

Contact: Sarah Armstrong DDI No. 01494 421916
App No : 18/08309/FUL App Type: Full Application
Application for : Demolition of existing buildings and construction of an up to five storey building containing 58 x 1 bed flats to be provided as temporary housing accommodation, re-provision of the British Red Cross Office in dual (B1 and A1) use, together with alterations to access, landscaping and associated works
At Car Park 0505 C35, West End Road, High Wycombe, Buckinghamshire
Date Received : 18/12/18 Applicant : Wycombe DC Housing Service
Target date for Decision 19/03/19

1. **Summary**

- 1.1. The application is for the redevelopment of Desborough Road car park with a modular development of one 3 and two 5 storey blocks around a courtyard for temporary accommodation. This involves the demolition of the single storey British Red Cross building and the re-provision of facilities within the development with access to these from West End Road.
- 1.2. The development will provide 58 units of accommodation some of which will be flexible accommodation to allow provision for larger families and also two “accessible units” for the mobility impaired.
- 1.3. A new access will be created from Desborough Road which serves a small car parking area. While there is no specific parking for the residents of the temporary accommodation there are disabled spaces and drop off area to allow residents to load and unload. There is specific car parking provision for the British Red Cross which is directly from West End Road.
- 1.4. The Highway Authority would object to the loss of the car parking facility however alternative provision is being made at a nearby site. A separate planning application for the car park has been submitted and a condition has been proposed to ensure that this car park does not cease until an alternative facility is in operation.
- 1.5. The Desborough area is a mixed use area which is undergoing significant change which has impacted upon the character of the area with extant permissions for development of increased height and scale both residential and commercial. The development proposes a modular design of significant height but within this context is considered acceptable.
- 1.6. The development is surrounded by both residential and non-residential development. Careful assessment has been made of the impact upon the residential amenity of the nearest properties. While there is undoubtedly some impact on a number of properties this is considered, on balance, to be acceptable.
- 1.7. Concerns raised by the Police can be addressed by the provision of CCTV and by achieving Secure By Design – Silver Award which are the subject of conditions.

- 1.8. There is no open space provision which weighs against the development however the courtyard area has been designed to provide high quality landscape and amenity area.
- 1.9. The provision of purpose built, centrally located temporary accommodation to meet the emergency needs of homeless households within the District pending permanent housing arrangements weighs significantly in favour of the development.
- 1.10. The application is recommended for permission subject to conditions.

2. The Application

- 2.1. The application site is Desborough Road Car Park. This is a council-owned pay and display surface car park. It provides 46 car parking spaces which include 3 disabled bays. It is accessed from West End Road. It provides both short and long term parking and is open 7 days a week from 6am to 11pm.
- 2.2. Adjacent to the car park is a single storey building that is occupied by the British Red Cross. This land also forms part of the application site. The British Red Cross accommodation will be re-provided in the ground floor of the development.
- 2.3. Surrounding the application site there is a variety of development. This ranges from two storey terraced housing adjacent to the site in West End Road, three storey offices and four storey flats also in West End Road opposite the site.
- 2.4. Opposite the site in Desborough Road is Collins House, an existing three storey development which is unoccupied. Planning permission has been granted planning permission for a six storey development of residential units and some retail units.
- 2.5. To the west of the site is the Kings Church Centre which is immediately adjacent to the existing car park. Within the car park is a number of dedicated spaces for Kings Church. This is a meeting place for the Church and the activities associated with the Church.
- 2.6. The proposal is to develop the car park and British Red Cross area with a scheme for temporary accommodation. Temporary accommodation is emergency accommodation for people who are homeless, eligible and have a priority need. The accommodation acts as a temporary home while the Housing Authority (the Council) finds a more permanent solution for residents. This is usually private housing, social housing or via a supported housing provider. Temporary accommodation is not intended to provide long term accommodation.
- 2.7. Within the site there is a sewer and water-main which presents a significant constraint as it is associated with a no build exclusion zone. The scheme has been designed to avoid building within the exclusion zones. The development has been designed around a courtyard, served by external deck access via two stair cores and central lift core. At the junction of Desborough Road and West End Road is the building exclusion zone and this land has been left open to provide a landscaped area for use by residents. This will not be a public area.
- 2.8. It is a modular design influenced by similar schemes for temporary accommodation at Mitcham and Ladywell. A modular design means off-site manufacture of the units which are fabricated from a hybrid of sustainable materials in a factory environment.
- 2.9. The building will comprise three parts.

The frontage of West End Road where it intersects with Desborough Road (East Wing)

The building is five storey's high. On the ground floor is the housing office for the temporary accommodation. Next to that is the bin store with access both internally to the site and externally to West End Road to allow refuse collection. There is also a laundry and finally a plant room. Above this is four storey's of modular units providing 15 units of accommodation.

West End Road opposite Peddle Court (South Wing)

This is adjacent to the two storey terraced housing. It is three storey in height. The ground floor comprises 4 units all to be used by the British Red Cross. On the corner of West End Road is the dedicated parking to serve the offices and store for the British Red Cross. The parking spaces will be accessible directly from West End Road. The two floors above provide units with interconnecting doors which can be used as larger family accommodation.

Adjacent to the new car park (West Wing)

This is a five storey block comprising only residential accommodation. On the ground floor will be two accessible units with 4 typical units adjacent. Above this is four storey's of residential accommodation.

Each floor above ground will be accessed by two stair cores and one lift core. The cores will open out each floor to interconnecting communal walkways which will form the link between the different wings of the development. Access to the southern wing will be provided from floors one to three. These walkways will be where residents will access their self-contained units.

- 2.10. The external façade of the building will be finished in reinforced concrete with powder-coated steel. The building will be finished in a variety of colours which are yet to be approved.
- 2.11. The courtyard area will be a mixture of permeable resin bound gravel surfacing and permeable block paving. There will be some landscape features such as raised lawn, raised planters and some new trees. The area to the rear of the West Wing will be a planted area providing a buffer between the building and the adjacent car parking area.
- 2.12. The application is accompanied by:
 - a) Planning Statement
 - b) Design and Access Statement
 - c) Transport Assessment
 - d) Construction Resource Management Plan
 - e) Sustainability Statement
 - f) Waste and Recycling Strategy
 - g) Statement of Community Involvement
 - h) Arboricultural Impact Assessment
 - i) Flood Risk Assessment and Drainage Strategy
 - j) Ecology Report
 - k) Daylight, Sunlight and Overshadowing
 - l) Geotechnical and Geo-Environmental Ground Conditions Report
 - m) Sequential Test

2.13. In response to concerns raised by urban design and the police a window was added to the Housing Office to increase surveillance.

2.14. Statement of Community Involvement. The applicant has carried out a community consultation exercise which has included an exhibition and plans were available on the Council web site with a feedback form being available. The Council has also widely consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on our web site.

3. Working with the applicant/agent

3.1. In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

3.2. In this instance

- the applicant was provided with pre-application advice through a planning performance agreement including 4 meetings with feedback and amendments being made to the scheme,
- the applicant was provided the opportunity to submit amendments to the scheme/address some unresolved issues, and
- the application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

4. Relevant Planning History

4.1. Desborough Road Car Park: There is no specific planning history relating to the car park site.

4.2. East Richardson Street: 18/08040/FUL –Demolition of existing building and change of use of site to provide a surface level public car park providing 54 car parking spaces inclusive of 3 accessible parking spaces. Recommended for conditional approval – to be considered at planning committee on 24th April 2019.

5. Issues and Policy considerations

Principle and Location of Development

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

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

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

Development Plan Framework

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

- 5.2. The New Local Plan Submission Version – March 2018. The emerging policies of the New Local Plan should be given some weight in any planning decisions as a material consideration.
- 5.3. On 13th February 2019 the public consultation on the Proposed Main Modifications to the Wycombe District Local Plan as part of the local plan examination commenced. The Proposed Main Modifications are changes to the Plan that the Inspector considers may be necessary to make the plan sound. The consultation period has now closed.
- 5.4. The Proposed Modifications do not alter the content of this planning application report but reference has been made to some of the policies in the relevant section within the report.

Principle of Development

- 5.5. The site falls within the defined town centre. The site is within the Key Area of Change in the Core Strategy but it is not identified within the in the Adopted Delivery and Site Allocations Plan 2013 that covers the Desborough Area. Policy CS4.1 sets out the key objectives of development within this area. The criteria are summarised below :
 - A sense of place – new development contribute to a coherent and recognisably distinctive sense of place
 - Integration – ensure the area integrates with the expanded town centre
 - Open Space – provision of new open space in the eastern part of Desborough area to address deficiencies
 - The Wye – Opening up the River Wye
 - Economic and Social Regeneration – regeneration of employment areas allowing for mixed use development
 - Vista – enhance the environmental quality of the formal vista of the West Wycombe Road
- 5.6. Given the location of the proposal some of these criteria which are geographic specific are not relevant to this consideration.
- 5.7. Desborough area is diverse culturally and in terms of land uses, mixing local shops, residential, industrial and other employment uses.
- 5.8. The Core Strategy identifies that the Desborough Area will be the subject of development opportunities. This has been the case with recent development including new retail development (Aldi), commercial units known as Des Box and a number of residential schemes some of which are mixed use. This is an area of significant change.
- 5.9. The redevelopment of the car park which is in a highly sustainable location within the town centre is acceptable in principle subject to relevant development plan policies and also contributing to the regeneration taking place in the wider area.
- 5.10. The redevelopment of this site involves the loss of town centre parking which, without adequate replacement parking of a similar quantity and location, could have an unacceptable impact upon the retail uses within the town centre and the immediate vicinity of the site.
- 5.11. Furthermore the ability of this car park to provide additional parking facilities for nearby residential schemes has been given weight in recent planning decisions i.e. Collins

House (16/07905/FUL). This adds to the necessity for an alternative parking facility to be available.

- 5.12. A planning application for the change of use of a site in East Richardson Road to provide a surface level public car park providing 54 car parking spaces is an important consideration to the acceptability of this proposal. This alternative car park will provide for a small increase in parking provision and its location will allow it to continue to provide convenient parking for the local shops. This is considered in more detail in the Transport section.

Location of Development

- 5.13. The Council have an existing temporary accommodation facility at Saunderton Lodge which is no longer adequate in terms of size or quality to meet the District's temporary housing needs. It is also in a more remote location which fails to provide easy access to the necessary services.
- 5.14. Government guidance (homelessness code of guidance for local authorities) identifies that provision of support to households placed in temporary accommodation is essential to ensure they are able to continue to enjoy a reasonable quality of life and access the range of services they need. Housing authorities are tasked with ensuring that homeless households are able to access relevant support services such as primary care services, appropriate education services, relevant social services and employment and training services.
- 5.15. A town centre location does provide the opportunity to access this range of services and if such services are located further away can take advantage of good public transport links. High Wycombe being the largest town, a transport hub and also the source of more homeless households makes the town the most appropriate location for a temporary accommodation facility. The centrality of this site within the town centre makes this a suitable and sustainable location. Some representations have raised concerns over the suitability of this site in terms of safety and crime. This will be considered in more detail in Raising the Quality of Place Making and Design section.

Affordable Housing and Housing Mix

ALP: H9 (Creating balanced communities)

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

New Local Plan (Submission Version): DM22 (Housing Mix), DM24 (Affordable Housing), DM41 (Optional Technical Standards for Building Regulations Approval)

Planning Obligations Supplementary Planning Document (POSPD)

- 5.16. Although this is a particular type of accommodation – short term temporary accommodation – it is still considered to fall within the residential use class C3.
- 5.17. Current policy requires a housing mix. Because this is a very specific form of housing it provides a limited mix. The accommodation is a standard modular form providing one bedroom and a living room/kitchen area. Each unit will have a total of gross internal area of 28sq.m. There are some flexible accommodation where two units are inter-linked allowing them to be used together for larger families, there are also two larger accessible units. On balance the range of accommodation is considered satisfactory to provide a housing mix.

- 5.18. The nature of the use is residential (C3) and as such current affordable housing policies require a proportion of units (30%) to be affordable housing. There is a definition of affordable housing within the NPPF which states that it is housing for sale or rent, for those whose needs are not met by the market. This type of temporary accommodation clearly meets this criteria however it must also meet one of the four definitions within the NPPF. The most appropriate definition is affordable housing to rent and it has to meet 3 conditions:
- a) The rent is set in accordance with the Government's rent policy
 - b) The landlord is a registered provider, except when it is included as part of a Build to Rent scheme
 - c) It includes provisions to remain at an affordable price for future eligible households
- 5.19. Temporary accommodation is a very specific form of housing and while it might not meet the definitions exactly, it does meet the objective of the conditions.
- 5.20. The rent is set at a temporary accommodation subsidy level set by government and this does include a discount from the local housing allowance. Therefore there is a specific formula to determine temporary accommodation rents but it will be below local market rents. This criteria is considered to be met.
- 5.21. The Local Authority is considered to fall outside of the definition of registered provider. However, the Local Housing Authority (LHA) will be the landlord who is developing a site to meet a specific type of accommodation need as a Build to Rent scheme in the broadest terms,
- 5.22. The LHA will only issue homeless licenses otherwise they would risk right to buy and other tenancy rights. This ensures that it remains as temporary accommodation. A condition is also proposed to restrict the use to temporary accommodation.
- 5.23. On balance temporary accommodation sits within the definition of affordable housing for rent. As such the proposal provides 100% affordable housing and is compliant with the affordable housing policy.

Retail issues

CSDPD: CS10 (Town centre hierarchy)

DSA: DM7 (Town centre boundaries), DM8 (The Primary shopping areas), DM9 (District centres), DM10 (Threshold for the assessment of schemes for town centre impact)

New Local Plan (Submission Version): CP6 (Securing Vibrant and High Quality Town Centres)

- 5.24. While this proposal does not contain any element of retail use it does involve the loss of a car parking facility which serves the Town Centre and more importantly the local business located along Desborough Road.
- 5.25. Concern has been raised in representations that the loss of the car park will affect local businesses and the neighbouring Church who make use of the car park; particularly those with mobility issues.
- 5.26. The Desborough Road car park does provide a local parking facility which is well located for pedestrian access to the local shops. There is a proposal to replace the parking albeit in a different location but it is considered to be in reasonably close proximity. Concerns expressed about the need for affordable long stay parking or free short stay parking are part of a consideration of a broader parking strategy which is not material to this planning application.

5.27. It is considered that the requirement to provide an alternative parking facility to replace the proposed loss of the existing car park is necessary to help sustain the viability of local businesses in this area. This will be secured by condition.

Transport matters and parking

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

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

DSA: DM2 (Transport requirements of development sites)

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

5.28. The Highway Authority have assessed the proposal on the basis that the residential units are for the purposes of temporary accommodation

5.29. In the view of the Highway Authority this is a highly sustainable location with many services located nearby. This is highly significant in the Highways assessment of this proposal.

5.30. The site access is removed from West End Road and a new access on Desborough Road will be created to serve three spaces for the proposed development and also serve the parking for King's Church (7 spaces). This access has satisfactory junction spacing, adequate width to allow simultaneous two-way flows and can achieve minimum requisite splays.

Parking provision

5.31. There is no general car parking provision for the temporary accommodation except for disabled parking and loading and unloading spaces. It is anticipated that access to the limited car parking will be controlled by the Council's Housing Service. The British Red Cross have accommodation provided within the development to replace their current accommodation. They have been allocated 2 car parking spaces plus 1 ambulance space, these are accessed from West End Road. The British Red Cross has confirmed that the level of parking is adequate for their day to day operation.

5.32. Cycle parking provision is in line with the cycle parking standards for houses in multiple occupancy. There are 29 cycle parking spaces for residents in a secure cycle store and 6 visitor parking spaces within the courtyard.

5.33. This is an existing car park site which serves the Desborough Road area. The redevelopment of this site will involve the loss of a public car park. In principle the loss of public car parking, given that a number of recent residential planning decisions have relied on this car park being available for peak residential parking, would be unacceptable unless a replacement facility of similar capacity is made available.

5.34. A planning application for a replacement car park in East Richardson Street has been submitted and is due for determination. Given the importance of providing alternative car parking facilities the Highway Authority request that a condition is imposed which requires that the replacement car park is in operation before the Desborough Road car park is permanently closed. Given the concerns of the Highway Authority such a condition is considered necessary.

5.35. The Highway Authority would generally be concerned about the lack of on-site parking proposed. However there are a number of factors which have influenced the Highway's support for this application. These are the nature of the residential use, the site's location and any displaced parking is restricted by the existence of local waiting restriction (double-yellow lines, single yellow lines and resident parking zones). Furthermore a parking survey shows a reasonable level of off-site parking available should residents require parking for vehicles during peak residential demand.

5.36. The Highway Authority do not raise any objections to the proposal.

Raising the quality of place making and design

ALP: G3 (General design policy), G7 (Development in relation to topography), G8 (Detailed Design Guidance and Local Amenity), G10 (Landscaping), G11 (Trees), G26 (Designing for safer communities), Appendix 1

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

DSA: DM11 (Green networks and infrastructure), DM16 (Open space in new development)

Housing intensification SPD

New Local Plan (Submission Version):CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)]

5.37. The site is within the town centre and within a mixed use area. The scale of the development surrounding the site varies from 2 storey to 4 storey. There is an extant planning permission for a 6 storey building at Collins House opposite the site. There are other developments within the Desborough Road area which have increased the height of development and influencing the changing character of the area. This is in part a consequence of the regeneration of the area and the development opportunities that have been realised.

5.38. The temporary accommodation seeks to reflect the larger scale buildings which are proposed in the area. In principle this is acceptable.

5.39. The scale of the development has evolved during the pre-application process and the southern wing on West End Road adjacent to the two storey housing is now 3 storey. This is considered to be an acceptable relationship in terms of scale. The east wing along West End Road is opposite a three storey office development and again this relationship is considered to be acceptable. The west wing adjacent to the parking area is five storey in height and while it is taller than the surrounding development this is a town centre site in an area that has seen significant change. Planning permission has been granted for residential development for new residential development of varying heights between 5 and 8 storey's in height. Within this wider context the scale and massing of the development is considered acceptable.

5.40. This is a flat roof modular building which has been specifically chosen by the Local Housing Authority as an appropriate building method to provide temporary housing accommodation to meet the growing number of households and people deemed to be homeless.

5.41. A modular design has a contemporary style which is not considered to be out of keeping in an area of mixed design. The external materials will be reinforced concrete panels and a selection of colours have been suggested. There are some reservations about how colour is being used within the development. However this can be resolved by requiring a condition to control colours and the distribution of colour and to require sample panels.

- 5.42. The Council's residential design guidance seeks to promote activity and safety by arranging dwellings to achieve maximum outlook onto the street and other areas. Along West End Road there is limited overlooking at ground floor and above the windows are bedrooms and bathrooms. Plans have been received which have increased the windows in the housing office. There is little further opportunity to re-arrange the ground floor layout due to operational difficulties. Therefore given that the road is relatively short and straight and can be seen from Desborough Road, it is suggested that this concern could be addressed through the use of CCTV. The applicant is happy to have a condition imposed which requires the submission of a security strategy to be agreed with the LPA.
- 5.43. The residential design guidance sets a maximum height of 1.1m for frontage boundaries to ensure the street is overlooked. The frontage to Desborough Road proposes a visually permeable 1.8m fence. While this is not ideal it is an improvement from the previous proposal for a visually impermeable 1.8m fence. The building itself has been made more visually permeable by opening up the side of the balconies. On balance given the need for a significant level of security for the site this is acceptable. However a condition will be imposed requiring the detail of the fence and planting behind to ensure it is visually permeable and attractive and to ensure that the planting selected does not grow too high to obscure views into the site.
- 5.44. The parking spaces on the corner of West End Road are not overlooked from the offices they serve. This can be addressed by ensuring CCTV as detailed above.
- 5.45. The roof plan indicates that photo voltaic panels are planned to be installed. Details of these will be required by condition to ensure the design is appropriate.

Crime Prevention and Design

- 5.46. The proposal has been the subject of significant consultation with the Thames Valley Police. Initially the police had concerns regarding the design and layout of the building in terms of crime and anti-social behaviour. Detailed discussions have taken place between the Police and the Local Housing Authority and as a result it was agreed that the risk assessment process already established between the LHA and the Police will be used for this development. This management procedure is outside of the planning process but has been agreed between the two parties.
- 5.47. The police have raised concern about the lack of surveillance, provided by the design of the development, of the surroundings streets particularly on the West End Road (eastern side). This can be addressed by formal surveillance around the development. A security needs assessment should be conducted and the resulting strategy submitted for approval. This has already been mentioned as part of the urban design issues identified and condition has been proposed.
- 5.48. To address concerns regarding physical security of the development the applicant has agreed to seek Secured by Design – silver award. Secure By Design provides a minimum standard that should be present in the development to achieve the Silver Award for physical security however it allows crime risk to be taken into consideration to ensure it is appropriate and proportionate to the development and its location. Therefore additional requirements are requested of the applicant to achieve the standard.
- 5.49. The police have requested that additional lighting is provided for West End Road to enable any natural surveillance present on Desborough Road to be effective. A lighting scheme will be required by condition.

Trees and Landscaping

- 5.50. The existing trees on the Desborough Road frontage are ornamental fruit trees, they are likely to cause nuisance to the new development. They are also likely to suffer through the construction works. To overcome these concerns it would be better to have the trees replaced with new trees. For example a Sweet Gum has an elegant shape and would be suited to the design of the building.
- 5.51. Soft and hard landscaping schemes have been submitted to support the application. Given the urban context of this development the open courtyard is an important part of the proposal and needs to be well designed in terms of both soft and hard landscaping. The proposed plans are considered to be satisfactory and condition will be imposed to require detailed plans to be submitted which are based on the submitted plans.

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

New Local Plan (Submission Version): DM35 (Placemaking and Design Quality), DM40 (Internal space standards)

- 5.52. The environment within the development has been designed to provide purpose built accommodation that meets the needs of temporary households. The buildings surround a courtyard which provides a space to sit, and for children to play and for people to socialise.
- 5.53. There are no balconies or private amenity space for any of the units. In part this is because the accommodation is intended to be a temporary facility and not a permanent housing solution. Tenants will be moved from the accommodation to permanent housing arrangements. Also it is important to maximise the number of units that will be available for temporary accommodation and the provision of open space and private amenity space would inevitably reduce the number of units that could be accommodated on the site.
- 5.54. On balance the amenity of future residents is considered acceptable.
- 5.55. The site is within a mixed use area and has both commercial and residential neighbours. A technical report has been produced which assesses the daylight and sunlight impact on the surrounding residential properties as a result of the proposed development. The guidelines which set out the numerical benchmark for daylight and sunlight assessments are predicated on a relatively low rise suburban environment. In this instance the site is within a town centre location rather than a suburban location and the assessment has to be considered accordingly. [It should be noted that the executive summary is not accurate and does not reflect the detailed assessment. An update to this has been submitted by letter].
- 5.56. In Desborough Road much of the ground floor is occupied by shops and businesses and at first floor it is assumed that there is residential accommodation. There is a good separation between the development and the residential accommodation. The daylight and sunlight assessment demonstrates that the development would have a negligible impact.

- 5.57. There are also residential first floor properties along Bridge Street. However the separation between the development and these residential properties is significant. The daylight and sunlight assessment which has been conducted demonstrates that the development would have a negligible impact.
- 5.58. To the east of the site is West End Road and opposite the five storey wing (Eastern Wing) is commercial office development.
- 5.59. To the south is also West End Road, the southern wing which is three storey's in height is opposite Pendle Court a 4 storey block of flats. Also set back into the site is the end elevation of the eastern wing (5 storey's in height) which contains full length living room windows. This allows for good levels of surveillance along this part of West End Road. There is a building to building separation of between 14 and 16 metres which is considered sufficient to provide a reasonable outlook.
- 5.60. A daylight assessment has been conducted for Pendle Court. The adopted methodology explains that a sunlight assessment is not conducted on non-south facing windows. (Reference - Section 10.4 of the Desborough Road Daylight Sunlight and Overshading DES-ACM-XX-XX-RP-ZZ-013).
- 5.61. The daylight assessment indicates that windows in this building will be impacted the most by the new development. Up to 10 windows have either a medium or a large impact. There are four windows which will have the largest impact and they relate to bedroom and bathroom windows. The two flats in Pendle Court on the corner of West End Road at ground floor and first floor are the most impacted by the development.
- 5.62. While it is acknowledged that they will experience a reduction in daylight. The existing outlook benefits from being located opposite the car park (open space) rather than any built form which would inhibit daylight into the windows. This beneficial position will change with taller buildings being introduced into this context. While this factor may be given greater weight in a more suburban environment, this is a town centre location in which closer building relationships are to be expected. On balance the resulting relationship between Pendle Court and the new development is considered acceptable.
- 5.63. The open walkways of the eastern wing of the development could lead to some limited overlooking towards the windows in Pendle Court. This can be addressed by screens being required at the end of the walkway.
- 5.64. Adjacent to the south wing of the development is two storey terrace housing. The height of this new building is lower (3 storeys) to ensure a better relationship with the smaller scale housing adjacent. The building has also been set at an angle to limit the impact upon No. 22 West End Road. The walkway closest to No 22 could potentially lead to overlooking of the rear garden and this can be addressed by a screen at the end of the walkway at each level.
- 5.65. Nos 22, 24 and 26 West End Road have a direct boundary with the development site. Currently their rear garden boundaries back onto the car park. The end elevation of the western wing has been designed to ensure that there are no windows that could overlook the rear gardens. There are access walkways between the southern wing and the western wing on the second and third floors which could afford some overlooking of the rear gardens however this will afford only limited views given that it is inset and that there will be screens at the end of the southern walkway. On balance this is considered acceptable.

- 5.66. A daylight assessment has been conducted for Nos 22 and 24 and then 26 to 32 West End Road. Nos 22 and 24 have the closest relationship with the new buildings which will be located at the end of their rear gardens. The windows serving 22 West End Road currently have a relatively poor daylight assessment. This probably in part due to having north facing windows and the dog leg design of the housing. The impact on the daylight assessment by the new development identifies only a negligible impact. The main impact is upon the windows of No 24. Again the existing daylight situation is very similar to No 22. However there is a more significant impact upon the ground floor window and a lesser impact on the first floor window.
- 5.67. The daylight assessment for Nos 26 to 32 West End Road is similar to 22 and 24 West End Road. The result of the new development will have only a negligible impact in the main. A small impact has been identified for one window.
- 5.68. While there will be some impact from the development upon these properties on West End Road, the main impact is upon Nos 22 and 24 and this relates to a loss of sunlight and some overlooking of part of the rear garden. The privacy levels are considered satisfactory.
- 5.69. Currently these properties have rear boundaries that are exposed to the car park. The relationship will change for No 22 which will have the end elevation of the west wing providing a more secure boundary and for Nos 24 and 26 they will continue to have a car park at the rear of their garden.
- 5.70. There is an impact upon their Nos 22 and 24 in particular, however given that this is a town centre location where built form is often more dense the resulting relationship is considered to be acceptable.
- 5.71. The outward facing elevation of the west wing faces onto the car park and the Kings Church building. There is to be a landscaped area separating the car park from the west wing. This planting strip is intended to have defensive planting to deter access to the rear ground floor windows.
- 5.72. There is a separation between the rear elevation and the Kings Church buildings of between 9.5 and 11 metres. Concerns have been expressed regarding the close proximity of the development to the Church and the possibility of overlooking. However this is a non-residential building and while there is potential for some overlooking, it is to public areas within the building and not to private residential accommodation.
- 5.73. The proposed scheme will have an impact on some of the nearest residential properties, however this has to be assessed within the context of the site having a town centre location and where urban form can often be more concentrated. On balance the scheme is therefore considered to have an acceptable impact.

Environmental issues

ALP: G15 (Noise), G16 (Light pollution)

CSDPD: CS18 (Waste, natural resources and pollution)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth),

DM20 (Matters to be determined in accordance with the NPPF)

- 5.74. Environmental Health - Control of Pollution have raised no objection to this development in terms of environmental issues.

Flooding and drainage

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

DSA: DM17 (Planning for flood risk management)

New Local Plan (Submission Version): DM39 (Managing Flood Risk and Sustainable Drainage Systems)

Sequential Test

- 5.75. A Flood Risk Assessment has been submitted with the application because the site is identified within the “Wycombe Strategic Flood Risk Assessment” as a Wycombe Critical Drainage Area. This is a local designation and is not a critical drainage area identified by the Environment Agency. The site is considered low risk from all other sources of flooding.
- 5.76. Policy DM17 Planning for Flood Risk Management DM17 requires a sequential approach to development in Flood zones 2 and 3 but it is silent in respect of other forms of flooding. The second part of the policy requires that all forms of flooding are taken into account including groundwater and surface water.
- 5.77. The NPPF states at paragraph 101 that “A sequential approach should be used in areas known to be at risk from any form of flooding.” The emerging policy DM39 of the New Local Plan states that development in any area at risk of flooding will be required to evidence compliance with the sequential test.
- 5.78. The applicant has undertaken a sequential test, it is for the LPA to consider the extent to which the Sequential Test considerations have been satisfied, taking into account the particular circumstances in any given case.
- 5.79. While the use of the site is for residential development the nature of the use is relevant to any assessment. It is temporary accommodation which is emergency accommodation for people who are homeless, eligible and have a priority need (as defined in law). There is government guidance to housing authorities when formulating their homelessness strategies. Households should be able to access relevant support services i.e. primary care, education services, social services, and employment and training services.
- 5.80. Therefore location is a particularly important aspect of this type of development. A site would need to be in or close to a town centre location. This is also a type of development that is unlikely to come forward within the private sector and therefore it falls to the District Council to provide such accommodation. One of the key disadvantages of the current temporary accommodation at Saunderton Lodge is its isolated position and infrequent transport connection to the nearest centres.
- 5.81. As assessment of potential sites for this development has been carried out by the applicant. This demonstrates that there are not alternatives sites available that meet this criteria. Therefore this site passes the sequential test.
- 5.82. A sustainable location of sufficient size close to a town centre would be required. This is also not a type of development that is likely to come forward within the private sector and therefore it falls to the District Council to develop suitable accommodation.

Flooding Issues and Sustainable Drainage

- 5.83. The flood risk assessment identifies that the site lies in an area that is at risk from groundwater flooding. The testing that has taken place indicates that the groundwater

level varies greatly across the site. The risk of groundwater flooding has been assessed as medium.

- 5.84. Mitigation measures are proposed in the FRA for the building so that it will be appropriately flood risk resistant and resilient. These will be detailed in the surface water drainage scheme which is required by condition.
- 5.85. All other forms of flooding are identified as low risk. The LLFA however has concerns that the development could lead to the potential displacement of the existing surface water flood risk and consequently increase flood risk off site. The FRA identifies that permeable paving will manage the excess floodwater. The LLFA have considered the Flood Risk Assessment and Drainage Strategy and the submitted Ground Conditions Report (January 2019) and the results of ground investigations. As a result they raise no objection.

Ecology

CSDPD: CS17 (Environmental assets)

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

New Local Plan (Submission Version): DM34 (Delivering Green Infrastructure and Biodiversity in Development)

- 5.86. The submitted ecology report and bat survey submitted with the application show that there is very little ecological value on site and no bats using the buildings.
- 5.87. There are a number of good suggestions in the Report which would increase the biodiversity of the site which include:
- native and near native species for the benefit of the wildlife.
 - installation of insect habitats – urban insect box, urban bee nester and bee pot.
 - use lighting technology to minimise impact on bats.
 - other suggestions include biodiverse green roof and living wall.
- 5.88. A condition will be imposed which will require the submission of an Ecological Impact and Mitigation Plan, based on the opportunities identified in the Ecological Report.

Building sustainability

CSDPD: CS18 (Waste, natural resources and pollution)

DSA: DM18 (Carbon reduction and water efficiency)

New Local Plan (Submission Version): DM41 (Optional Technical Standards for Building Regulations Approval)

- 5.89. Following the Adoption of the Delivery and Site Allocations Plan (July 2013) and in particular policy DM18 (Carbon Reduction and Water Efficiency) it would have previously been necessary to impose a condition to secure the required 15% reduction in carbon emissions as well as reducing future demand for water associated with the proposed dwelling. However, this was superseded in October 2016 by ministerial policy to transfer the issue to Building Regulations. It is only considered necessary to condition water efficiency.
- 5.90. The Sustainability Statement indicates that in terms of water efficiency the proposal will aim to limit the estimated consumption of potable water to 105 litres/person/day (excluding irrigation). This will be achieved through the specification of low-flow sanitary fittings such as WC's and taps. This is in line with the proposed condition.

Public open space

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM16 (Open space in new development), DM19 (Infrastructure and delivery)

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

- 5.91. To accord with policy DM16, the development will be required to make provision for public open space to serve new residents.
- 5.92. The policy requires that local open space be provided on site for developments of 40 dwellings or more. Given the constraints of the site there is no provision for open space therefore the proposal fails to comply with Policy DM16.

Infrastructure and Developer Contributions

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

BCSNP: Policy 13 (Connecting the Parish)

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

- 5.93. The development is a type where CIL would be not be chargeable. The CIL regulations allows for discretionary relief because the site is to be used for homeless accommodation.
- 5.94. It is considered that there would not be other types of infrastructure that will be put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure.

Weighing and balancing of issues – overall assessment

- 5.95. 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.
- 5.96. 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
- 5.97. As set out above it is considered that while the proposed development would accord with the development plan policies it would however conflict with the open space policy.
- 5.98. The failure to provide open space is a significant deficiency for the scheme because the Core Strategy identifies that the eastern part of the Desborough area is in a critical area of open space deficiency. There is limited open space available in the vicinity to offset the lack of provision within the site. However this should be considered within the context of the type of housing that is being provided.

- 5.99. The intention of the LHA is to have a secure site which is not publically accessible for general security reasons but also because potential residents can sometimes be in a vulnerable state and require a secure and safe environment. The provision of public open space would be at the expense of the security of the site.
- 5.100. In recognition of the lack of open space there has been an attempt to ensure that the available open space within the courtyard is a high quality environment which will allow families to interact and for children to play. The courtyard is to be landscaped to provide a raised lawn for interactive play and a sculptured raised lawn. There are raised planters with floating benches to allow the opportunity to sit outside in this environment.
- 5.101. The failure to provide open space weighs against the development however the carefully landscaped courtyard providing some open space for the development off sets this harm to a limited extent.
- 5.102. The loss of the car parking facility which would weigh against the development can be offset by the provision of a suitable replacement facility. This can be secured by condition. In this circumstance the development would have a neutral impact.
- 5.103. The proposal provides for temporary homeless accommodation to meet the needs of homeless households from the District. This is a type of housing which would not be provided by the market. Without such accommodation families can be housed in unsuitable forms of accommodation such as bed and breakfasts which may even be outside of the District.
- 5.104. There is an existing homeless facility which is in need of significant refurbishment and because of this the quality of accommodation is poor. It is in a more remote location and fails to meet the needs of homeless households who need support and access to a number of services.
- 5.105. In addition the amount of accommodation available is insufficient to meet the current demand. A permanent, purpose built facility which provides flexible accommodation for families and individuals, but importantly increases the amount of temporary accommodation available, weighs significantly in favour of the development..
- 5.106. The overall assessment weighs in favour of the development.

Other matters

Equalities Act Duties

- 5.107. 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, the Local Authority have conducted an equalities assessment which is available on the Council web site. The assessment concludes that this proposal would disadvantage any sector of society to a harmful extent.

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:

DES-RSHP-XX-ST-DR-AR-0001 REV P01 - Existing Site Plan
DES-RSHP-XX-ST-DR-AR-0004 REV P01 - Existing Block Plan
DES-RSHP-XX-ST-DR-AR-0003 REV P01 - Proposed Site Plan
DES-RSHP-XX-ST-DR-AR-0004 REV P01 - Proposed Block Plan
DES-RSHP-XX-L0-DR-AR-10000 REV P02 - Ground Floor Plan
DES-RSHP-XX-L1-DR-AR-10001 REV P01 - Typical Floor Plans Levels 1-2
DES-RSHP-XX-L4-DR-AR-10004 REV P01 - Upper Floor Plan Level 3-4
DES-RSHP-XX-RF-DR-AR-10005 REV P01 - Roof Plan
DES-RSHP-XX-E-DR-AR-11000 REV P01 - North Elevation
DES-RSHP-XX-E-DR-AR-11001 REV P01 - South Elevation
DES-RSHP-XX-E-DR-AR-11002 REV P02 - East Elevation
DES-RSHP-XX-E-DR-AR-11003 REV P01 - West Elevation
DES-RSHP-XX-D-DR-AR-15000 REV P01 - External Elevations - Typical Unit
DES-RSHP-XX-E-DR-AR-12000 REV P01 - Section A-A
DES-RSHP-XX-E-DR-AR-12001 REV P01 - Section B-B
DES-RSHP-XX-E-DR-AR-12002 REV P01 - Section Z-Z

Landscaping Plans

Q096/02 REV A - Existing Site Tree and Existing Trees
Q096/03 REV B - Proposed Site Landscape Plan
Q096/04 REV A - Proposed Hard Landscape Plan
Q096/05 REV A - Proposed Soft Landscape Plan
Q096/06 - 1 REV A - Existing and Proposed Front Elevation
Q096/07 - Proposed Front Elevation
Q096/08 - 1 REV A - Sections
Q096/08 - 2 REV B - Sections
Q096/07 - Permeable Resin Bound Surfacing and Block Paving Build Up Details

Reason: In the interest of proper planning and to ensure a satisfactory development of the site.

- 3 The development approved shall only be used as temporary accommodation for people deemed by the Local Housing Authority to be homeless and shall not be used for any other residential purpose within use class C3 without the prior approval of the Local Planning Authority.

Reason: The proposal has been assessed on the basis that it provides temporary accommodation for those assessed as homeless and this has carried significant weight in terms of parking considerations, affordable housing requirements and open space requirements. Were the development to be used for general residential purposes these various aspects would have to be assessed differently and planning permission would not necessarily be forthcoming.

- 4 Notwithstanding any indication of materials which may have been given in the application, a schedule and samples of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before any work to the external finish of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To secure a satisfactory external appearance.

5 Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of all surfacing materials shall be submitted to and approved in writing by the Local Planning Authority before any work to the finished surfaces of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To secure a satisfactory appearance.

6 No works (other than demolition) shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- * Consideration of small-scale SuDS such as rain gardens, justification must be provided where these are not included, with clear demonstration that water quality, ecological and amenity benefits have been considered
- * Details of flood risk resistance and resilience measures to prevent floodwater entering the building.
- * Demonstration that the existing surface water flood risk can be appropriately managed without increasing flood risk elsewhere.
- * Full construction details of all SuDS and drainage components
- * Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
- * Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- * Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction.

Reason (pre-start condition): The reason for this pre-construction condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 163 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

7 No works (other than demolition) shall begin until a "whole-life" maintenance plan for the site has been submitted to and approved in writing by the Local Planning Authority. The plan shall set out how and when to maintain the full drainage system (e.g. a maintenance schedule for each drainage/SuDS component) during and following construction, with details of who is to be responsible for carrying out the maintenance. The plan shall subsequently be implemented in accordance with the approved details.

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

8 Prior to the first occupation of the development, a demonstration (such as as-built drawings and/or photographic evidence) of the as-built surface water drainage scheme carried out by a suitably qualified person must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason: The reason for this pre-occupation condition is to ensure the Sustainable Drainage System has been constructed as per the approved is designed to the technical standards

- 9 An Ecological Impact and Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any development on the site. The plan shall include the opportunities for ecological enhancement identified in the submitted Ecological Report at section 5.

Thereafter the development shall be carried out in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: This pre-commencement condition to ensure appropriate protection and enhancement of biodiversity, to make appropriate provision for natural habitat within the approved development and to provide a reliable process for implementation and aftercare.

- 10 Prior to occupation of the development details of the photo voltaic panels to be installed on the roof of the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter only the approved details shall be installed on the roof and retained for the life of the development unless otherwise agreed in writing.

Reason: To ensure that the design of the photo voltaic panels are appropriate to the building and do not impact negatively on the character of the street scene.

- 11 A fully detailed hard and soft landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority before any development, above damp proof course, takes place.

The scheme shall be based on the Proposed Site Landscape Plan (Q096/03 REV B) and the Proposed Hard Landscape Plan (Q096/04 REV A) and shall include:

- * Details of the fencing and planting along the boundary with Desborough Road to ensure that the development is visually permeable. The fence shall be no greater than 1.8m in height
- * Full specification of all proposed tree planting. The specification shall include the quantity, size, species and positions or density of all trees to be planted, how they will be protected and the proposed time of planting

The development shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

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.

- 12 Prior to occupation a security needs and operational requirement assessment (security strategy) must be conducted and submitted to the Local Planning Authority. This should include the provision of CCTV to enable adequate surveillance internally and externally of the development. Once approved the security strategy should then be implemented prior to the occupation of the building.

The police Secured by Design (SBD) website will provide further information and companies who can assist <http://www.securedbydesign.com/>.

Reason: In the interests of preventing crime and anti-social behaviour.

- 13 Prior to the first modular units being brought onto the site a full and detailed application for the Secured by Design Silver award scheme shall be submitted to the Local Planning Authority and Secured By Design incorporating the additional security measures appropriate for the crime risk including
- i. Laminated glass to be fitted in all ground floor and easily accessible windows and doors.
 - ii. All doors located next to the public realm (including those to associated stores) should meet the minimum standards of LPS 1175 Issue 8 B3 or equivalent, fitted with self-closing hinges, and fob activated access controls for entry from the public realm.

The development shall be carried out in accordance with the approved Secured by Design Application, and shall not be occupied or used until the Local Authority acknowledges in writing it has received written confirmation that the site has successfully achieved the Silver Physical Security Award.

Reason: To ensure that the development is designed to achieve the physical security requirements that the crime statistics indicate would be appropriate for this location

- 14 Prior to occupation a lighting scheme which provides sufficient lighting along West End Road (Eastern section) to allow any natural surveillance that may be present on Desborough Road to be effective shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented and should remain in place for the lifetime of the development.

Reason: In the interests of preventing crime and anti-social behaviour by enhancing the lighting in West End Road to enable natural surveillance of this area from Desborough Road.

- 15 No other part of the development shall be occupied until the new means of access to the West End Road parking spaces has been sited and laid out in accordance with the approved drawing and constructed in accordance with Buckinghamshire County Council's guide note "Private Vehicular Access Within Highway Limits" 2013.

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

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

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

- 17 Within one month of occupation, the West End Road car park access not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway and highway boundary.

Reason: To limit the number of access points along the site boundary for the safety and convenience of the highway user.

- 18 Notwithstanding the provisions of Part 2 of the Second Schedule to the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any Order revoking or re-enacting that Order) no gates shall be erected over the Desborough Road vehicular access point.

Reason: To enable vehicles to draw off clear of the highway for the safety and convenience of the highway users.

- 19 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.
- 20 Prior to the commencement of any works on the site, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operatives vehicles) shall be submitted and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with such approved management plan.
Reason: This is a pre-commencement condition as development cannot be allowed to take place, which in the opinion of the Highway Authority, could cause danger, obstruction and inconvenience to users of the highway and of the development.
- 21 The existing car park on the site shall not cease operation (to enable the redevelopment of this site) until the new replacement car park at the Manley's Trade Centre on East Richardson Road (18/XXXXX) is in operation or an alternative parking facility which will need to be formally agreed with the Local Planning Authority.
Reason: To ensure public car parking provision and avoidance of saturated on-street provision to the detriment of highway safety and convenience of use.

INFORMATIVE(S)

- 1 In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
In this instance:
- was provided with pre-application advice through a planning performance agreement including 4 meetings with feedback and amendments being made to the scheme,
 - the applicant was provided the opportunity to submit amendments to the scheme/address some unresolved issues.
 - The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.
- 2 Tree pit guidance note available here:
<https://www.wycombe.gov.uk/uploads/public/documents/Planning/Planning-policy/Topic-based/Tree-Pit-Guidance-Note.pdf>

