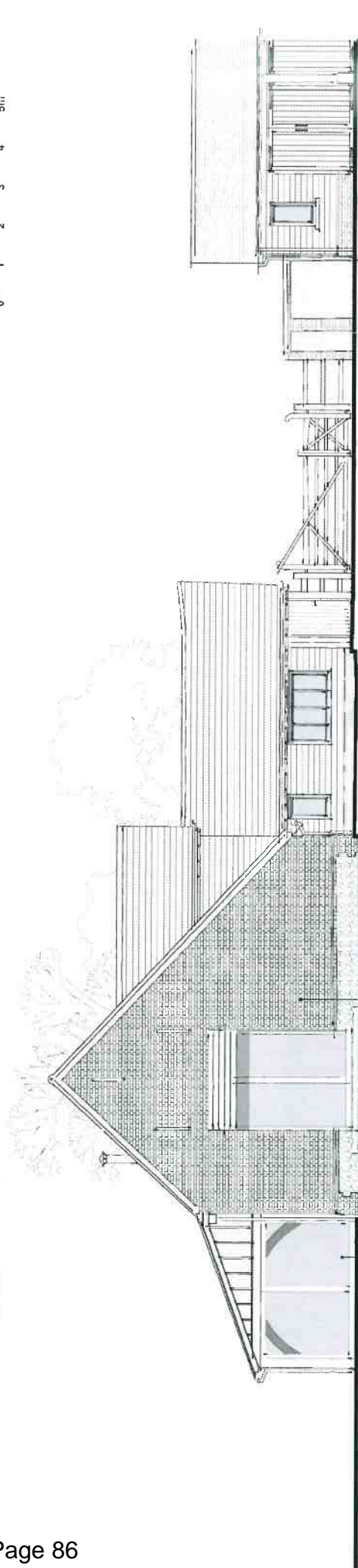
Proposed East, & North Elevations
 Wedding Venue

This drawing is to be used in conjunction with all other drawings in this project. The client is responsible for ensuring that all drawings are up to date.

spratley



PROPOSED WEST ELEVATION



PROPOSED SOUTH ELEVATION



Blackened steel flue

New lean-to timber framed extension

New brick gable end with central window

Telephone 01491 411277
 50/51 Church Street, Park
 Marlborough, Wiltshire
 SN8 1PL
 www.sprattley.co.uk
 www.sprattley.co.uk

Revision History:

Revision	Description	Created By	Checked By
A	Revised gables for new brick gable end on South Elevation	AB	CP
B	Addition of blackened steel flue pipe	AB	CP
C	Revised window openings from East view on West Elevation	CM	CP

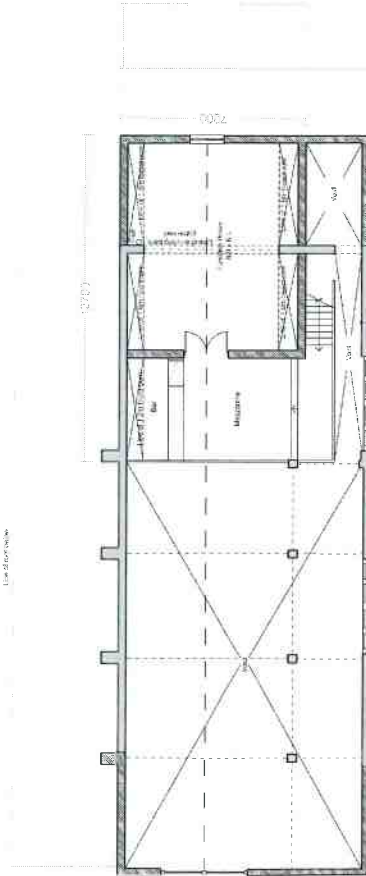
Date Issued: 15.04.17
 08.04.17
 16.11.17

Project: Rackley's Farm Cadmore End HP14 3PP
 Client: Mr N Sargent
 Discipline: PLANNING
 Date: NOV 17
 Scale: 1:100
 Drawing No: 16.610
 Rev: PL.0122
 Status: C

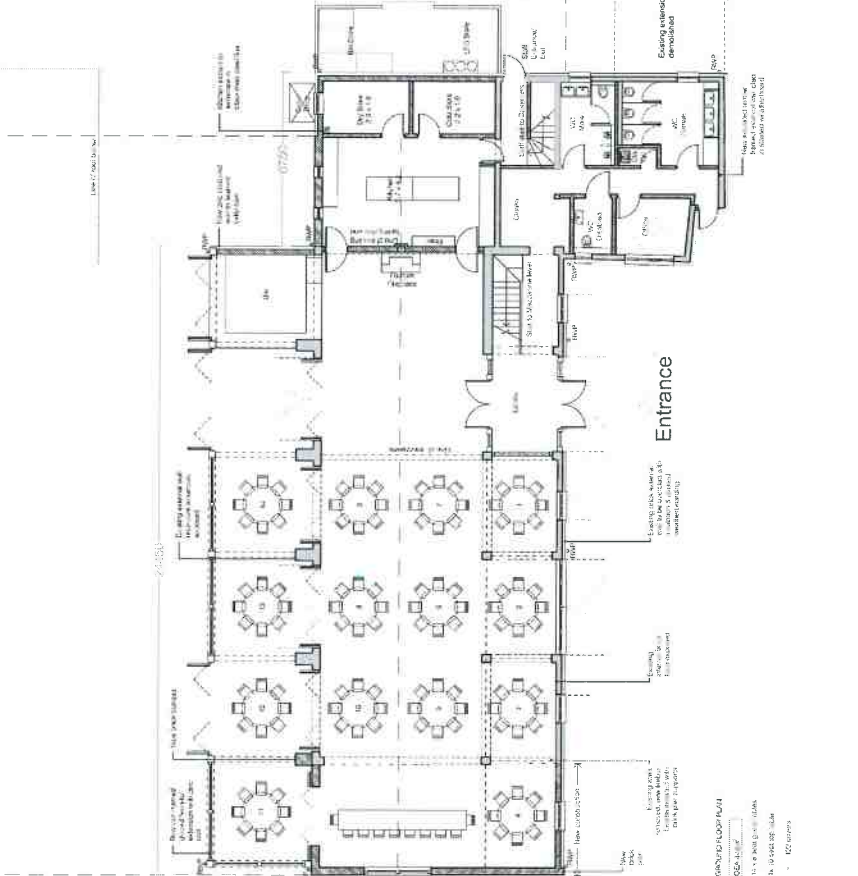
Drawn By: CM
 Checked By: CP
 Date: NOV 17
 Scale: 1:100
 Drawing No: 16.610
 Rev: PL.0122
 Status: C

Intend only for purposes intended. The drawings herein are not to be used for any other purpose without the written consent of the architect. This drawing is a copy.

sprattley



MAZZAMINI SPA
12.00 x 12.00 m



Entrance

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1
2
3
4

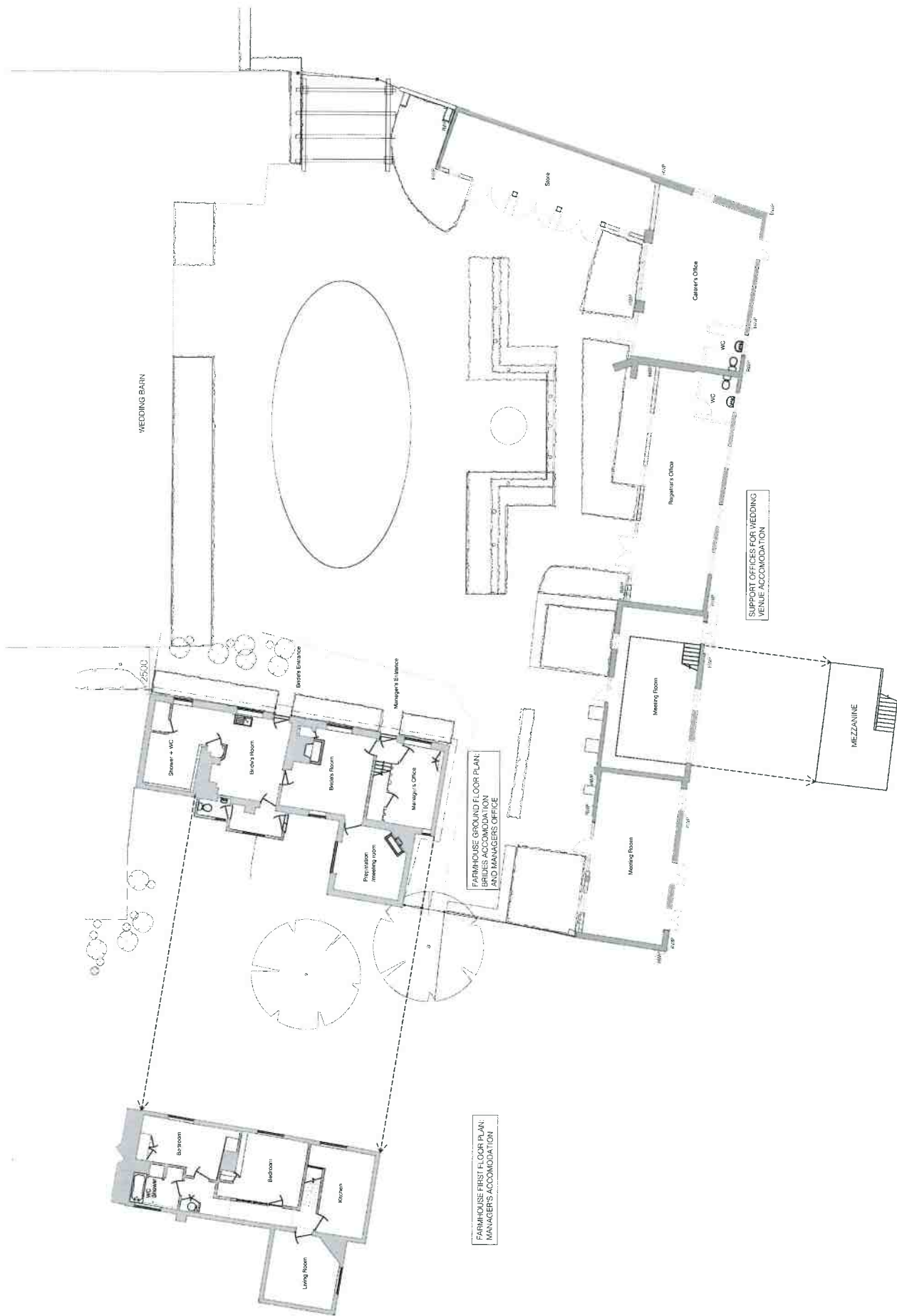
GRAND HOTEL ROMA
RUE DE LA PAIX 1000
1000-1000

Bar
Ground Floor GEA: 218m²
Basement GEA: 18m²
Mazzamini GEA: 102m²



NO.	DESCRIPTION	DATE	BY
1
2
3

PLANNING - 16.01.2010 - E

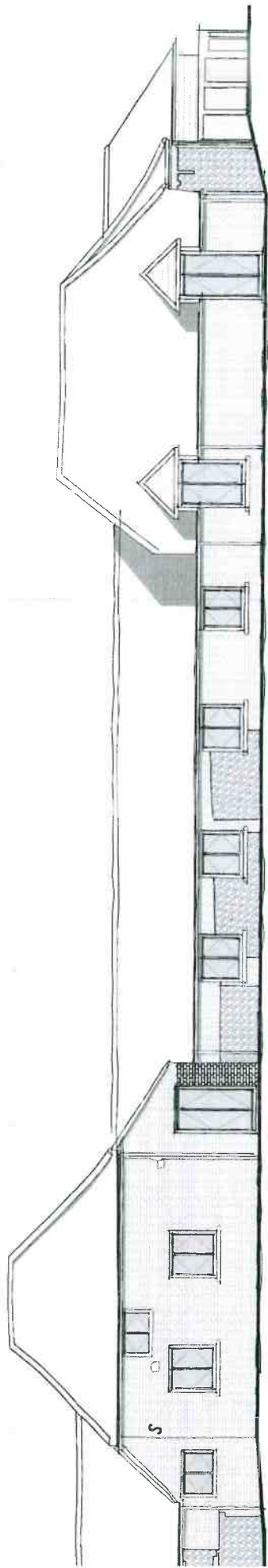


FARMHOUSE GROUND FLOOR PLAN:
 BRUNS AND BROWN
 AND MANAGERS OFFICE

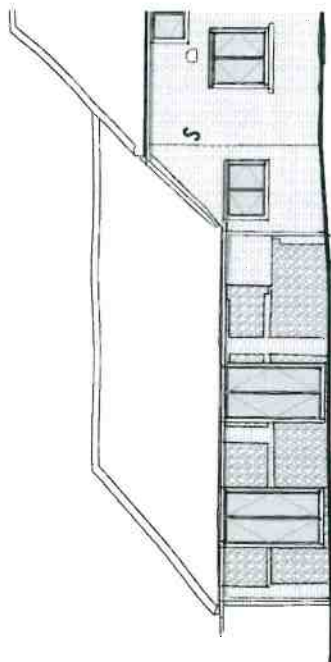
FARMHOUSE FIRST FLOOR PLAN:
 MANAGERS ACCOMMODATION

SUPPORT OFFICES FOR WEDDING
 VENUE ACCOMMODATION

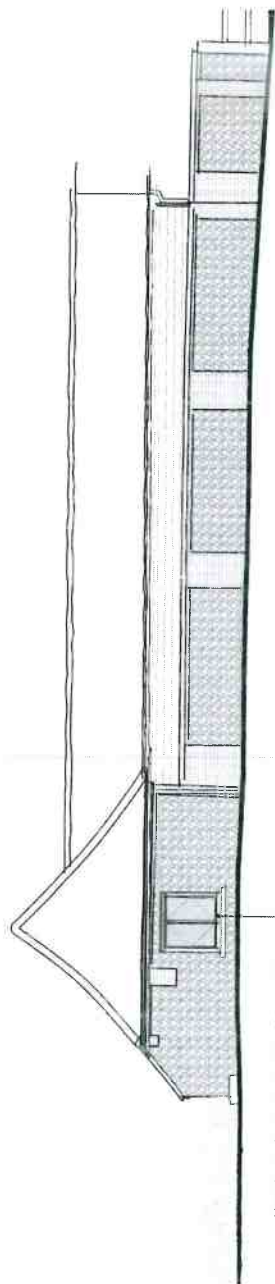




PROPOSED EAST ELEVATION



PROPOSED NORTH ELEVATION



New timber framed window in existing wall

PROPOSED EAST ELEVATION



PLANNING
03 JAN 2008
WYCOMBE DISTRICT

17/083 No Plan

Telephone 01491 411277
Unit 7, Community Business Park
Station Road
Ratley, Leamington Spa
CV34 6JF
www.spratley.co.uk

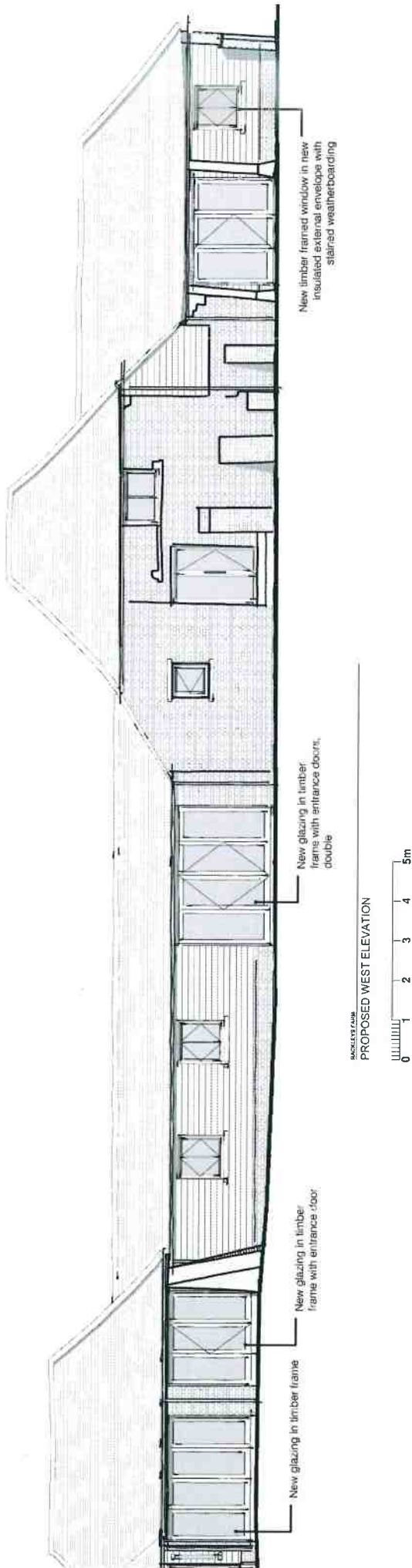
Project: Racley's Farm
Cachura End
HP14 3PP

Client: M N Sargent
PLANNING

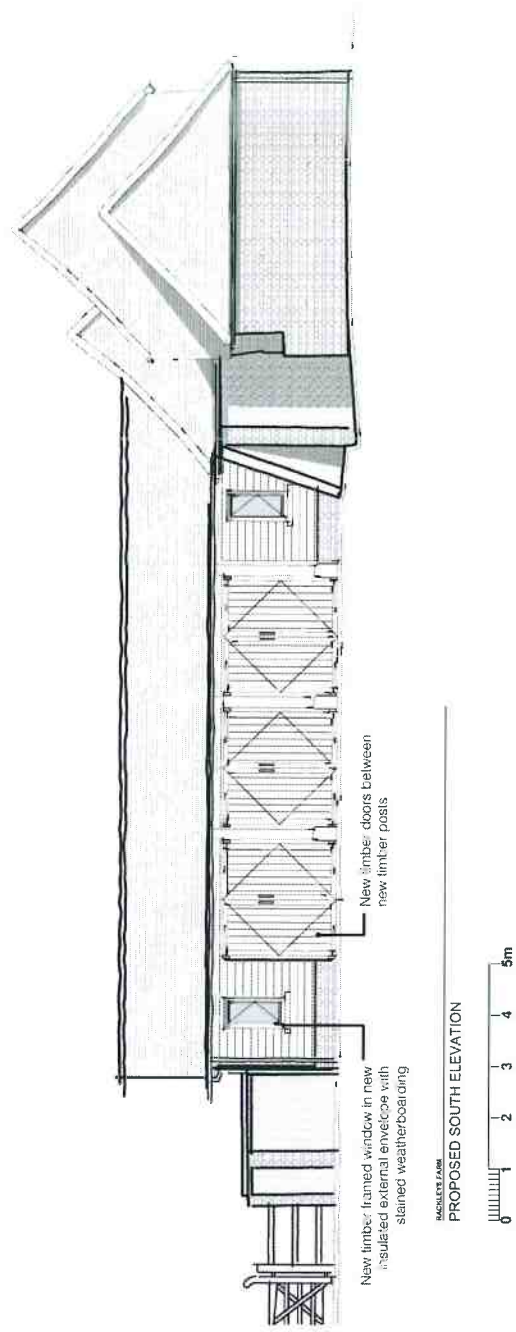
Drawn By: AB
Checked By: CP

Date: 10.03.17
Job No: 16.610
Drawing No: PL.0125
Scale: 1:100 @ A3

Approved for planning purposes only. This drawing is not to be used for construction without the consent of the architect. It is intended for use as a guide only. This drawing is not to be used for any other purpose.



SACRILEY FARM
PROPOSED WEST ELEVATION



SACRILEY FARM
PROPOSED SOUTH ELEVATION



Telephone: 01471 411277
 Email: design@spratley.co.uk
 Website: www.spratley.co.uk
 Unit 7, Cotswold Business Park, Southam, Warwickshire, CV40 3JF, UK

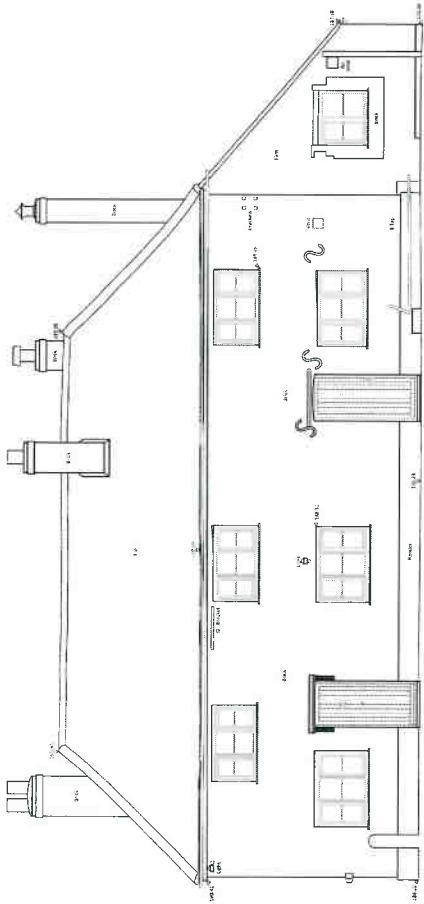
Project: Rackley's Farm, Cadmore End, HP14 3PP
 Client: Mr N Scalet
 Design By: AB CP
 Checked By: CP
 Date: 10.03.17
 Scale: 1:100
 Drawing No: PL.0124

Drawn By: [Name]
 Date: [Date]
 Scale: [Scale]

Note: This drawing is to be used in conjunction with the Contract documents. All dimensions are to be read on this drawing. Do not make this drawing a precedent.

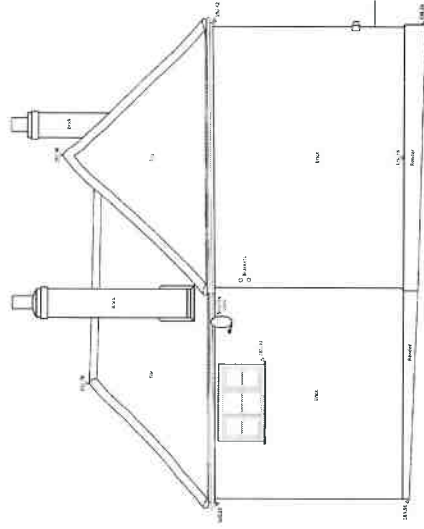
spratley

VENUE MANAGERS ACCOMMODATION
ELEVATION ONE



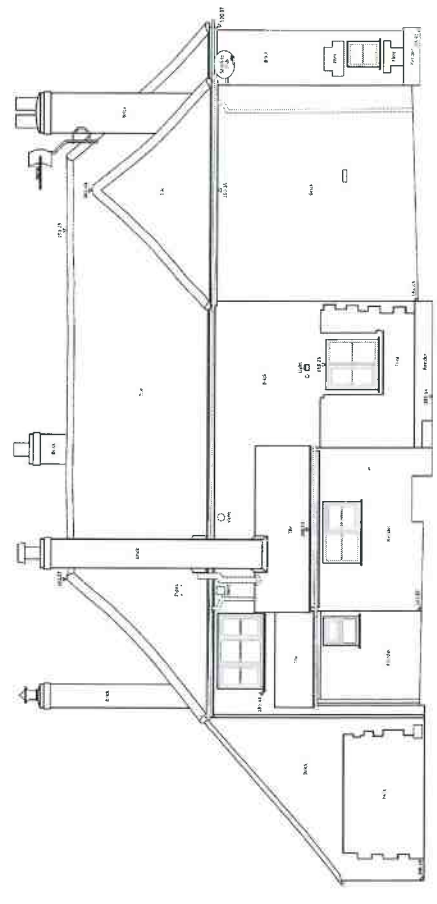
185,000 Metres A.O.D.

VENUE MANAGERS ACCOMMODATION
ELEVATION TWO



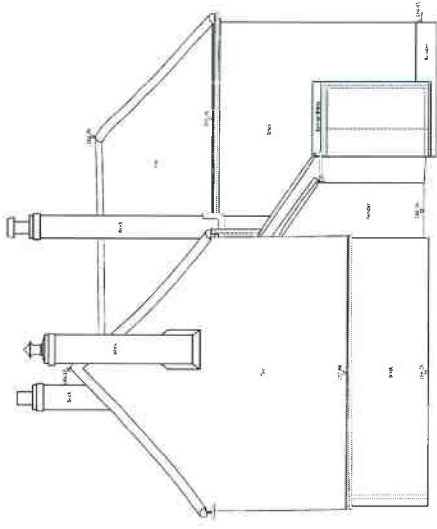
185,000 Metres A.O.D.

VENUE MANAGERS ACCOMMODATION
ELEVATION THREE



185,000 Metres A.O.D.

VENUE MANAGERS ACCOMMODATION
ELEVATION FOUR



185,000 Metres A.O.D.

NOTES

1. VISUAL IMPACT STUDY TO DETERMINE VISIBILITY BY AIRS OBSERVATION.
2. DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. ACCURACY COMMENSURATE WITH 1:150 SCALE DRAWING.

ELEVATION PLAN



NO.	DATE	BY	DATE

REVISIONS



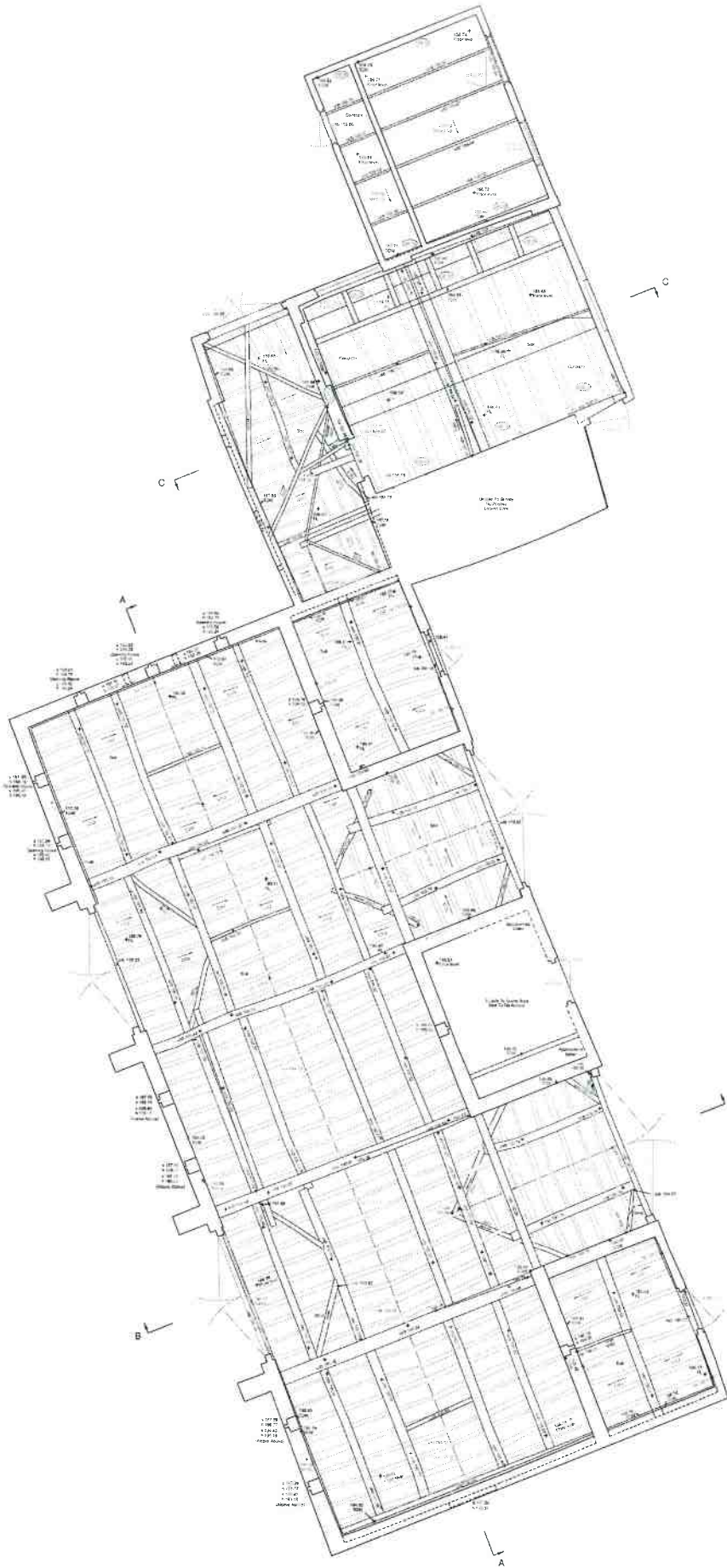
72 WATCHET LANE
MOORE GREEN
BUNGAY HAMPSHIRE
IP15 1US
Tel: 01494 714625
Fax: 01494 712576
E-mail: enquiry@kndarchitects.com

CLIENT
SKELDON LTD
THE GRIP FORD
HUNLEY LANE, HUNLEY
BUNGAY
IP15 0AA

JOB TITLE
VENUE MANAGERS ACCOMMODATION
RAGGLES FARM
GROUNDFIRE LTD

DRAWING INFO		ELEVATIONS	
DRAWING NO.	13017 E	DRAWN BY	JS
SURVEYED BY	JS	DATE	27/06/2010
SCALE		SCALE	
1:150		1:150	





NOTES

- 1 LEVELS ARE RELATED TO ORDNANCE SURVEY BY GPS OBSERVATION.
- 2 SURVEY HAS BEEN CARRIED OUT TO AN ACCURACY CORRESPONDING WITH A 1:50 SCALE DRAWING.

ABBREVIATION LIST

AC	ARCHITECTURE
AD	ADJUSTED
AS	AS BUILT
BL	BUILDING
CL	CURTAIN WALL
CM	CONCRETE
CR	CURTAIN WALL
CU	CURTAIN WALL
CS	CONCRETE
DA	DATA
DB	DATA
DC	DATA
DD	DATA
DE	DATA
DF	DATA
DG	DATA
DH	DATA
DI	DATA
DJ	DATA
DK	DATA
DL	DATA
DM	DATA
DN	DATA
DO	DATA
DP	DATA
DQ	DATA
DR	DATA
DS	DATA
DT	DATA
DU	DATA
DV	DATA
DW	DATA
DX	DATA
DY	DATA
DZ	DATA
EA	EXTERNAL
EB	EXTERNAL
EC	EXTERNAL
ED	EXTERNAL
EE	EXTERNAL
EF	EXTERNAL
EG	EXTERNAL
EH	EXTERNAL
EI	EXTERNAL
EJ	EXTERNAL
EK	EXTERNAL
EL	EXTERNAL
EM	EXTERNAL
EN	EXTERNAL
EO	EXTERNAL
EP	EXTERNAL
EQ	EXTERNAL
ER	EXTERNAL
ES	EXTERNAL
ET	EXTERNAL
EU	EXTERNAL
EV	EXTERNAL
EW	EXTERNAL
EX	EXTERNAL
EY	EXTERNAL
EZ	EXTERNAL

GENERAL

AC	ARCHITECTURE
AD	ADJUSTED
AS	AS BUILT
BL	BUILDING
CL	CURTAIN WALL
CM	CONCRETE
CR	CURTAIN WALL
CU	CURTAIN WALL
CS	CONCRETE
DA	DATA
DB	DATA
DC	DATA
DD	DATA
DE	DATA
DF	DATA
DG	DATA
DH	DATA
DI	DATA
DJ	DATA
DK	DATA
DL	DATA
DM	DATA
DN	DATA
DO	DATA
DP	DATA
DQ	DATA
DR	DATA
DS	DATA
DT	DATA
DU	DATA
DV	DATA
DW	DATA
DX	DATA
DY	DATA
DZ	DATA

1:50 UNMAPPED
1:100 UNMAPPED
1:200 UNMAPPED
1:500 UNMAPPED
1:1000 UNMAPPED
1:5000 UNMAPPED
1:10000 UNMAPPED
1:50000 UNMAPPED
1:100000 UNMAPPED

NO.	DATE	DETAILS

REVISIONS



24 WATCHME LANE
HOLMES GREEN
HIGH WYCOMBE
BUCKINGHAMSHIRE
HP15 8JG
Tel: 01494 718453
Fax: 01494 717272
e-mail: enquiry@kndsurveys.com

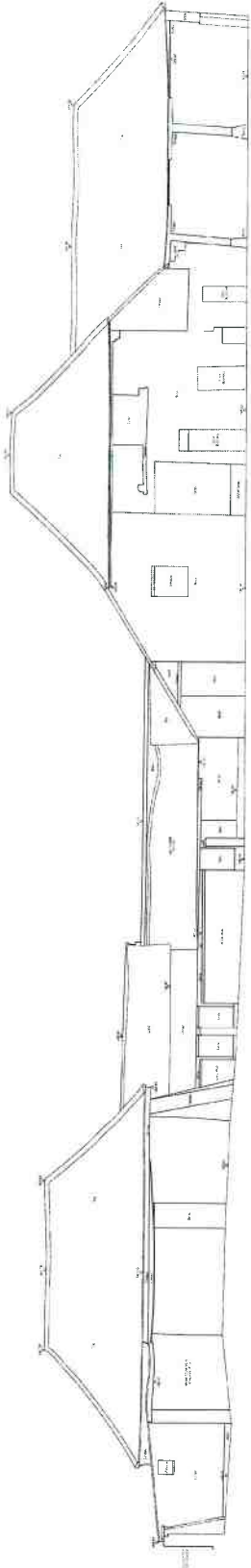
CLIENT
MSC PLANNING LTD
BEECH HOUSE
250 AMERSHAM ROAD
HAZLEMERE
HIGH WYCOMBE
BUCKS
HP15 7DW

JOB TITLE
RACKLEYS FARM
CADMORE END
HP14 3PP

DRAWING TITLE
FLOOR PLAN

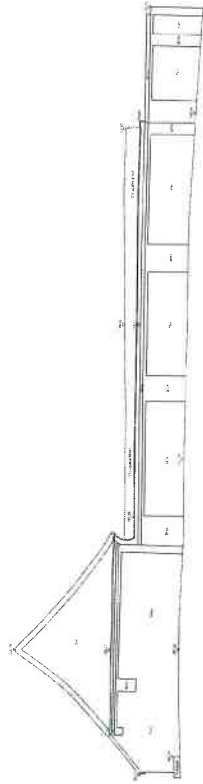
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	SURVEYED BY MSD / JRD		SCALE 1:50

Elevation One



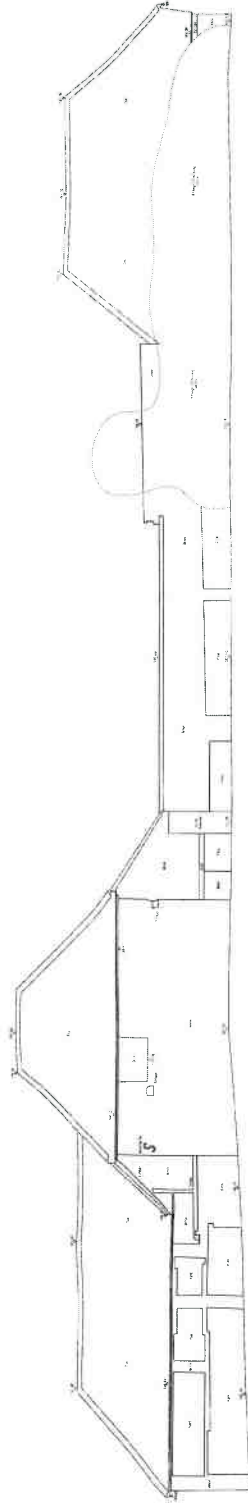
16.00.1000.A.01

Elevation Two



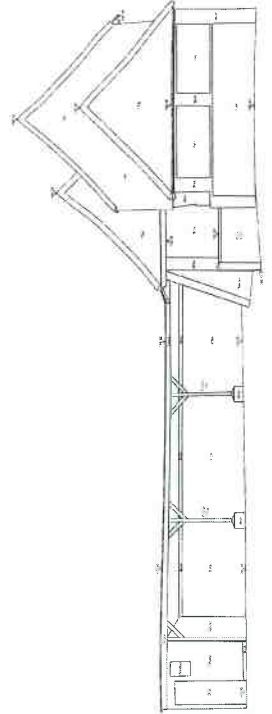
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Elevation Three



16.00.1000.A.03

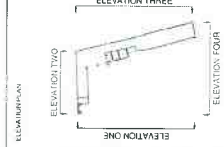
Elevation Four



16.00.1000.A.04

NOTES

1. ALL DIMENSIONS TO FACE UNLESS SPECIFIED
2. ALL DIMENSIONS TO FACE UNLESS SPECIFIED
3. ALL DIMENSIONS TO FACE UNLESS SPECIFIED
4. ALL DIMENSIONS TO FACE UNLESS SPECIFIED
5. ALL DIMENSIONS TO FACE UNLESS SPECIFIED
6. ALL DIMENSIONS TO FACE UNLESS SPECIFIED
7. ALL DIMENSIONS TO FACE UNLESS SPECIFIED
8. ALL DIMENSIONS TO FACE UNLESS SPECIFIED
9. ALL DIMENSIONS TO FACE UNLESS SPECIFIED
10. ALL DIMENSIONS TO FACE UNLESS SPECIFIED

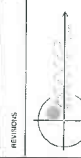


16.00.1000.A.01

16.00.1000.A.02

16.00.1000.A.03

NO.	DATE	REVISION



REVISIONS

NO. DATE REVISION

PROJECT NO. 16.00.1000.A.01

PROJECT NAME: 16.00.1000.A.01

DATE: 16.00.1000.A.01

SCALE: 1/8" = 1'-0"

PROJECT NO. 16.00.1000.A.01

PROJECT NAME: 16.00.1000.A.01

DATE: 16.00.1000.A.01

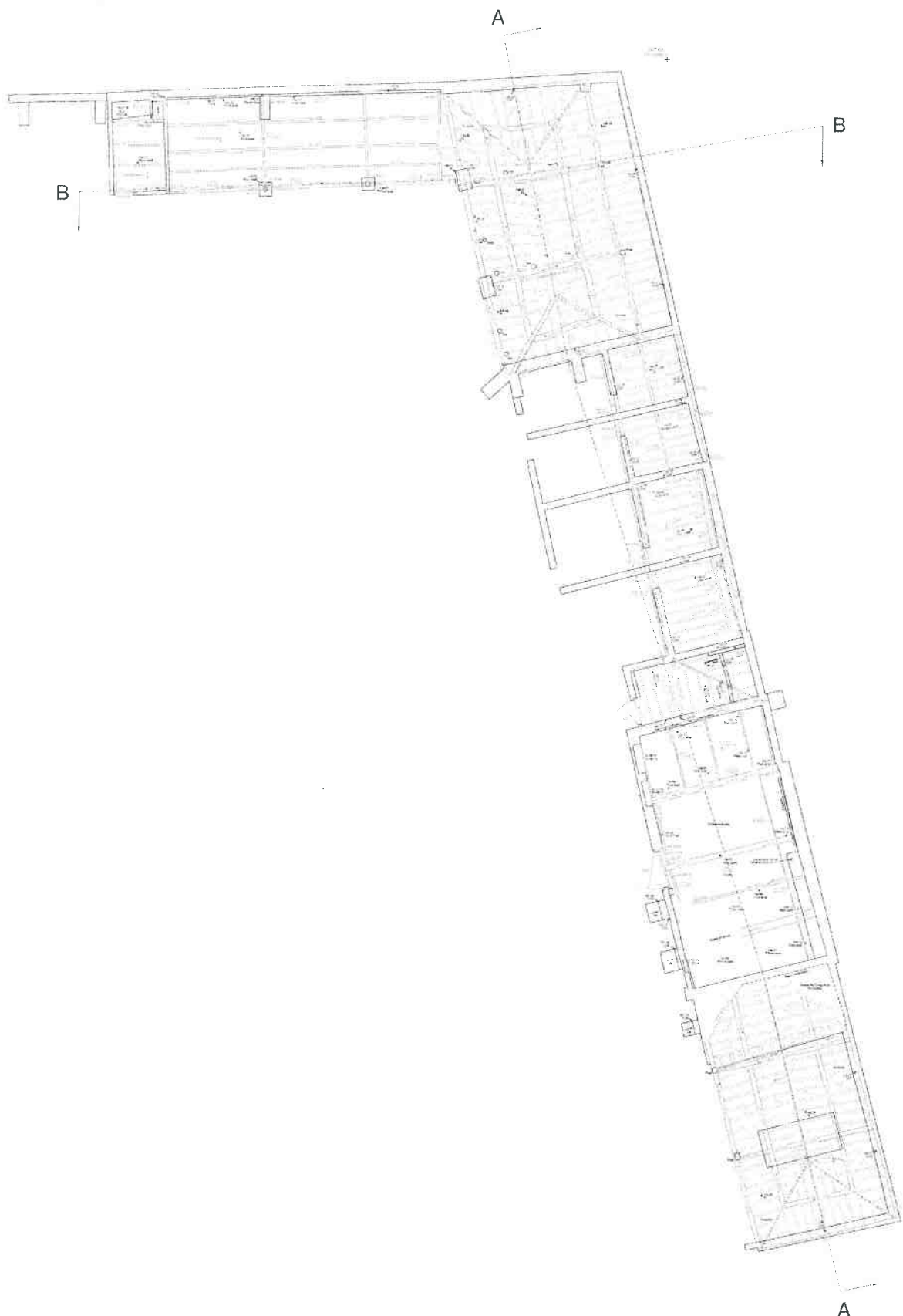
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PROJECT NO. 16.00.1000.A.01

PROJECT NAME: 16.00.1000.A.01

DATE: 16.00.1000.A.01

SCALE: 1/8" = 1'-0"



NOTES

- LEVELS NOT RELATED TO OS DATUM BUT BY GPS COORDINATES
- DO NOT CUT THROUGH UNLESS SPECIFICALLY NOTED ON DRAWING

ABBREVIATION LIST

100	100mm
150	150mm
200	200mm
250	250mm
300	300mm
350	350mm
400	400mm
450	450mm
500	500mm
550	550mm
600	600mm
650	650mm
700	700mm
750	750mm
800	800mm
850	850mm
900	900mm
950	950mm
1000	1000mm
1050	1050mm
1100	1100mm
1150	1150mm
1200	1200mm
1250	1250mm
1300	1300mm
1350	1350mm
1400	1400mm
1450	1450mm
1500	1500mm
1550	1550mm
1600	1600mm
1650	1650mm
1700	1700mm
1750	1750mm
1800	1800mm
1850	1850mm
1900	1900mm
1950	1950mm
2000	2000mm

GENERAL

1. ALL DIMENSIONS ARE TO FACE UNLESS SPECIFICALLY NOTED OTHERWISE

2. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR

3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR

4. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR

5. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR

NO.	REVISIONS	DATE	BY
1	SECTION LINES & FIT POINTS ADDED		
2	DETAILS		

CLIENT

250 RUCKLEY'S FARM
 100 RUCKLEY'S FARM
 100 RUCKLEY'S FARM
 100 RUCKLEY'S FARM

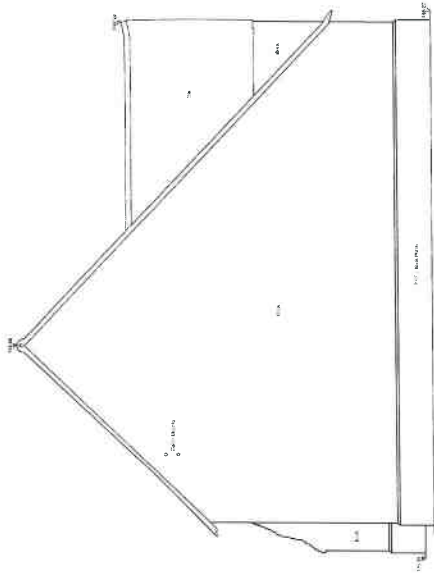
FOR MORE INFORMATION CONTACT: 01474 380000

FOR MORE INFORMATION CONTACT: 01474 380000

FOR MORE INFORMATION CONTACT: 01474 380000

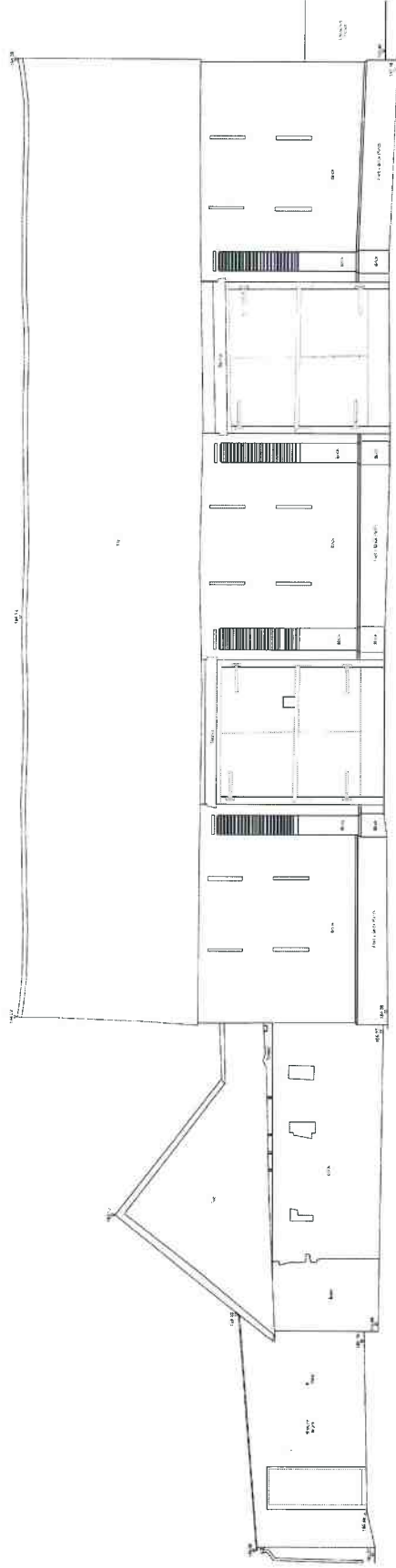
FOR MORE INFORMATION CONTACT: 01474 380000

Elevation One



185 Metres A.O.D

Elevation Two

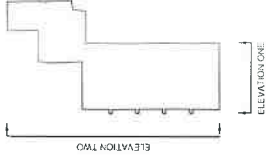


185 Metres A.O.D

NOTES

- 1 LEVELS ARE RELATED TO DRAINAGE SURVEY BY GPS OBSERVATION
- 2 SURVEY HAS BEEN CHECKED OUT TO AN ACCURACY OF COMMENSURATE WITH A 1:50 SCALE DRAWING

ELEVATION PLAN



185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

185 Metres A.O.D

NO	DATE	DETAILS

REVISIONS



73 EASTWATER FARM
 GREENHOUSE
 HIGH WOODS
 EGGHAM, SURREY
 HP23 5JUS

CLIENT
 MSC FARMS LTD
 GREENHOUSE
 2000
 HIGH WOODS
 EGGHAM, SURREY
 HP23 5JUS

JOB TITLE
 RACKLEYS FARM
 CADMARE ENG
 HP14 3PP

DRAWING TITLE

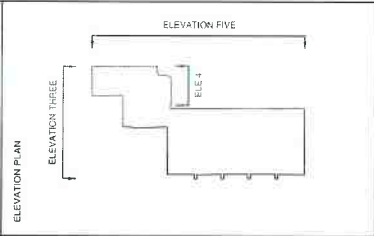
ELEVATIONS ONE & TWO

DRAWING NO.	DRAWN BY	DATE
G813 - E12	J.P.F. ELD. H.S.D.	06 AUG 2013
SURVEYED BY	J.P.F. ELD.	SCALE
		1:50



NOTES

- LEVELS ARE RELATED TO ORDNANCE SURVEY BY GPS OBSERVATION.
- WORKSHOWN HAS BEEN CHECKED OUT TO AN ACCURACY OF ± 10 MM WITH A 1:50 SCALE DRAWING.



REVISIONS

NO.	DATE	DETAILS

73 WATCHTOWER LANE
 250 AMERSHAM ROAD
 HIGH WYCOMBE
 Bucks HP12 3QY
 01494 778483
 01494 778278
 01494 778279
 01494 778280
 01494 778281

CLIENT
 WPC ANIMATED LTD
 BECH HOUSE
 250 AMERSHAM ROAD
 HIGH WYCOMBE
 HP12 3QY

JOB TITLE
 PACKING PLANT
 CONCRETE FND
 HP14_3PP

DRAWING TITLE
 ELEVATIONS
 THREE, FOUR & FIVE

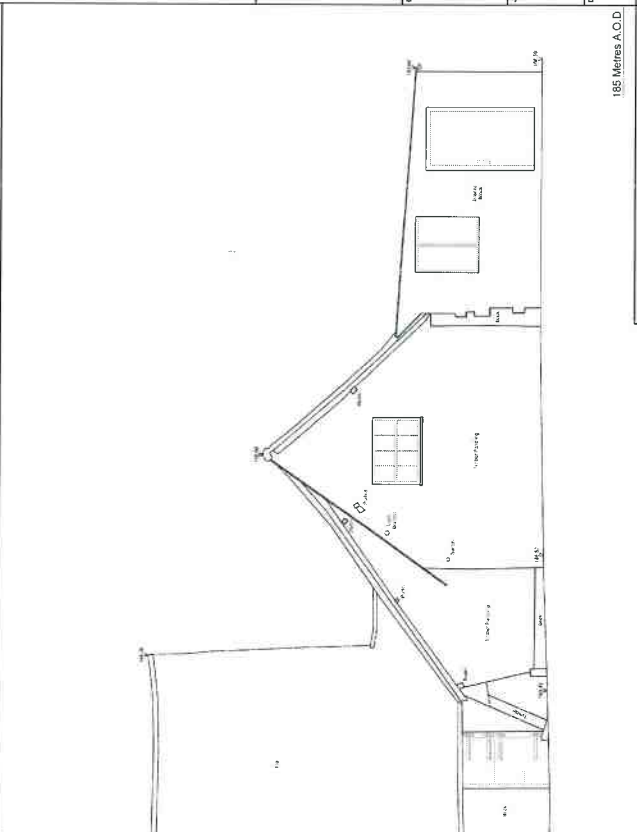
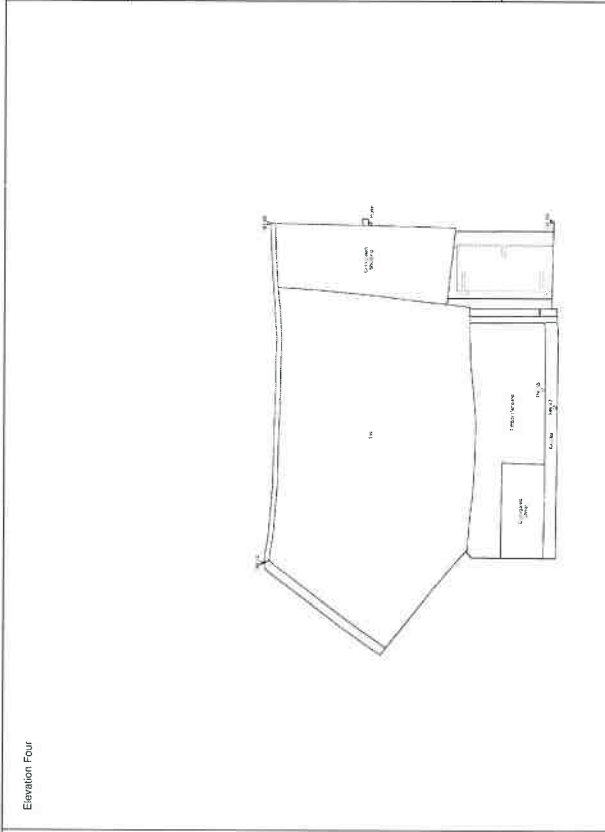
DRAWING No.
 02813 - E3-5

DRAWN BY
 JUF_ELO

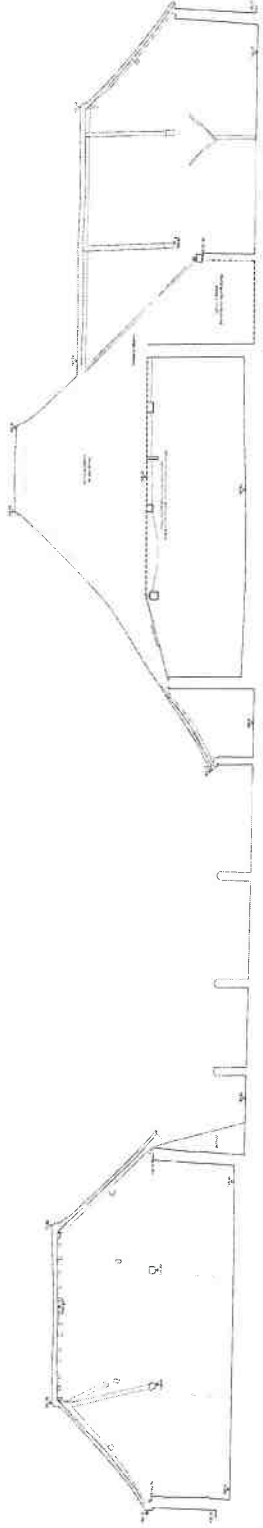
DATE
 06 AUG 2013

SUPERVISED BY
 JUF_ELO

SCALE
 1:50



SECTION A

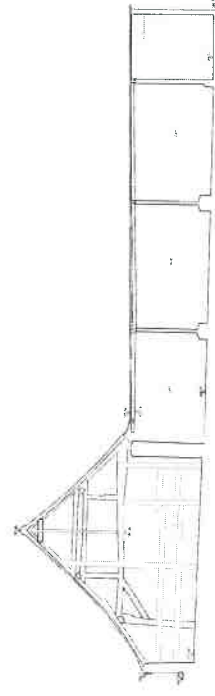


↑ Fin Point 1

↑ Fin Point 2

1800 IMPERIAL CO.

SECTION B



↑ Fin Point 3

↑ Fin Point 4

1800 IMPERIAL CO.

NOTES

1. VERIFY ALL DIMENSIONS ON DRAWINGS AGAINST FIELD MEASUREMENTS.
2. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN FEET AND INCHES.

1800 IMPERIAL CO.

NO.	DATE	REVISIONS

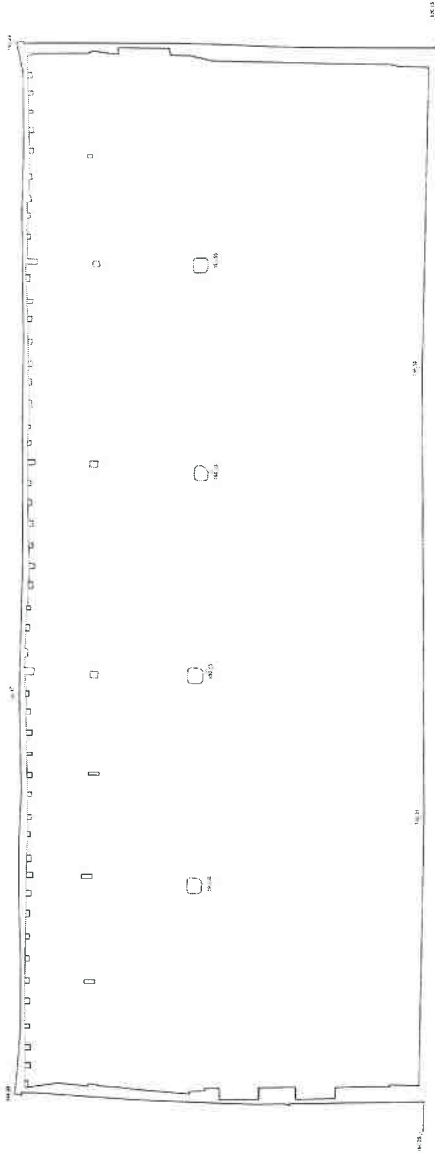

 PROJECT NO. 1800 IMPERIAL CO.
 DRAWING NO. 1800 IMPERIAL CO.
 SHEET NO. 1800 IMPERIAL CO.
 DATE 1800 IMPERIAL CO.
 SCALE 1800 IMPERIAL CO.
 JOB TITLE 1800 IMPERIAL CO.
 DRAWN BY 1800 IMPERIAL CO.
 CHECKED BY 1800 IMPERIAL CO.
 APPROVED BY 1800 IMPERIAL CO.
 SECTION B



1800 IMPERIAL CO.

1800 IMPERIAL CO.

Section A - A



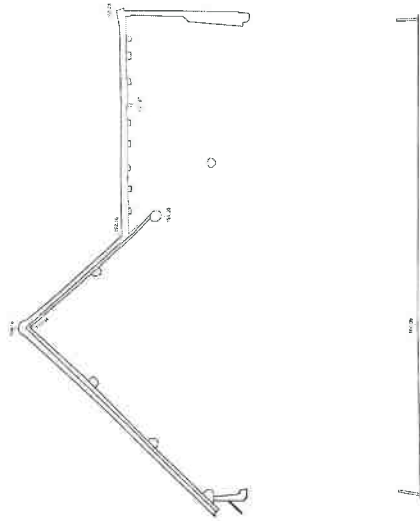
185 Metres A.O.D

185 Metres A.O.D

NOTES

- 1 LEVELS ARE RELATED TO ORDNANCE SURVEY BY GPS OBSERVATION.
- 2 LEVELS HAVE BEEN DERIVED OUT TO AN ACCURACY OF 0.01 METRES AT THE 1:50 SCALE DRAWING.

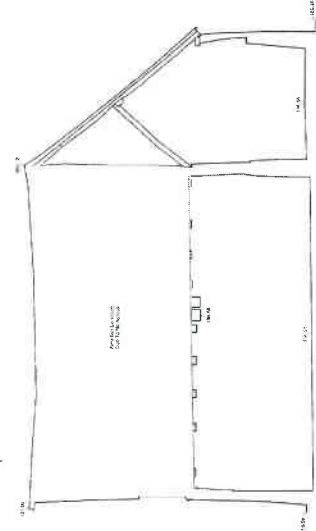
Section B - B



185 Metres A.O.D

185 Metres A.O.D

Section C - C



185 Metres A.O.D

NO	DATE	DETAILS

REVISIONS



74 WATCHET LANE
 WIMBORNE
 DORSET DT99 9JH
 Tel: 01304 718453
 Fax: 01304 717576
 Email: enquiries@dspace.co.uk
 www.dspace.co.uk

CLEAR

M&S CONSULTANTS LTD
 25 AMERSHAM LANE
 HIGH WOODS
 WIMBORNE
 DT99 7JY

JOB TITLE

RADGLEY'S FARM
 CONVERSION
 HP14 3JH

DRAWING TITLE

SECTIONS

DRAWING NO.	CS213 - S	DATE	06 AUG 2019
DRAWN BY	JAF JFD JFD	SCALE	1:50
CHECKED BY	JAF JFD JFD		



NOTES

1. REFER TO ALL NOTES ON PREVIOUS SHEETS.
2. REFER TO ALL NOTES ON PREVIOUS SHEETS.
3. REFER TO ALL NOTES ON PREVIOUS SHEETS.
4. REFER TO ALL NOTES ON PREVIOUS SHEETS.
5. REFER TO ALL NOTES ON PREVIOUS SHEETS.
6. REFER TO ALL NOTES ON PREVIOUS SHEETS.

ABBREVIATION LIST

REVISIONS

NO.	DATE	DESCRIPTION

PROJECT INFORMATION

PROJECT NO. 123456
 SHEET NO. 100
 DATE: 12/31/2023

SCALE

AS SHOWN

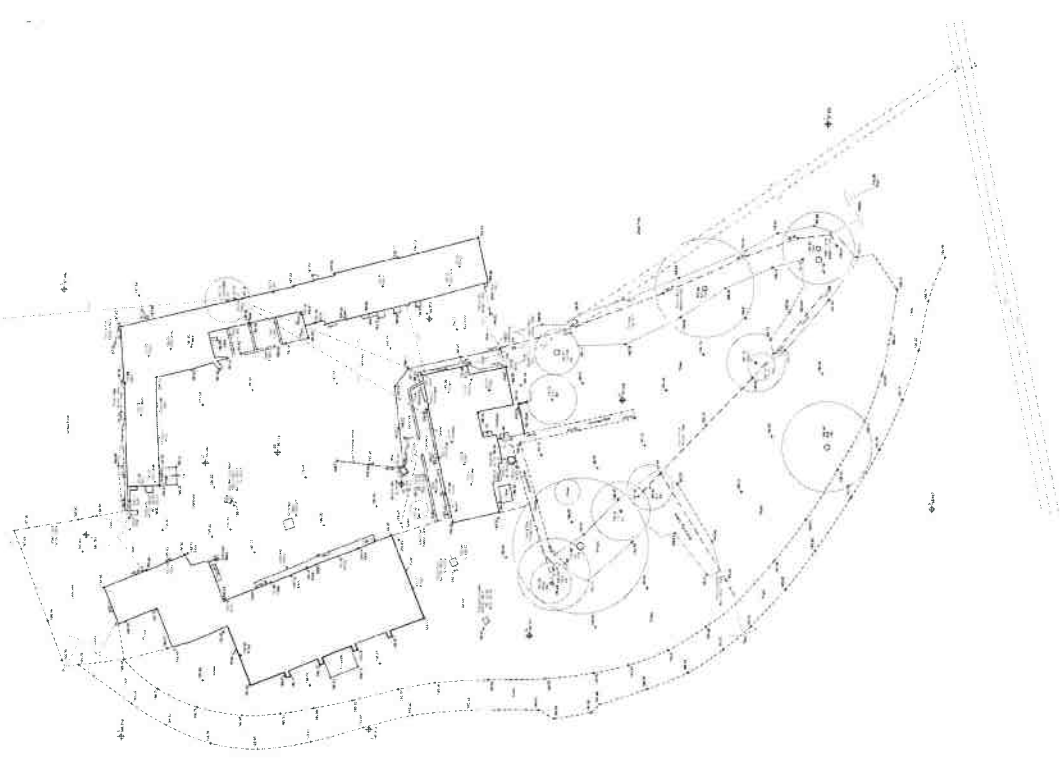
TITLE

GENERAL NOTES

DESIGNED BY

CHECKED BY

DATE



Agenda Item 8.

Contact: Taz Poptani DDI No. 01494 421524
App No : 18/05960/FUL App Type : FUL
Application for : Householder application for raising of roof, roof extensions/alterations, single storey rear extension, external staircase from terrace to garden and associated external alterations
At 33 Whitepit Lane, Flackwell Heath, Buckinghamshire, HP10 9HR
Date Received : 12/04/18 Applicant : Mr Stuart Chapman
Target date for 07/06/18
decision:

1. The Application

- 1.1. Planning permission is sought for the raising of the roof, roof extensions/alterations, single storey rear extension, external staircase from terrace to garden and associated external alterations. The single storey rear infill extension would measure 6.1m in width, 3.2m in depth and 2.8m in height with a flat roof. The ridge height of the existing dwelling would be increased by 0.5 metres and the existing two storey front projection increased by 1m. A pitched roof dormer would be erected to the front roof slope. The rear roof form would be altered to form 2 gable ends which would be infilled with a full width glazed dormer.
- 1.2. The existing property on the site is a detached two storey dwelling with off road parking to the front driveway and is set within a rectangular shaped curtilage. The application site is located within a residential area surrounded by detached properties. The site is situated within an existing residential area and the application dwelling is not considered to be of architectural merit.

2. Relevant Planning History

03/05205/FUL – Construction of single storey rear extension with balcony over. Permitted.

03/06124/FUL – Construction of single storey rear extension with balcony over (Revision to P/P 03/05205/FUL). Permitted.

11/07747/FUL – Householder application for raising of roof, extension and alteration & insertion of 4 x dormer windows in connection with loft conversion. Withdrawn.

3. Working with the applicant

- 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 agent was informed about the acceptability of the proposal after the initial site visit. As the proposal was considered acceptable, the application is being recommended for approval without delay.

4. Summary of Issues

The key issues in this case are:-

- a) The impact of the proposal on the character and appearance of the original property and the area in general.
- b) The impact of the proposal on the residential amenities of neighbouring dwellings.
- c) The impact of the proposal on local highway conditions with regards to access and parking.

Development Plan Policies and Guidance:

Adopted Wycombe District Local Plan to 2011 (as saved, extended and partially replaced): Policies G3 (General Design Policy), G8 (Detailed Design Guidance and Local Amenity), H17 (Extensions and Other Development within Residential Curtilages), T2 (On-Site Parking and Servicing) and Appendix 4.

Core Strategy DPD (Adopted July 2008): Policy CS19 (Raising the Quality of Place-Shaping and Design) and CS20 (Transport and Infrastructure).

Additional Guidance: Buckinghamshire County Parking Guidance.

Draft New Wycombe District Local Plan June 2016: Policies DM 32 (Accessible Locations, Sustainable Transport and Parking), DM 34 (Placemaking and Design Quality) and DM 35 (House Extensions and other Development within Residential Curtilage)

However as this document has not been through Examination, the application of these draft policies holds limited weight.

Is the proposed development out of keeping with the existing property and would the proposal be harmful to the character and appearance of the area?	N
---	----------

Appendix 4 of the Adopted Wycombe District Local Plan sets out guidelines for residential extensions. It states that in design terms extensions to dwellings should marry in well with the design of original dwelling. This should take into consideration the design and appearance of any adjacent dwellings especially if the surrounding dwellings are similar in appearance. As aforementioned, the neighbouring dwellings along this section of Whitepit Lane are in the form of detached two storey dwellings and bungalows with varying ridge heights and architectural appearances. It is considered that the increase in the ridge height by a modest 0.5 metres would continue to be in keeping and would respect the character of dwellings with the varying right heights in the locality. Furthermore, the roof would retain its hipped form to the flank elevations which would reduce the prominence of the roof extension. The first floor front extension would be set down below the ridge of the main roof, would appear subservient and would add some architectural interest to the property. The front dormer would be of modest size and would not dominate the front elevation. The rear roof would be altered to form 2 gable ends with an infill dormer. Although the dormer would be of significant size it would be screened by the gable roofs to the flank elevations and would therefore be acceptable in this instance. The single storey rear extension would square off the dwelling at ground floor level and would also be acceptable.

Would the privacy of adjoining properties be adversely affected?	N
---	---

Concerns have been raised in regards to overlooking from the rear dormer. However such levels of mutual overlooking of rear gardens is typical in such urban environments. Furthermore, the dormer would be screened by the gable roofs to the flank elevations and would not appear unduly overbearing when viewed from the rear aspects of the neighbouring properties. The dwellings already benefits from a first floor rear terrace and the proposed staircase would not exacerbate the levels of overlooking.

Are the light levels enjoyed by neighbours significantly reduced, with regard to the Council's light angle guidance and is the proposal of a size and siting that would be overbearing in appearance to the neighbours?	N
--	---

The proposed single storey rear extension and roof extension would comply with the Council's adopted light angle guidance. The proposal would therefore have an acceptable level of impact on the amenities of the neighbouring properties.

Is the number of parking spaces serving the property deficient as a result of the proposed development?	N
--	---

The hard standing area to the front has sufficient space to accommodate 4 vehicles off road. It is considered that 4 spaces are satisfactory to serve the needs of the resultant extended dwelling and would comply with the Buckinghamshire County Parking Guidance.

Are there any other relevant planning issues that need to be considered?	N
---	---

Conclusion

Given the above, is the development considered to accord with all relevant Local Plan policies, whereby the application can be recommended for approval?	Y
---	---

The application 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 materials to be used for the external surfaces, including walls, roofs, doors and windows shall be of the same colour, type and texture as those used in the existing building, unless the Local Planning Authority otherwise first agrees in writing.
Reason: To secure a satisfactory external appearance.

- 3 The development hereby permitted shall be built and retained in accordance with the details contained in the planning application hereby approved and plan numbers: 2481/01, 2481/02, 2481/03, 2481/04/P6, 2481/05/P6 and 2481/06/P6, 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.

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 informed about the acceptability of the proposal after the initial site visit. As the proposal was considered acceptable, the application is being recommended for approval without delay.

Agenda Item 8. Appendix A

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Savage

Comments: Due to the serious local concern over the impact of the proposed development on the street scene, should officers be minded to recommend approval, the application should be brought before the planning committee for determination.

Town Council Comments

Chepping Wycombe Parish Council

Comments: This is the first of a small group of substantial detached 2 storey houses and is situated next to what appears to be a fairly modest bungalow. At present the distance between no 33 and the detached bungalow is sufficient for no 33 not to completely dominate the bungalow however raising its roof to accommodate a master suite would inevitably make this property far more dominant in the street scene. This dominance would be exacerbated by the proposed changes to the front elevation which would make it far more prominent with its feature fenestration and this effect would also be contributed to by the triangular dormer window. Although the property backs onto open fields the sheer height and extent of the glazed facade of the master bedroom gives a potential overlooking issue with the neighbouring properties. We also note the addition of an outside spiral stairway to the existing roof terrace at the rear of the property. This clearly would be a security risk due to the open fields to the rear as it would give easy access to what appear to be patio doors overlooking the roof terrace.

Internal & External Consultees

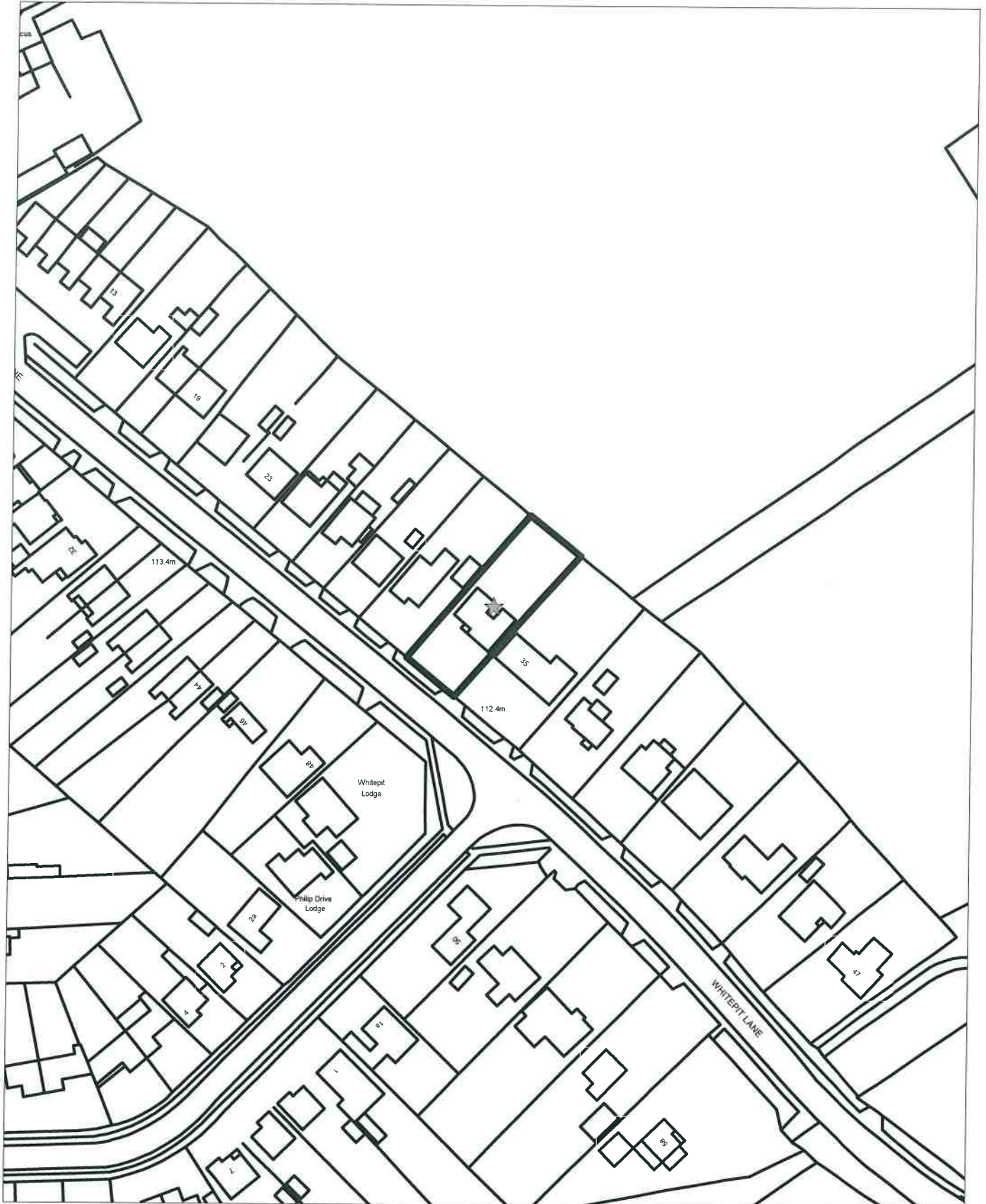
None undertaken.

Representations

One letter of representation received which is summarized as follows:

- There will be definite intrusion on our privacy.
- A three storey house is not in keeping with the surrounding properties and street as a whole and would diminish the neighbouring properties on their existing values given the extreme alteration proposed.
- Sunlight hours through the spring and autumn would be cut substantially to neighbouring properties.
- The possibility of this being used in the future for commercial activities would increase the already restricted parking problems for vehicles and the increased human traffic to and from the property would further intrude on residential neighbours.

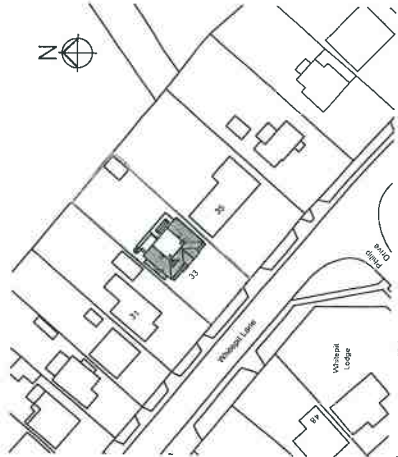
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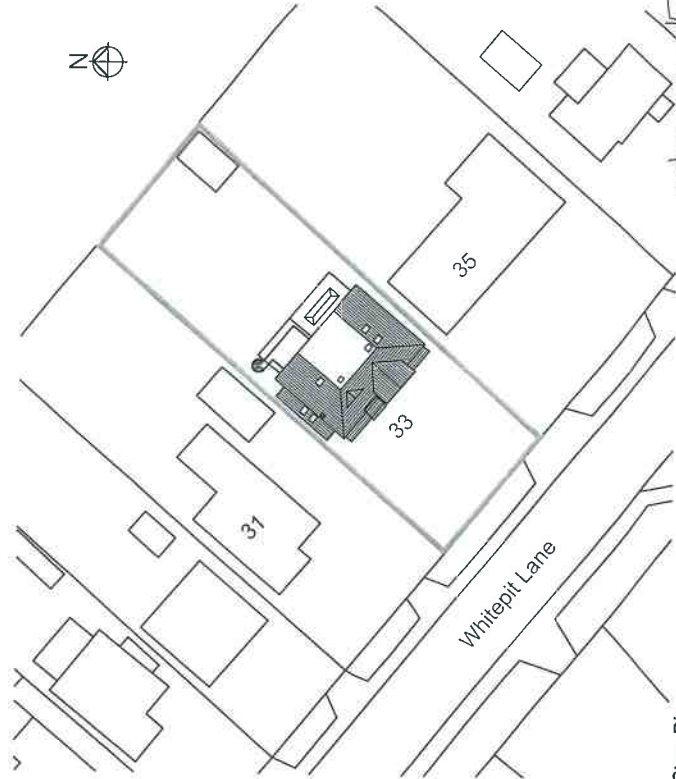
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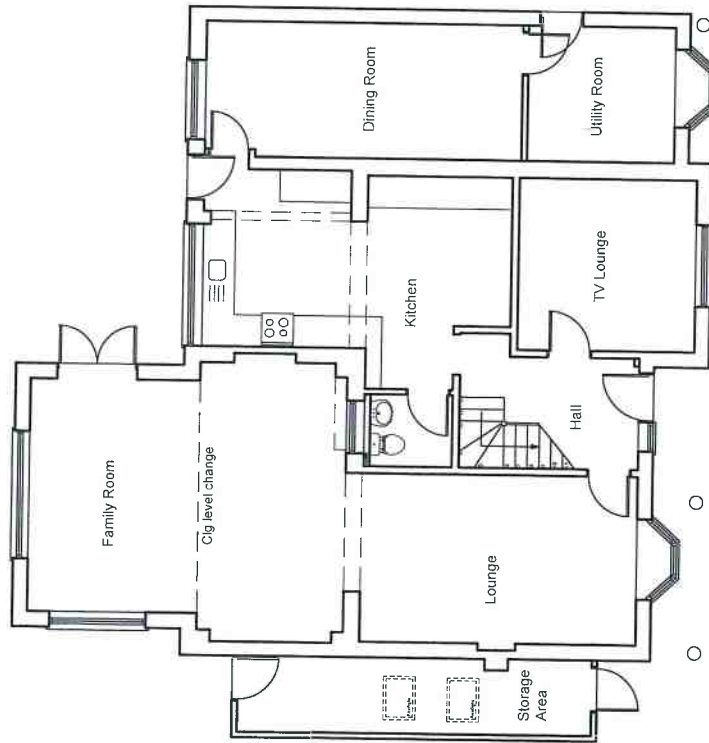
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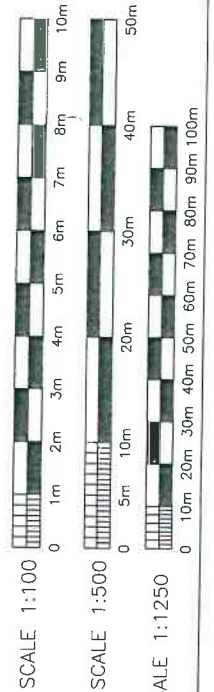
Location Plan
Scale 1:1250



Site Plan
Scale 1:500



Existing Ground Floor Plan
Scale 1:100



Project: 'Nyetimber',
33 Whitepit Lane,
Fleckwell Heath,
HP10 9HR

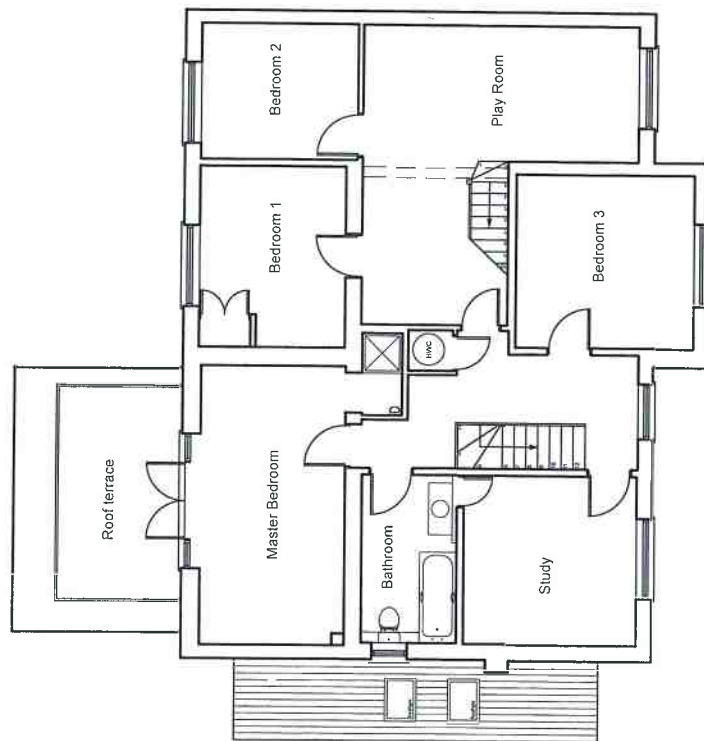
Drawing:
Existing Ground Floor Plan
Location & Site Plans

Rev.	Date	Notes
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		Status
		PLANNING
		Drawing No. 2481/01
		Rev.

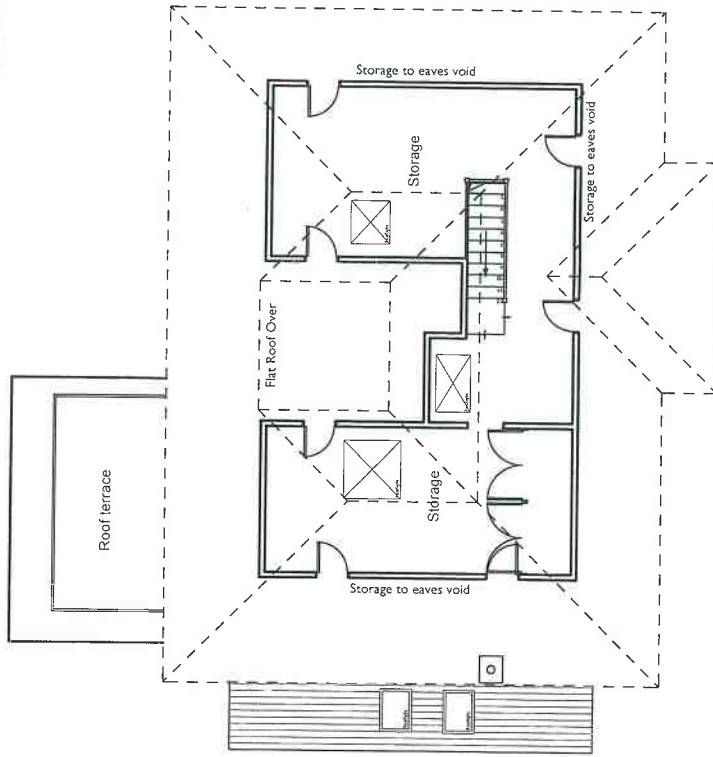
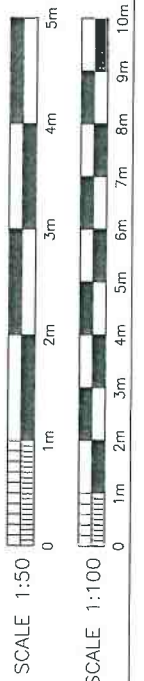
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Existing First Floor Plan
Scale 1:100



Existing Second Floor Plan
Scale 1:100

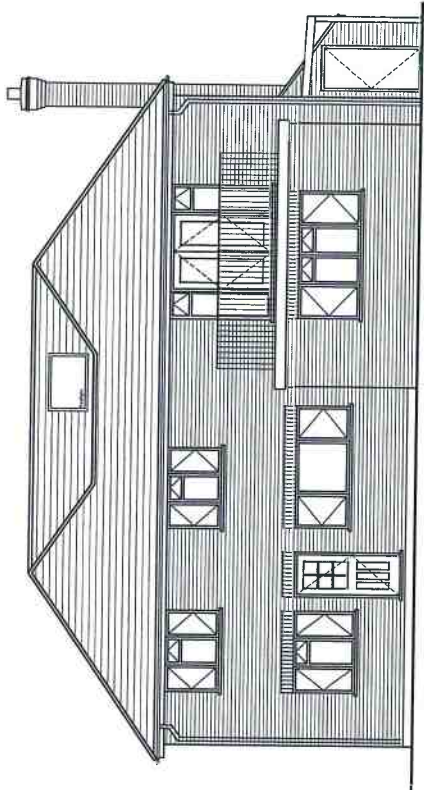
18/05/2018 [Signature]

		Project: 'Nyetimber' 33 Whitepit Lane Flackwell Heath HP10 9HR	
Dovetail Building Consultants Ltd. 6 The Courtyard, Furlong Road Bourne End, Bucks SL8 5PB		Drawing: Existing First & Second Floor Plans	
Rev.	Date	Notes	Scale
	March 2018		Noted as A3
Status		PLANNING	
Drawing No.		2461/02	
Rev.			

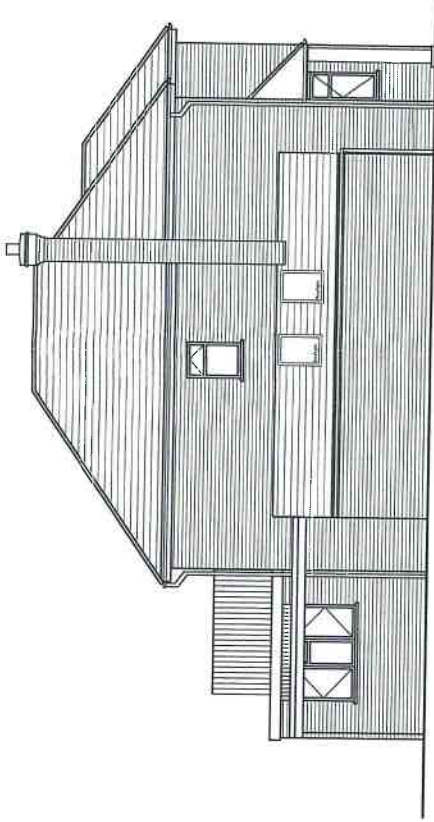
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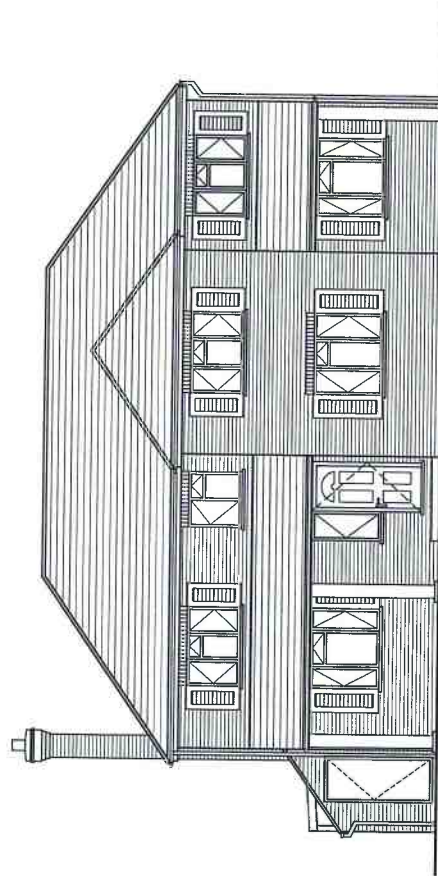
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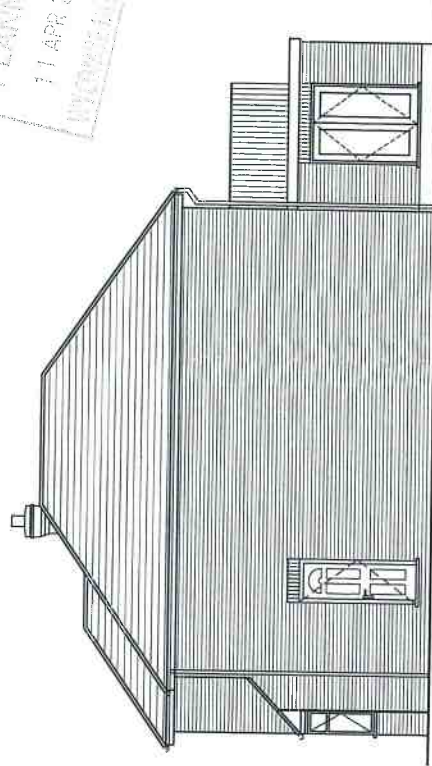
Existing Rear Elevation
Scale 1:100



Existing Side Elevation
Scale 1:100



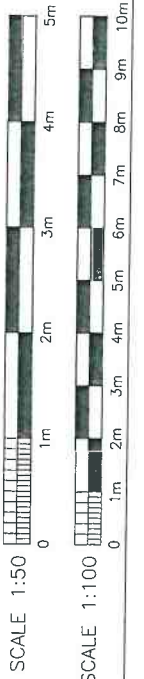
Existing Front Elevation
Scale 1:100



Existing Side Elevation
Scale 1:100

PLANNING
11 APR 2018
INTERPRET

1805760 RA



Project
'Nytimber'
33 Whitepit Lane
Flackwell Heath
HP10 9HR

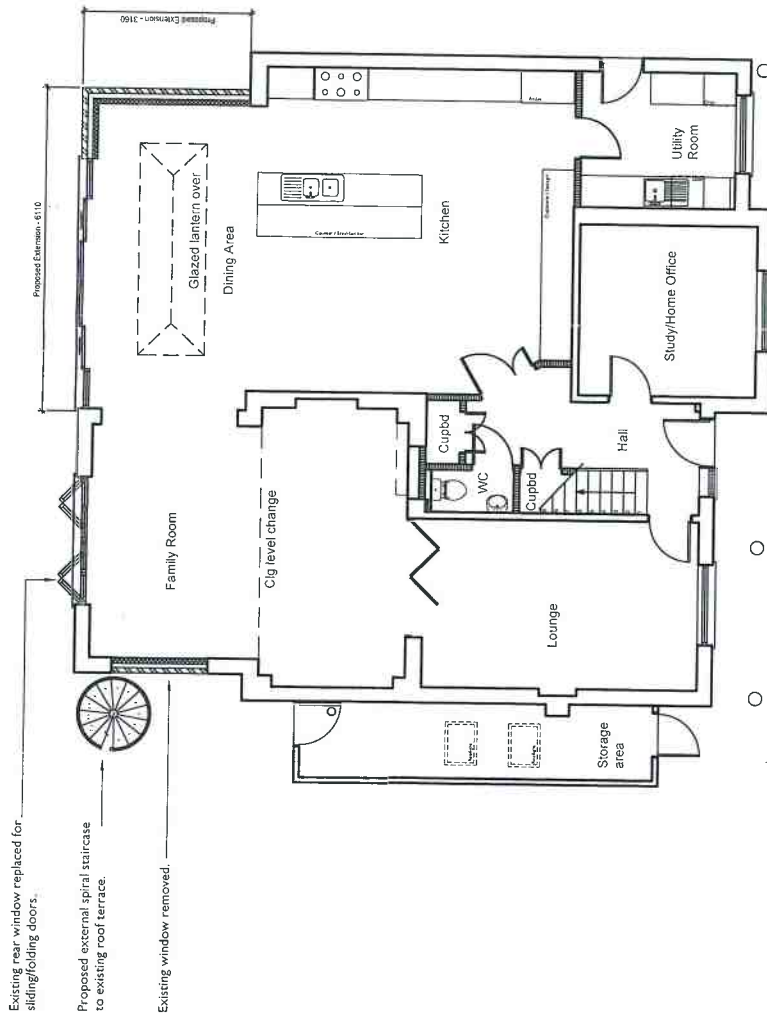
Drawing
Existing Elevations

Rev.	Date	Notes
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		Scale: Noted at A3
		Status: PLANNING
		Drawing No. 2481/03
		REV.

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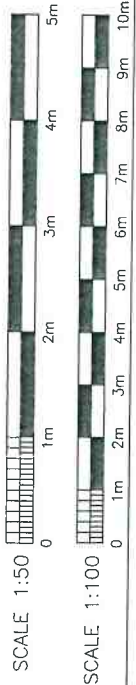
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PLANNING
11 APR 2018
MIDLANDS

18/05/2018/RL

Proposed Ground Floor Plan
Scale 1:100



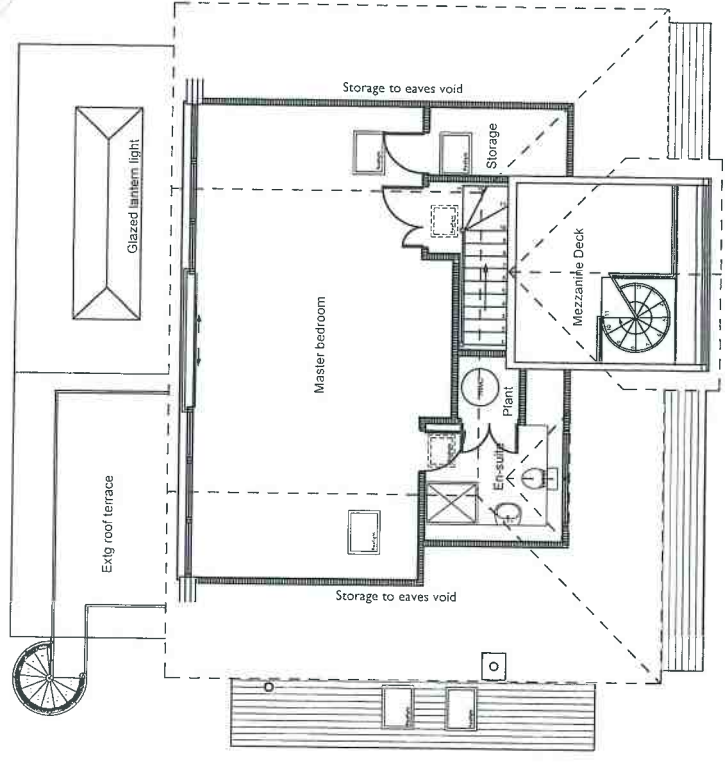
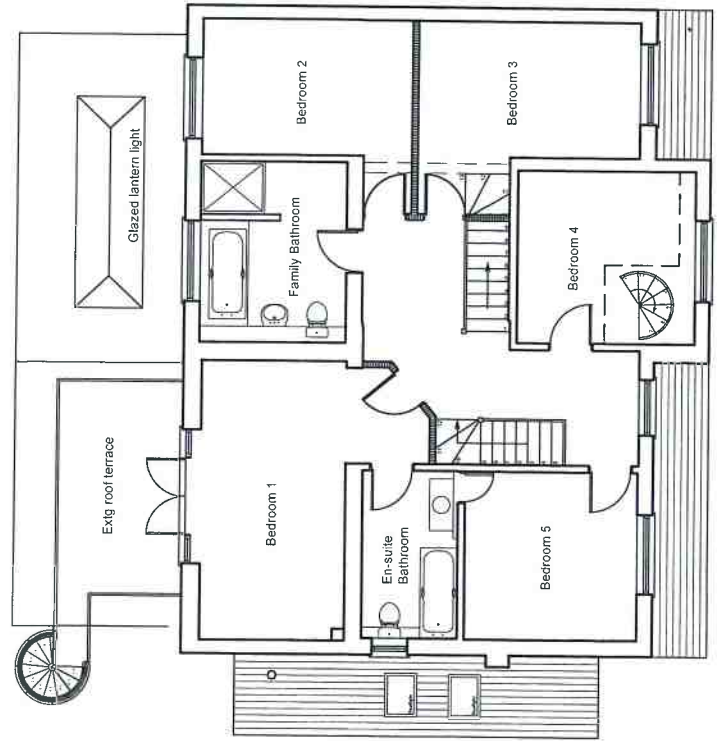
Project: 'Nymber', 33 Whitept Lane, Flockwell Heath, HP10 9HR		Drawing: Proposed Ground Floor Plan	
Rev.	Date	Notes	Scale
	April 2018	SJR	Noted as A3
Status: PLANNING		Drawing No. 246/004	
Doveetail Building Consultants Ltd 6 The Courtyard, Turfing Road Bourne End, Bucks SL8 3PB		Rev. P6	

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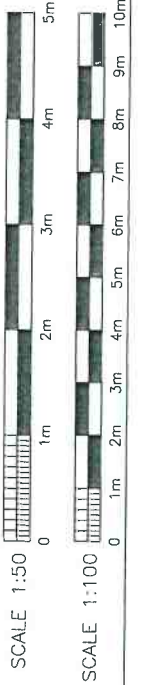
PLANNING
11 APR 2018



Proposed First Floor Plan
Scale 1:100

Proposed Second Floor Plan
Scale 1:100

1805260/2



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BUILDING CONSULTANTS
Dovetail Building Consultants Ltd.
6 The Courtyard, Furlong Road
Bourne End, Bucks
SL8 5JH

Project
'Nyetimber'
33 Whitepit Lane
Fleckwell Heath
HP10 9JH

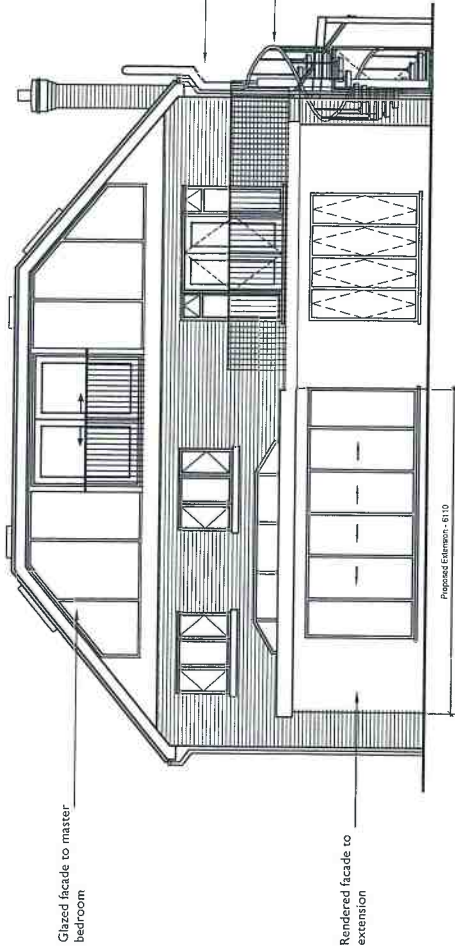
Drawing
Proposed First & Second Floor Plans

Rev.	Date	Notes
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2		Scales Noted as A3
Status PLANNING		
Drawing No. 2461/05		Rev. P6

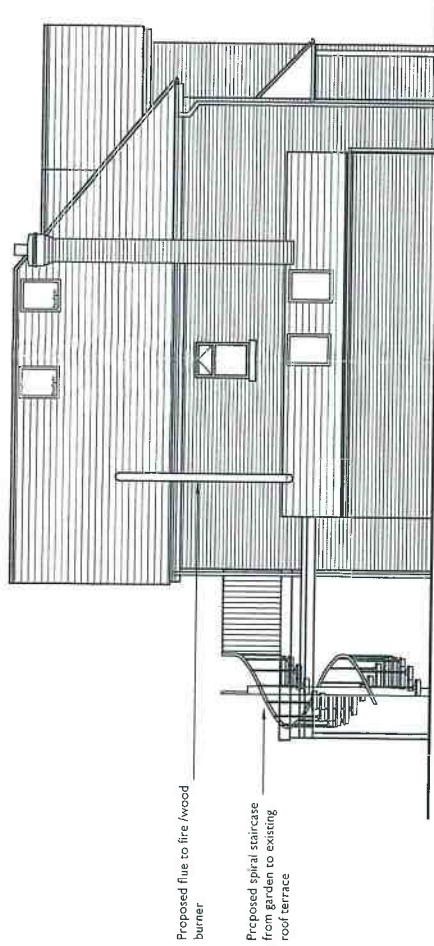
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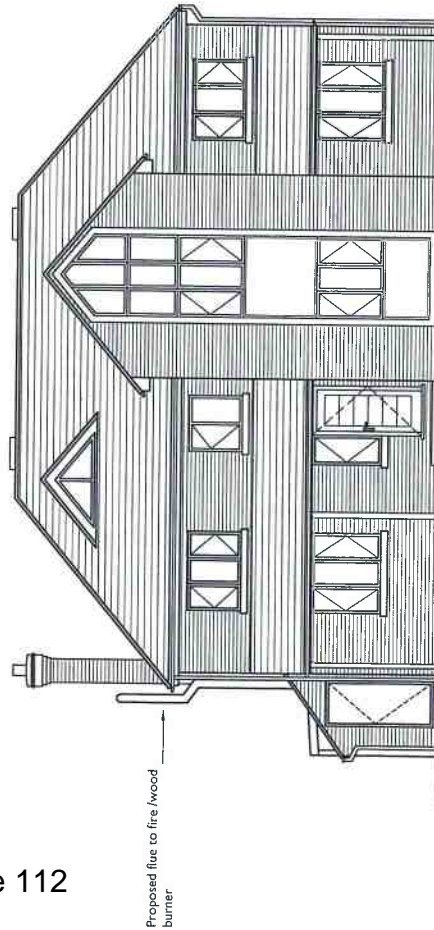
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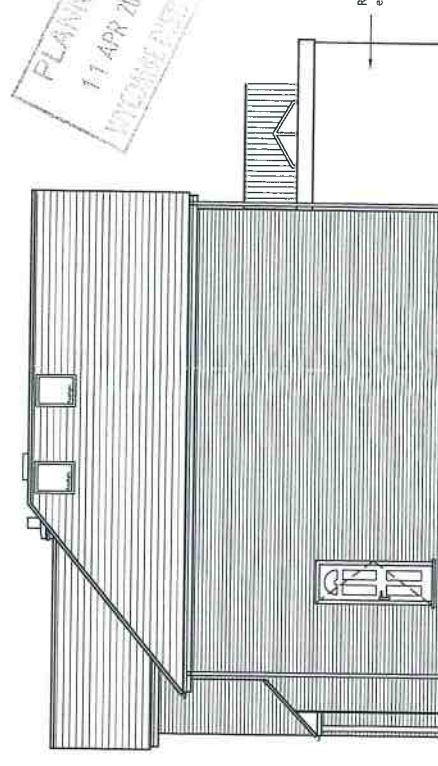
Proposed Rear Elevation
Scale 1:100



Proposed Side Elevation
Scale 1:100

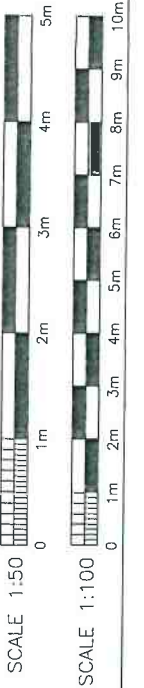


Proposed Front Elevation
Scale 1:100



Proposed Side Elevation
Scale 1:100

PLANNING
11 APR 2018
MIDGTON DISTRICT



Rev.	Date	Notes
	March 2018	SJR
		Scale: None to A3
		Status: PLANNING
		Drawing No: 2481/06
		Rev: P6

OVETAAIL
BUILDING CONSULTANTS

Doveetail Building Consultants Ltd
6 The Courtyard, Furzong Road
Bourne Elm, Bucks
MK45 3JH

Project: 'Nymber'
33 Whitepit Lane
Backwell Heath
HP10 9HR

Drawing: Proposed Elevations

Agenda Item 9.

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 22nd August 2018 in Committee Room 1.

1.2 We have several developers who have indicated that they would like to make presentation, but as yet have not confirmed when they will be in a position to do so. In the meantime, it is proposed that a presentation will be given by the Head of Planning & Sustainability on the Princes Risborough Expansion plans, unless a developer makes a request in the meantime to give a presentation.

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 11.

**For Information: Delegated Action Authorised Planning Enforcement Team
Between 12/06/2018- 09/07/2018**

Reference	Address	Breach	Date authorised	Type of Notice
17/00246/OP	23 Northern Woods Flackwell Heath Buckinghamshire HP10 9JL	Without planning permission the erection of timber structure including a raised platform	15-Jun-18	Enforcement Notice
17/00562/OP	Finnamore Wood Camp Frieth Road Marlow Buckinghamshire SL7 2HU	Without planning permission the erection of fencing	21-Jun-18	No Material Harm
17/00456/OP	Monks Walk Ferry Lane Medmenham Buckinghamshire SL7 2EZ	Without planning permission the erection of fence	21-Jun-18	No Material Harm
15/00612/OP	28 Southfield Road Princes Risborough Buckinghamshire HP27 0JB	Without planning permission the erection of a boundary fence and siting of car jack to front	19-Jun-18	Commence Prosecution Investigation
17/00164/CU	52 Carrington Road High Wycombe Buckinghamshire HP12 3HU	Alleged use of property as two separate residential units	27-Jun-18	Planning Contravention Notice
18/00044/CU	Mudds Bank Stud Farm City Road Stokenchurch Buckinghamshire	Without planning permission the material change of use of the Land from agricultural to a mixed use comprising of agricultural and residential use by virtue of the siting of a mobile home on the Land for residential occupation (in the approximate position shown coloured blue on the attached plan).	06-Jul-18	Enforcement Notice

Reference	Address	Breach	Date authorised	Type of Notice
17/00177/OP	Lodge Hill View Lee Road Saunderton Buckinghamshire HP27 9NU	Without planning permission, the erection of a detached building (shown outlined in blue on the attached plan) and the external rendering of the dwellinghouse 'Hill View'.	15-Jun-18	Enforcement Notice
17/00177/OP	Lodge Hill ViewLee RoadSaundertonBuckingha mshireHP27 9NU	Without planning permission, the erection of a detached building (shown outlined in blue on the attached plan) and the external rendering of the dwellinghouse 'Hill View'.	15-Jun-18	Enforcement Notice
18/00024/OP	Fieldgrove Nursery Hammersley Lane High Wycombe Buckinghamshire HP10 8HF	Without planning permission the creation of access	15-Jun-18	No Material Harm
18/00042/AD	Wilkes Park Magpie Lane Flackwell Heath Buckinghamshire HP10 9EA	Illegal display of advert	15-Jun-18	Not in Public interest to pursue action
18/00175/OP	Nyali Lodge Henley Road Marlow Buckinghamshire SL7 2DQ	Without planning permission, the carrying out of an engineering operation to raise level of garden level	15-Jun-18	No Material Harm
18/00272/OP	288 Desborough Avenue High Wycombe Buckinghamshire HP11 2TJ	The unauthorised excavation works and engineering operation including the creation of terraced area to the rear on the Land.	09-Jul-18	Temporary Stop Notice

Reference	Address	Breach	Date authorised	Type of Notice
14/00533/OP	Field Off Of Blind Lane Flackwell Heath Buckinghamshire	Operational development without planning permission consisting of the erection of a wire fence that is adjacent to the highway and has a height exceeding 1 metre.	27-Jun-18	No Material Harm
17/00177/OP	Lodge Hill View Lee Road Saunderton Buckinghamshire HP27 9NU	Without planning permission, the erection of a detached building (shown outlined in blue on the attached plan) and the external rendering of the dwellinghouse 'Hill View'.	27-Jun-18	Enforcement Notice
17/00555/CU	12 Ogilvie RoadHigh WycombeBuckinghamshire HP12 3DS	Without planning permission a material change of use by virtue of the siting of a mobile home on the Land for residential occupation (in the approximate position shown coloured green on the attached plan) and erection of brickwork surround (outlined in blue on the attached plan) facilitating the aforementioned unauthorised use	28-Jun-18	Planning Contravention Notice