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Queen Victoria Road High Wycombe Bucks HP11 1BB

Planning Committee

Date: 24 April 2019 Time: 6.30 pm

Venue: Council Chamber

District Council Offices, Queen Victoria Road, High Wycombe Bucks

Membership

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

Councillors: Mrs J A Adey, M Asif, Ms A Baughan, S Graham, C B Harriss, A E Hill,

D A Johncock, A Lee, N B Marshall, H L McCarthy, Ms C J Oliver,

S K Raja, N J B Teesdale and C Whitehead

Standing Deputies

Councillors H Bull, D J Carroll, 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

1 - 4

To confirm the Minutes of the meeting of the Planning Committee held on 3 April 2019 (attached).

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.

Item Page 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** 4. 18/07931/FUL - Wyeside, Park Farm Road, High Wycombe, 5 - 17 Buckinghamshire, HP12 4AF 5. 18/08040/FUL - Manleys Trade Centre, East Richardson Street, 18 - 27 High Wycombe, Buckinghamshire 6. 18/08118/FUL - 24 Harwood Road, Marlow, Buckinghamshire, 28 - 36 SL7 2AS 7. 18/08309/FUL - Car Park 0505 C35, West End Road, High 37 - 72 Wycombe, Buckinghamshire 8. 19/05036/FUL - 50 St Johns Road, Tylers Green, 73 - 85 Buckinghamshire, HP10 8HU 9. 19/05227/FUL - 1 Moyleen Rise, Marlow, Buckinghamshire, SL7 86 - 92 2DP 18/07520/FUL - Monkenden, Studridge Lane, Speen, 10. 93 - 108 Buckinghamshire, HP27 0SA Other items 11. **Pre-Planning Committee Training / Information Session** 109 12. **Appointment of Members for Site Visits** To appoint Members to undertake site visits on Tuesday 21 May 2019 should the need arise. Delegated Action Undertaken by Planning Enforcement Team 110 13. 14. File on Actions Taken under Delegated Authority Submission of the file of actions taken under delegated powers since the previous meeting. Supplementary Items (if any) 15. If circulated in accordance with the five clear days' notice provision. 16. **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

Item Page

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.

Public Dagendentteack.



Planning Committee Minutes

Date: 3 April 2019

Time: 6.30 - 7.58 pm

PRESENT: Councillor P R Turner (in the Chair)

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

Standing Deputies present: Councillors G C Hall.

Apologies for absence were received from Councillors: M Asif, C B Harriss, S K Raja and A Turner.

LOCAL MEMBERS IN ATTENDANCE

APPLICATION

Councillor M Clarke 18/06705/FUL Councillor R Farmer 18/06705/FUL

107 MINUTES OF THE PREVIOUS MEETING

RESOLVED: That the minutes of the Planning Committee meeting held on 6 March 2019 be approved as a true record and signed by the Chairman.

108 DECLARATIONS OF INTEREST

There were no declarations of interest.

109 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.

110 18/07066/FUL - LAND REAR OF CLIFTON LODGE HOTEL, 210 WEST WYCOMBE ROAD, HIGH WYCOMBE

Members noted the Update sheet which corrected the application description to refer to the housing mix of the block of flats as 4 x 1 bed units and 2 x 2 bed units.

Members required the inclusion of an informative encouraging the use of electric charging points as the site was within an Air Quality Management Area. Members then voted on the motion that delegated authority be given to the Head of Planning and Sustainability to grant Conditional Permission provided that a Planning Obligation is made to secure the provision of a unit for affordable home ownership or to refuse the application should this obligation not be secured

RESOLVED: that they were minded to grant permission for the reasons laid out above.

The Committee was addressed by Councillor N Teesdale, the local Ward Member.

The Committee was addressed by Mr Matthew Richards in objection and Mr Jeremy Flawn, the agent on behalf of the applicant.

111 18/07538/FUL - DOWNLEY LODGE, PLOMER GREEN LANE, DOWNLEY, BUCKINGHAMSHIRE, HP13 5XN

The Chairman stated that as a local Ward Member he was minded to speak as such on this application. Therefore in the absence of the Vice-Chairman, it was necessary to vote in a temporary Chairman for this item. Councillor Johncock proposed Councillor N Marshall as Chairman which was seconded by Councillor S Graham with unanimous agreement.

Councillor N Marshall took the Chairman's seat for the duration of the item.

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

RESOLVED: that the application be approved.

The Committee was addressed by Councillor P Turner, the local Ward Member.

The Committee was addressed by Parish Councillor David Egmore of Downley Parish Council in objection and Mr Ramon Santos, the applicant.

The item being concluded, Councillor P Turner took the Chair.

112 18/06705/FUL - FRANK HUDSON AND SON, ROSEBERY AVENUE, HIGH WYCOMBE, BUCKINGHAMSHIRE, HP13 7AH

Members voted in favour of the motion that they were minded to refuse the application, and that the Head of Planning and Sustainability be given delegated authority to determine the application after first adding an additional reason for refusal reflecting the Committee's concerns that the proposal was out of character.

RESOLVED: that delegated authority be given to the Head of Planning and Sustainability to refuse the application after adding an additional reason for refusal that the proposal was out or character.

The Committee was addressed by Councillors M Clarke and R Farmer, the local Ward Members.

113 PRE-PLANNING COMMITTEE TRAINING / INFORMATION SESSION

Members noted that there was no presentation booked for the next Pre-Planning Committee training / information session on Wednesday 24 April 2019 at 6.00pm. It was therefore agreed that the next Planning Committee meeting would start at 6.30pm.

RESOLVED: That there was no information session scheduled for Wednesday 24 April 2019, therefore the next Committee meeting would start at 6.30pm.

114 APPOINTMENT OF MEMBERS FOR SITE VISITS

RESOLVED: That in the event that it was necessary to arrange site visits on Tuesday 23 April 2019 in respect of the agenda for the meeting on Wednesday 24 April 2019, the following Members be invited to attend with the relevant local Members:

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

115 DELEGATED ACTION UNDERTAKEN BY PLANNING ENFORCEMENT TEAM

116 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

Mrs E Crotty Principal Development Management Officer

Mrs L Hornby Senior Democratic Services Officer

Mr P Miller Technical Officer

Mr A Nicholson Development Manager

Mr C Power Development Management Team Leader

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Agenda Item 4.

Contact: Taz Poptani DDI No. 0203 589 3987

App No: 18/07931/FUL App Type: FUL

Application for: Householder application for construction of roof extension, part single

storey, part two storey rear extension and fenestration alterations

At Wyeside, Park Farm Road, High Wycombe, Buckinghamshire, HP12 4AF

Date Received: 16/11/18 Applicant: Mr Mohammad Comran

Target date for

11/01/19

decision:

1. Summary

1.1. Planning permission is sought for the construction of a roof extension, part single storey, part two storey rear extension and fenestration alterations.

- 1.2. The proposal will respect the character of the site, the surrounding locality, and the amenity of the neighbouring occupiers. Furthermore it would have no adverse impact on highway safety.
- 1.3. The application is recommended for approval.

2. The Application

- 2.1. Planning permission is sought for the construction of a roof extension, part single storey, part two storey rear extension and fenestration alterations. The single storey element would measure a maximum of 8m in depth, 10.5m in width and 3m in height with a flat roof. The first floor element would measure a maximum of 4.5m in depth and 10.4m in width. The first floor extension would be set under a new pitched roof which would also span over the existing dwelling and would have a maximum height of 9.1 metres.
- 2.2. The application property is a two storey detached dwelling situated to the eastern side of Park Farm Road and is situated within a large rectangular shaped curtilage with off-road parking to the front and side driveway. The street scene of Park Farm Road slopes down at a medium gradient from north to south and the dwelling is adjoined by residential properties to the north and is located within the built-up area of High Wycombe.

3. Relevant Planning History

88/07949/FUL – Two storey extension at front. Permitted.

90/05744/FUL – Replace flat roof at rear with pitched roof. Permitted.

91/05915/FUL – First floor extension. Permitted.

4. Working with the applicant/agent

4.1. 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.

4.2. 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.

5. 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.
- 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) and T2 (On-Site Parking and Servicing).

<u>Core Strategy DPD (Adopted July 2008):</u> Policies CS19 (Raising the Quality of Place-Shaping and Design) and CS20 (Transport and Infrastructure).

Additional Guidance: Buckinghamshire County Parking Guidance.

<u>Draft New Wycombe District Local Plan June 2016</u>: 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).

Since 28th March 2018 the emerging policies of the Wycombe District Local Plan submission version - March 2018 are also material. The weight given to individual policies is assessed in accordance with paragraph 48 of the NPPF.

The impact of the proposal on the character and appearance of the area in general

ALP: G3, G8, G10, H17, T2, Appendix 1

CSDPD: CS1, CS19

DSA: DM1

New Local Plan (Submission Version): CP1, CP9, DM20, DM35, DM36

5.1 The application seeks planning permission for the erection of a roof extension, part single storey, part two storey rear extension and fenestration alterations. The two storey rear extension would be subservient and proportionate to the remainder of the rear elevation, would be of sympathetic appearance and would be in keeping with the vernacular of the host dwelling. Although the extension would have a notable rearward projection, the application dwelling is situated within a significant sized curtilage and the resultant dwelling would be commensurate to the plot. Furthermore, the extension would not reduce the gap to the side boundaries and would not appear cramped. The extension would be characterised with a hipped roof which would also span over the existing dwelling and would be of sympathetic

- appearance. The crown roof section would be partially disguised by the pitched roof to all sides. As such, no objections are raised in this regard.
- 5.2 The siting of the majority of the extensions to the rear of the property is such, that the development would have no adverse impact on the surrounding locality. Although the new roof over the host dwelling would increase its overall ridge height, the adjacent dwelling to the north at Kingscote is situated on a higher ground level and as such, the resultant ridge height would be in keeping with the neighbouring roof heights.

Amenity of neighbouring dwellings

ALP: G3, G8, H17, T2, Appendix 4

CSDPD: CS1 DSA: DM1

New Local Plan (Submission Version): CP1, CP9, DM20, DM35, DM36

- 5.3 As aforementioned, the adjacent dwelling to the north at Kingscote is situated on a higher ground level and as such, the ground floor northern flank windows would not result in a material loss of privacy to their southern flank aspects. Furthermore, these windows would be considered as permitted development. With regards to the first floor balconies, they would be of modest depth and the near side northern balcony would incorporate a privacy screen which would assist in screening the view of the neighbouring garden. Furthermore the view from the nearside balcony would be of the middle garden area and not the area immediately to the rear of Kingscote due to the staggered relationship.
- 5.4 The adjacent neighbouring dwelling to the north at Kingscote is situated on a higher ground level and has been extended by way of a two storey side/rear extension along the shared boundary with the application site. Consideration in this case has been given to the scale and position of the proposed extensions, relative to the position of the nearest neighbouring windows of Kingscote, and the distance from those openings. The proposal would be in compliance with the Council's light angle guidelines and would not be considered to have a detrimental impact upon neighbouring light levels. Furthermore, the hipped design of the roof assists in reducing the bulk and massing of the roof void.

On-site parking

ALP: G3, G8, H17, T2, Appendix 4

CSDPD: CS1 DSA: DM1

New Local Plan (Submission Version): CP1, CP9, DM20, DM35, DM36

Bucks. Countywide Parking Guidance

5.5 The application site is situated within Residential Zone B and the resultant dwelling would have in excess of 8+ rooms. The optimum parking requirement for the property would be 3 spaces. On the site inspection, off-road parking for several cars would be available to the front and side driveways and no objections are raised in this regard.

Weighing and balancing of issues - overall assessment

- 5.1. 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.
- 5.2. 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:
 - (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
- 5.3. As set out above it is considered that the proposed development would accord with the development plan policies and planning permission should be approved.

Recommendation: Application Permitted

- 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).
- 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.
- No windows, doors or openings of any kind shall be inserted in the first floor level and above northern flank elevation of the extension hereby permitted without the prior, express planning permission of the Local Planning Authority.

 Reason: To safeguard the privacy of occupiers of the adjoining properties.
- The flat roof area of the development hereby approved shall not be used as a balcony, sitting-out or amenity area.

 Reason: To preserve the privacy and amenities of adjoining properties.
- Notwithstanding any indication otherwise given on the plans hereby permitted, a 1.8 metre high privacy screen to the northern side of the first floor rear balcony closest to the shared boundary with Kingscote, must be erected prior to the use of the balcony. The privacy screen shall thereafter be permanently retained as such.

 Reason: In the interests of the amenity of neighbouring properties.
- The development hereby permitted shall be built and retained in accordance with the details contained in the planning application hereby approved and plan numbers: WDC1, 0, 1 REV B, 2, 3 REV A, 5, 6 REV C, 8 REV B, 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)

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, 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 4. Appendix A

18/07931/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Ian McEnnis

Comments: As there are concerns to the overdevelopment, I request the application is considered by the Planning Committee following on from a site visit.

Councillor Jean Teesdale

Comments: Due to local concern about the scale of development and possible overlooking / loss of privacy, I request this application be considered by the committee with a site visit.

Parish/Town Council Comments

West Wycombe Parish Council

Comments: West Wycombe Parish Council are concerned that this is an overdevelopment of the site and is out of character for this particular road and could have an adverse effect on the neighbouring property. It is adjacent to West Wycombe Park and the entrance to Sawmill House, Floras Temple and the frequently walked footpath.

Internal & External Consultees

County Archaeological Services

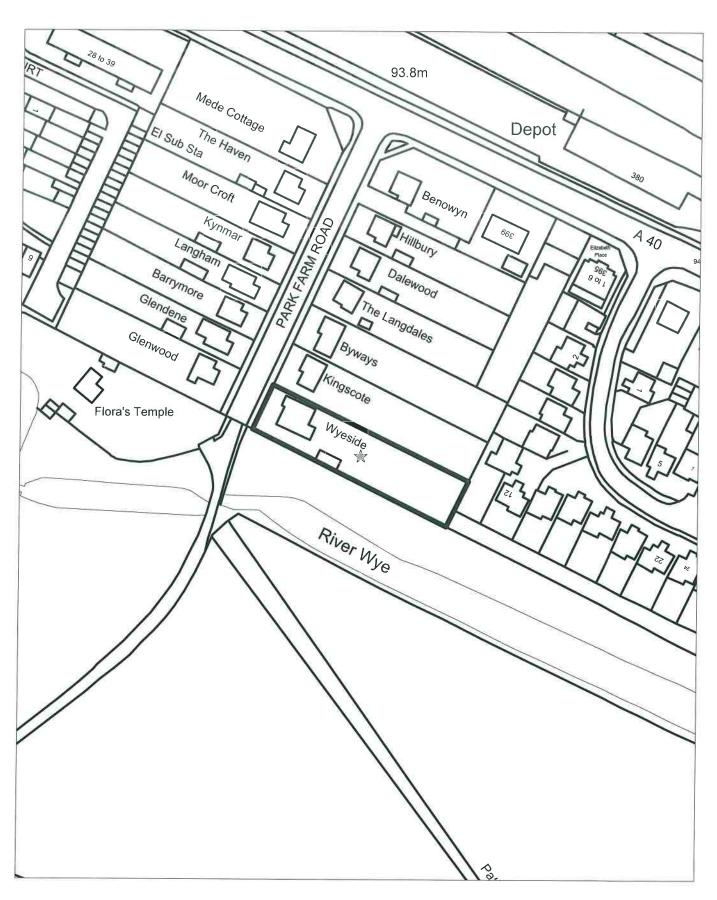
Comments: We maintain the local Historic Environment Record and provide expert advice on archaeology and related matters. The nature of the proposed works is such that they are not likely to significantly harm the archaeological significance of any assets. We therefore have no objection to the proposed development and do not consider it necessary to apply a condition to safeguard archaeological interest.

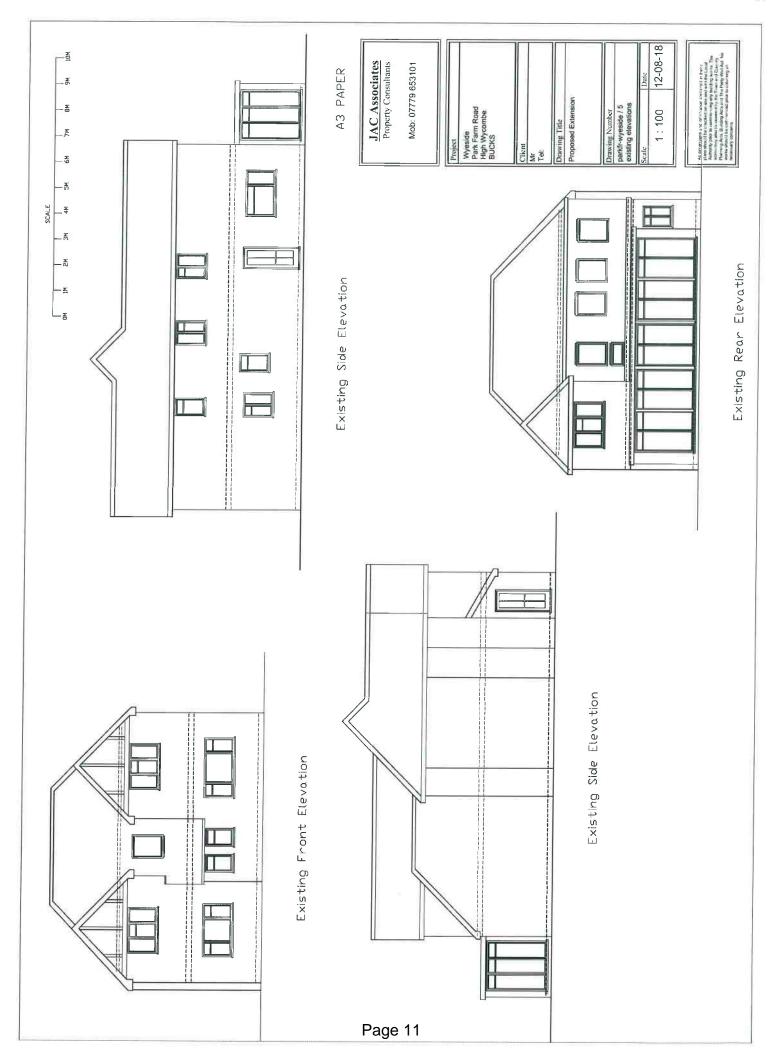
Representations

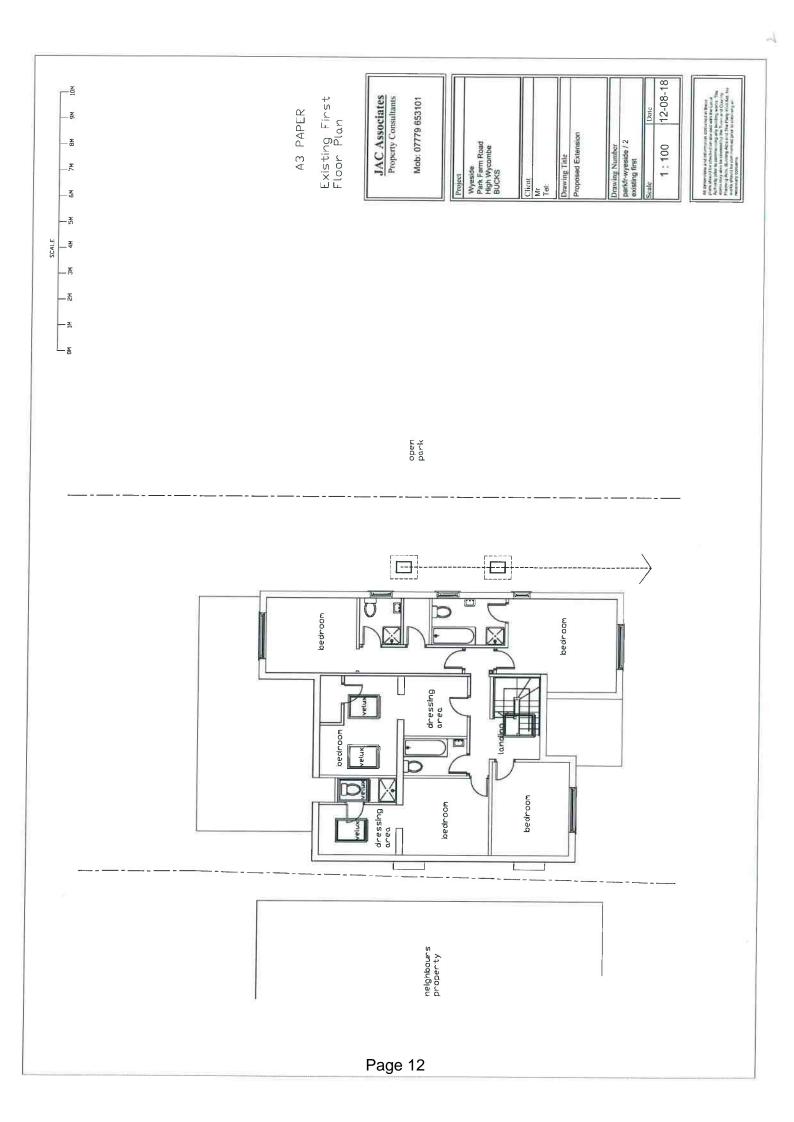
One letter of representation received which is summarised as follows:

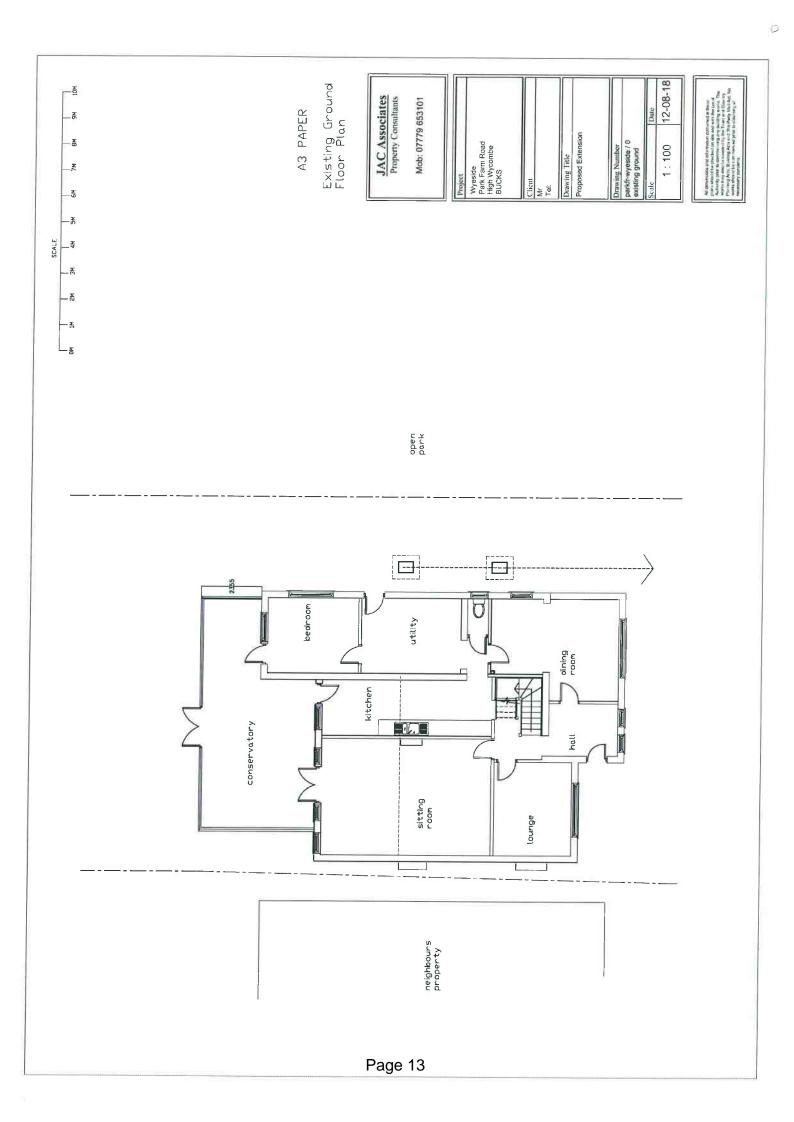
- The proposed first floor extension would put its rear wall well beyond the rear wall of our property, and this would seriously obstruct the light into our garden for much of the day, as would the increase in the height of the property.
- The proposed balconies would overlook our garden and particularly in the case of the proposed left hand balcony, also our house. This would have a serious impact on the privacy which we currently enjoy.
- Three windows have also been proposed for the side elevation which directly overlook our property and would cause a significant loss of our privacy.

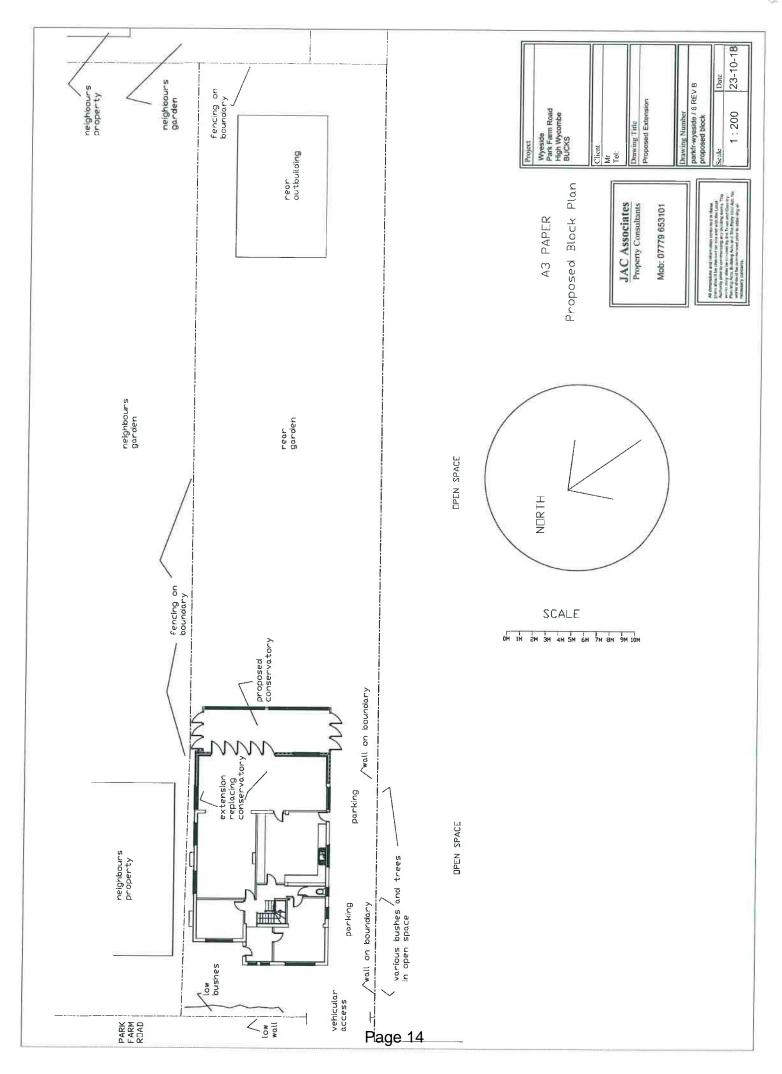
18/07931/FUL Scale 1/1250

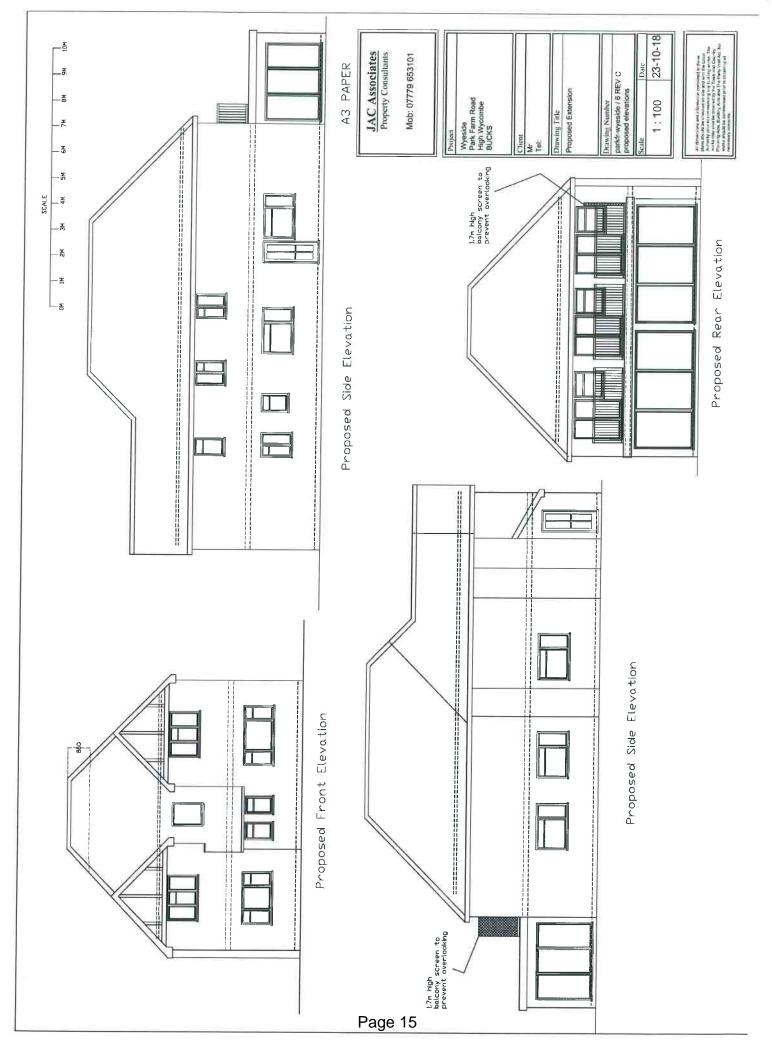




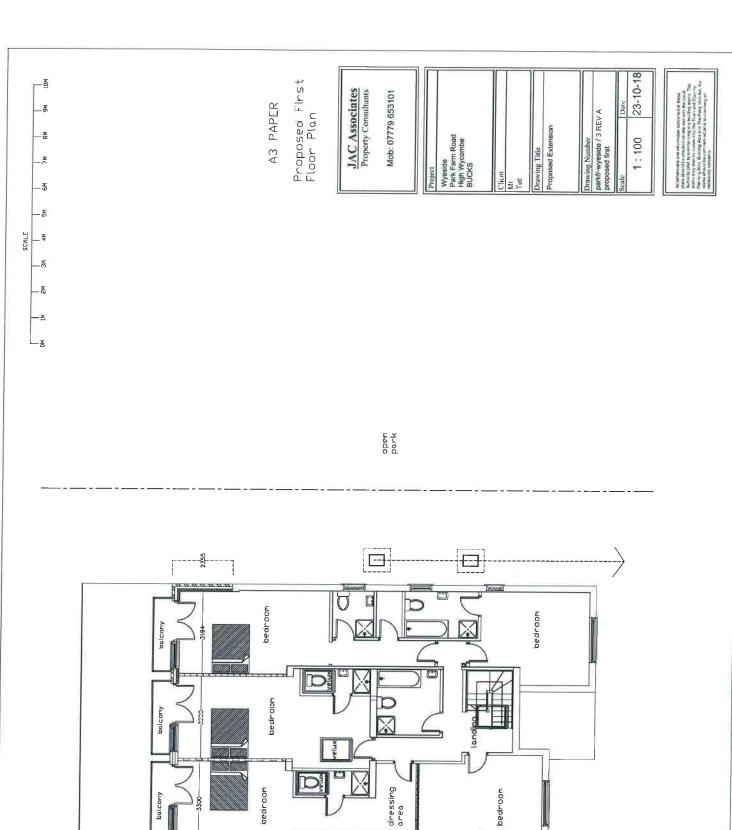






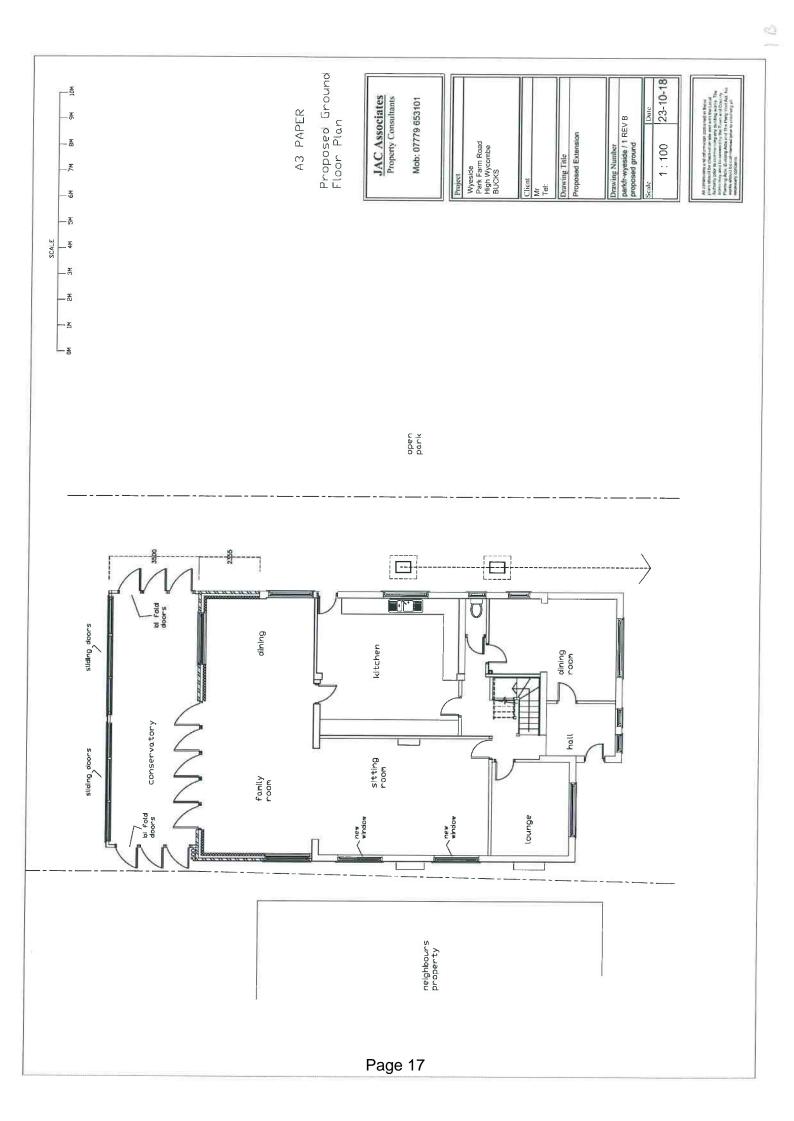






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neighbours property



Agenda Item 5.

Contact: Lucy Bellinger DDI No. 01494 421525

App No: 18/08040/FUL App Type: Full Application

Application for: Demolition of existing building and change of use of the site to provide a

surface level public car park providing 54 car parking spaces inclusive of

3 accessible parking spaces

At Manleys Trade Centre, East Richardson Street, High Wycombe,

Buckinghamshire

Date Received: 11/12/18 Applicant: Wycombe District Council Major

Projects And Estates

Target date for

Decision

05/02/19

1. **Summary**

1.1. Planning permission for a new public car park is recommended subject to planning conditions to secure the appropriate implementation of the development.

2. The Application

- 2.1. Planning permission is sought for demolition of existing buildings and change of use to public car parking. The new car park would provide 54 car parking spaces including 3 disabled spaces. The car park would be accessed via East Richardson Street with a one-way system operating within the car park itself. The existing vehicle access onto East Richardson Street would be widened to provide access to the car park.
- 2.2. The car park would provide public parking that would be managed by the Council. The intention is that the new car park would re-provide existing public car parking from the Desborough Road car park which is to be redeveloped.
- 2.3. The site is bounded by East Richardson Street to the south and Baker Street to the north. It is currently hardstanding set around a two storey building that was used for tyre storage and repairs.
- 2.4. The site is located within the Baker Street site allocation which covers a wider area incorporating land to the west side of Westbourne Street (policy HWTC18). The wider Baker Street site is allocated for mixed use development consisting of business and residential uses. There have been a number of recent developments within the wider allocated area, including a new supermarket and container workspace units.
- 2.5. The application is accompanied by a Design and Access Statement.
- 2.6. The Council has 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 the opportunity to submit amendments to the scheme/address issues,
- The application was determined without delay.

4. Relevant Planning History

- 4.1. There is no planning history of direct relevance to the site, but the proposal is related to the redevelopment of the Desborough Road public car for temporary housing accommodation.
- 4.2. 18/08309/FUL, 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, pending determination
- 4.3. There have been recent applications for a new supermarket and commercial workspace units within the Baker Street area, adjacent to the application site.
- 4.4. 17/06626/R9FUL, Demolition of existing buildings and the construction of up to 2,714sqm GEA B1 business space comprising 48 container work space units with communal wc, refuse facilities and 10 parking spaces (up to four of the 48 container workspace units to have flexible use within use classes A1 (retail) & A3 (restaurants & cafes) and creation of 21 public car parking spaces and retention of existing public car parking at East Richardson Street, highway works to create vehicular accesses and one way system between Short Street and Westbourne Street, permitted December 2017.
- 4.5. 17/06652/R9FUL, The construction of 1,801 sqm GEA A1 (Retail) unit with 92 car parking spaces, landscaping and new vehicular access, permitted November 2017.

5. Issues and Policy considerations

Principle and Location of Development

ALP: T2 (On-site parking and servicing)

CSDPD: CS1 (Overarching principles - sustainable development), CS20

DSA: DM1 (Presumption in favour of sustainable development), HWTC18 (Baker Street)

New Local Plan (Submission Version): CP1 (Sustainable Development), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

- 5.1. The use of the site for car parking would be acceptable.
- 5.2. The application site forms part of a wider area which is allocated for mixed use development. Policy HWTC18 (Baker Street) states that the allocated site will be required to retain an appropriate level of parking to meet strategic requirements.
- 5.3. The former commercial use of the site provided employment floorspace. Policy HWTC18 requires that there is no net loss of existing employment floorspace on the wider Baker Street site. Employment opportunities have been re-provided as part of the redevelopment of the wider site, so the change of use of the site to public car parking is

not an issue. The creation of new public car parking would meet other planning policy objectives in terms of retaining an appropriate level of public car parking to meet strategic requirements.

Transport matters and parking

ALP: T2 (On-site parking and servicing), T4 (Pedestrian movement and provision)

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

DSA: DM2 (Transport requirements of development sites), HWTC18 (Baker Street)

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

- 5.4. The new public car park would contain 54 parking spaces. The proposal would therefore re-provide existing public parking provision at the Desborough Road car park which contains 46 spaces. There would also be an increase of 8 new parking spaces that would add to the overall car parking stock of the town centre.
- 5.5. The parking bays would be 2.5 m wide which would be narrower than the optimum width of 2.8m set out within the Countywide Parking Standards. However, it is considered that the parking bay widths and manoeuvring space would be sufficient to accommodate average sized vehicles and ensure an efficient car park layout. It should be noted that parking bays of the same size have been accepted at a number of neighbouring developments including Desbox and the Aldi supermarket.
- 5.6. The access arrangements to the new car park are acceptable subject to a planning condition requiring that the access is altered prior to the car park being used.
- 5.7. A planning condition is also recommended to secure detail of boundary treatment in order to secure an acceptable appearance and maintain highway safety.

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)

5.8. There are no relevant issues relating to noise, lighting, pollution and contamination.

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)

5.9. A planning condition is recommended to ensure that the final details of the drainage scheme is submitted and approved by the local planning authority. This will ensure that the development does not increase the risk of flooding. At the time of writing, the County Drainage Authority have raised an objection on the basis of insufficient information, but it is considered that this matter can be addressed and is not fundamental to the scheme.

Raising the quality of place making and design

ALP: G3 (General design policy), G10 (Landscaping), G26 (Designing for safer communities), CSDPD: CS19 (Raising the quality of place shaping and design)

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

- 5.10. A landscaping scheme has been submitted which would ensure that new planting is incorporated to improve the quality of the public realm and soften the extent of hard surfacing.
- 5.11. New tree planting would be incorporated into planters around the edge of the car park, which is acceptable. A planning condition is recommended to ensure the implementation of the soft landscaping scheme.
- 5.12. Comments have been made stating that the proposal would be contrary to emerging local plan policy DM35 (Placemaking and Design Quality). This policy does not yet form part of the development plan and is subject to proposed modification which includes reference to limiting single storey development. As such full weight cannot yet be attached to this policy when it comes to decision making.
- 5.13. The modification proposes additional supporting text to clarify that proposals for surface level car parks will need to be supported by robust justification and are appropriate only in limited circumstances.
- 5.14. In this instance it is considered that the proposal for a single level car public park would be an efficient use of land as sought by the emerging policy. If a deck was added to the car park this would not result in additional parking provision as ramps providing access between the levels would take up space.

Infrastructure and Developer Contributions

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

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

5.15. The proposal is not a type of development where CIL would be chargeable.

Conclusion

5.16. As set out above it is considered that the proposal would accord with development plan policies and is recommended for approval subject to planning conditions.

Recommendation: Application Permitted

- 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).
- The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers 16-076-837, 16076-832 Rev B and H_001_DBX_001 Rev D; 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.

No other part of the development shall be used 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.

- The development shall not be used until the off-site highway works shown in principle on drawing 16076-832 Rev B, which includes a partial one-way system for East Richardson Street, geometric changes to the existing layout and no right-turn onto Westbourne Street, have been laid out and constructed in accordance with details to be first approved in writing by the Local Planning Authority in consultation with the Highway Authority.

 Reason: In order to minimise danger, obstruction and inconvenience to users of the highway
 - Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
- Details of all boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before the development becomes operational. The development shall thereafter only be carried out in accordance with the approved details and the development hereby approved shall not be used until the details have been fully implemented. Reason: To ensure an acceptable appearance.
- Development shall not begin until a surface water drainage scheme informed by drawing 477919-PEP-00-XX-DR-C-1101 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 use commences.

 Reason: The reason for this pre-start condition is to ensure that a sustainable drainage

strategy has been agreed prior to construction in accordance with paragraph 103 of the NPPF to ensure that there is a satisfactory solution to managing flood risk.

- The use of the site shall not begin until a whole life drainage maintenance plan for the site has been submitted to and approved in writing by the Local Planning Authority. The plan should set out how and when to maintain the full drainage system following construction (e.g. a maintenance schedule for each drainage/SuDS component) with details of who is to be responsible for the maintenance. The plan shall subsequently be implemented in accordance with the approved details.
 - Reason: To ensure that maintenance arrangements have been arranged and agreed that might otherwise be left unaccounted for.
- The development shall be implemented in accordance with the approved landscaping scheme as illustrated on drawing IH-001-DBX-001 REV F, 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.
- 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.

INFORMATIVES

- 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 preapplication advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
- 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.
- 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.

Agenda Item 5. Appendix A

18/08040/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor L M Clarke OBE – The application does not follow the agreed WDC Local Plan in that where an application is to introduce car parks, they must be multi storey and not a surface car park. Please bring to Committee for determination if you are minded to approve. Also I request a site visit.

Internal and External Consultees

County Highway Authority

Comments: No objection subject to planning conditions relating to alteration of access and that off-site highway works for a partial one-way system for East Richardson Street are implemented.

Although the parking spaces do not accord with the dimensions recommended by the Countywide Parking Guidance they are still larger when compared with historical guidance. Satisfied that they are fit for purpose. The off-site highway works secured as part of the adjacent development will lead to changes to East Richardson Street and how it operates with Westbourne Street. The proposal would not impinge on the function of Westbourne Street or the local highway network.

Lead Local Flood Authority

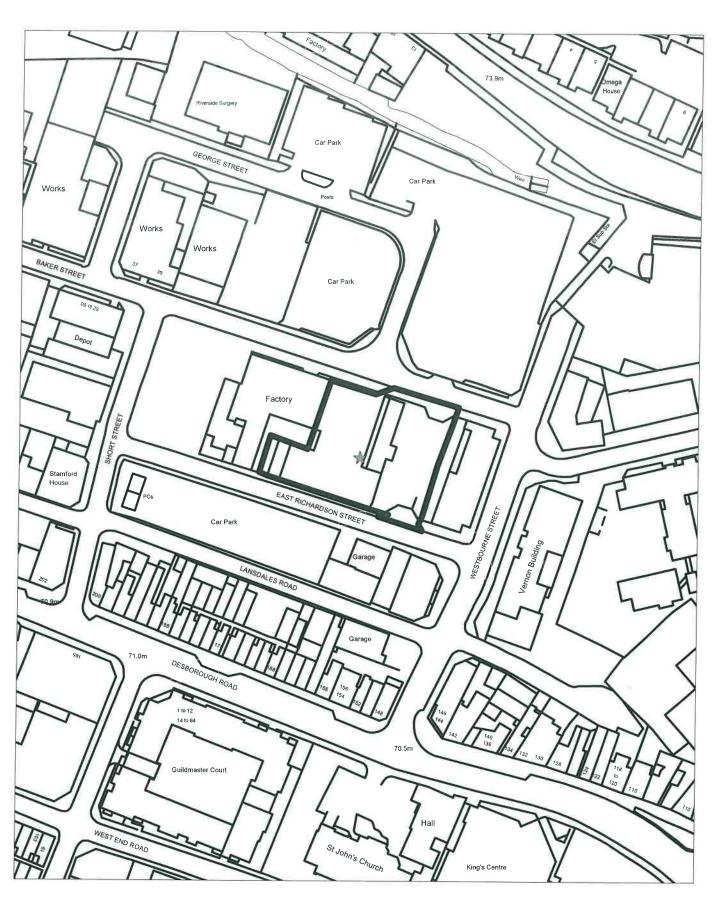
Comments: Holding objection due to insufficient information. Details of the surface water drainage for this phase must be submitted as part of the application.

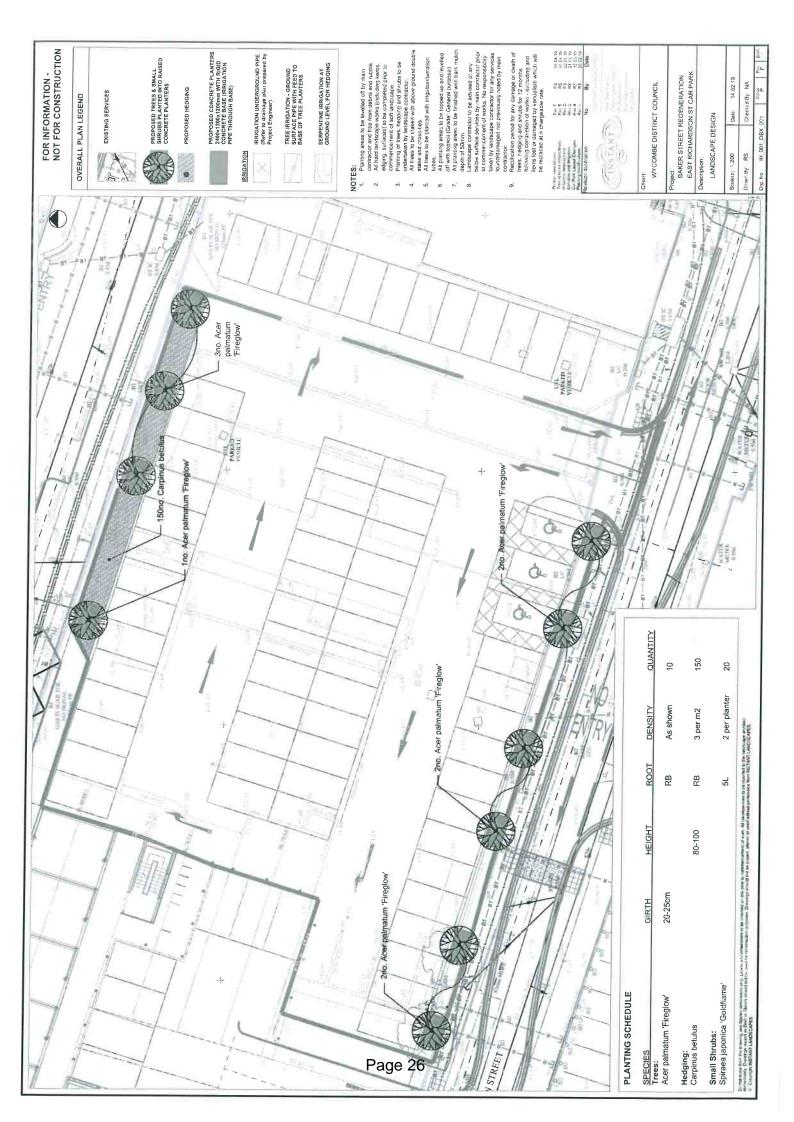
Representations

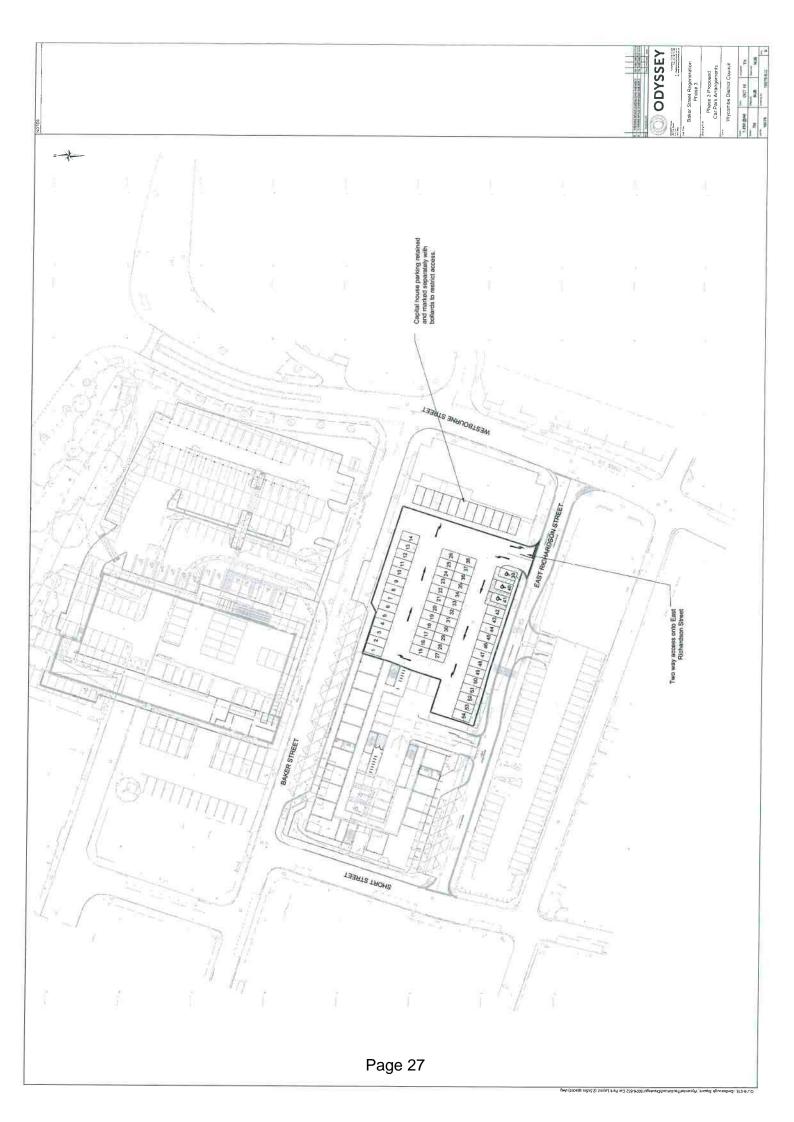
High Wycombe Society – Object as it makes wasteful use of valuable town centre space. In the recent hearings on the new Local Plan, which is emerging policy, WDC accepted an amendment to new policy DM35: "Where single storey developments or surface-level car parks with nothing above are proposed, these will need to be supported by robust justification and appropriate only in limited circumstances."

We are disappointed that this application takes no apparent account of this policy. Any car park in this location should be multi-storey, or should incorporate other facilities on the upper floors, whether for housing or commercial uses.

18/08040/R9FUL Scale 1/1250







Agenda Item 6.

Contact: Alexia Dodd DDI No. 01494 421462

App No: 18/08118/FUL App Type: FUL

Application for: Householder application for single storey front extension including

fenestration alterations and part single, part two storey front/side and rear

extension

At 24 Harwood Road, Marlow, Buckinghamshire, SL7 2AS

Date Received: 30/11/18 Applicant: Ms T Collet

Target date for

25/01/19

decision:

1. Summary

- 1.1. Planning permission is sought for a single storey front extension including fenestration alterations and a part single, part two storey front/side and rear extension.
- 1.1. The proposal will respect the form of chalet style dwellings in the location. The proposal is reflective of the existing pattern of development within Harwood Road and respects the separation between properties.
- 1.2. The proposal respects the amenity of the neighbouring occupiers and would provide adequate on-site parking.
- 1.3. The application is recommended for approval.

2. The Application

- 2.1. Planning permission is sought for a single storey front extension including fenestration alterations and a part single, part two storey front/side and rear extension.
- 2.2. The front porch/ extension would be accessed by a ramp.
- 2.3. The development would be finished in render with vertical timber boards. The roof would comprise of matching plain tiles. The window frames would be powder coated aluminium.
- 2.4. The existing single storey side garage would be removed to enable the proposed extensions.
- 2.5. The application is accompanied by:
 - a) Covering letter
- 2.6. Amended plans were sought and received to:
 - reduced height of porch
 - reduced depth of extension adj. to no.22
 - include a parking layout for 4 x cars on-site
- 2.7. The site comprises of a chalet style property linked to No.22 by a garage.
- 2.8. The dwelling is located within a relatively flat residential road where many dwellings have been extended. Due to the difference of approaches taken to extend dwellings within the area there is now little uniformity.
- 2.9. The site has generous front and rear gardens. The rear garden of the site and that of neighbours are not secluded. The neighbouring dormer windows are clearly visible from within the applicant's rear garden. There is mutual overlooking due to habitable accommodation within the existing loft spaces.

- 2.10. Nos.24 and 22 share a party wall between the respective garages. To the rear of neighbouring garage at No.22 there are no habitable room windows adjacent to the common boundary.
- 2.11. The existing dwelling has eight habitable rooms and 2 spaces on the existing drive. The 'garage' is used as a storeroom. On-street parking is not restricted.

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. In this instance following the site visit amended plans were sought and received.

4. Relevant Planning History

15/07556/FUL, Householder application for construction of single storey side / rear extension to provide annexe – Approved (built)

5. Issues and Policy considerations

Principle and Location of Development

ALP: G3, G8, H17, T2, Appendix 4

CSDPD: CS1 DSA: DM1

New Local Plan (Submission Version): CP1, CP9, DM20, DM35, DM36

- 5.1. The Council expects developments to be compatible with the immediate surroundings of the site. Development ought to respect the local urban context of the location. The character of an area ought to be maintained.
- 5.2. In light of the above No.24 Harwood Road is a modest chalet style dwelling with limited accommodation in the loft. Many dwellings in this location have been generously extended.
- 5.3. Therefore there are no objections in principle to extensions at No.24 so long as the development complies with all relevant planning policies.

Impact upon the appearance of the dwelling

ALP: G3, G8, H17, T2, Appendix 4

CSDPD: CS1 DSA: DM1

New Local Plan (Submission Version): CP1, CP9, DM20, DM35, DM36

- 5.4. High standards of design that reflect the locality are encouraged to maintain and reinforce character. Future development of a dwelling ought to have regard to scale and proportions of existing development. They should be sympathetic to the host property.
- 5.5. In this instance the extensions maintain the form of a chalet style property. The introduction of the front and rear gables are in context with the existing property.
- 5.6. In particular the porch to the front of the property has been amended to respect scale of the front elevation to No.24. The introduction of a ramped access does not dominate the dwelling.
- 5.7. The proposed materials would not have a detrimental impact upon the appearance of the site. As such the proposal would not have a detrimental impact upon this chalet style dwelling.

Impact upon the appearance of the Street scene

ALP: G3, G8, H17, T2, Appendix 4

CSDPD: CS1 DSA: DM1

New Local Plan (Submission Version): CP1, CP9, DM20, DM35, DM36

- 5.8. Extension to dwellings should not have adverse impact upon the character of an area or the surrounding area. In this instance there is a mixture of dwelling styles within Harwood Road including 2-storey houses, chalet style dwellings and bungalows.
- 5.9. Given that No.24 is sect back from the highway by a generous front garden the new front gable would not dominate the street scene. It is noted that some surrounding properties have benefited from front extensions with forward gables which are wider than that proposed.
- 5.10. The rear elevation would not be prominent within the public realm. It would not have a detrimental impact upon the character of Harwood Road.
- 5.11. The amended plan includes a parking area for four cars to the front on a widened drive. It is noted that much of the soft garden would be retained. This would be in keeping the residential character of the location. This proposal would not result in hardstanding dominating the street scene.
- 5.12. No.24 and 22 share are linked by their garages sharing a party wall. The garage serving No.24 is to be removing enabling the development of the proposed side extension. In doing so the side extension is set off the common boundary by the recommended 1m. This 1m gap ensures visual separation between neighbouring properties. It also prevents visual terracing within the street.
- 5.13. Thus for the above reasons the proposal would have not have a detrimental impact upon the character and appearance of Harwood Road.

Amenity of neighbouring dwellings

ALP: G3, G8, H17, T2, Appendix 4

CSDPD: CS1 DSA: DM1

New Local Plan (Submission Version): CP1, CP9, DM20, DM35, DM36

- 5.14. House extensions and other developments should have regard to the residential amenities of neighbouring properties.
- 5.15. It is noted that the from the rear garden of No.24 the neighbouring dormers of Nos. 22 and 26 are visible. There is mutual overlooking due to habitable accommodation within the existing loft spaces. These rear gardens are not secluded.
- 5.16. The two rear gables proposed would, in part, replace the existing dormers at the site. This would not erode the existing relationship between nos. 22, 24 and 26.
- 5.17. The new ground floor windows to the front and rear would not have a detrimental impact upon the neighbouring amenity.
- 5.18. The high level roof light to the top landing would not afford views of the neighbouring dwellings. They are a means of natural light. The proposal include a 1st floor flank window to a new bathroom. In order to ensure the future relationship with no.22 if this dwelling were to be extend it would be prudent to the condition obscure glazing with a top opening fan light.
- 5.19. No.26 is to the southwest of the application site. The proposed rear extension being set off this common boundary would not have a detrimental or overbearing impact upon this neighbours amenity. Nor would the proposal have a detrimental impact upon the levels of natural light to No.26.

- 5.20. With regards to No.22 the position of this neighbouring garage has an influence upon the physical relationship between the two dwellings (nos.22 and 24). The front extension would not have a detrimental or overbearing impact.
- 5.21. In terms of the rear extension the deeper ground floor element would be single storey under a flat roof. This would have an acceptable relationship with no.22. The depth of the first floor element adjacent to the boundary has been reduced. The stepped rear elevation is now has a relationship that is not un-neighbourly. The proposal would not have a detrimental or overbearing impact upon no.22.
- 5.22. Due to the position of the garage at no.22 the rear extension as proposed would not conflict with the Council's guidance upon light angles.
- 5.23. For the above reasons this application is recommended for approval.

On-site parking

ALP: G3, G8, H17, T2, Appendix 4

CSDPD: CS1 DSA: DM1

New Local Plan (Submission Version): CP1, CP9, DM20, DM35, DM36

Bucks. Countywide Parking Guidance

- 5.24. The existing dwelling has 8 habitable rooms and two parking spaces of the drive. The existing garage measures 2.7m by 5.25m. Bucks Countywide Parking Guidance sets out that for garages to be useable they should measure 3m by 6m. Therefore the current 'garage' does not provide a useful parking space.
- 5.25. Within residential parking zone B a dwelling with 8 habitable rooms or 5 bedrooms ought to have parking provision for three cars. Thus there is an existing shortfall of one parking space.
- 5.26. The maximum number of parking spaces for a very large house in parking zone C, is 4 spaces. There is no requirement for 5 spaces within the guidance.
- 5.27. The resulting extension would result in the creation of a dwelling with 14 habitable or 6 bedroom and 4 parking spaces. The proposal has demonstrated that there is sufficient an acceptable level of on-siting parking. It also noted that the site is a short distance from local schools and town amenities.
- 5.28. There are no objections to the proposal in terms of on-site parking. To refuse this application were it is demonstrated there is adequate on-site parking would be therefore be unreasonable.
- 5.29. This planning application cannot resolve issues surrounding thoughtless on-street parking. If an obstruction of the highways does occur due to poor parking this ought to be reported to the appropriate authority.

Weighing and balancing of issues – overall assessment

- 5.30. 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.
- 5.31. 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

5.32. As set out above it is considered that the proposed development would accord with the development plan policies and planning permission should be approved.

Recommendation: Application Permitted

- 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).
- The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers 18-118-01 and 18-118-100 rev.D 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
- The development hereby permitted shall be finished in accordance with the details contained in section 5 of the application form and plan number 18-118-100 rev.D. No other materials shall be used unless the Local Planning Authority otherwise first agrees in writing
 - Reason: In the interest of proper planning and to ensure a satisfactory development of the site.
- 4 Notwithstanding any other details shown on the plans hereby approved, the window to be inserted in the north eastern elevation of the extension serving the new shower-room, 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.
- Prior to the extensions hereby permitted being first brought into use, the scheme for parking as shown on plan 18-118-100 rev.D shall be laid out and shall not thereafter be used for any other purpose.
 - Reason: To ensure sufficient on-site parking.

INFORMATIVE(S)

site.

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 following the site visit, amended plans were sought and received.

Agenda Item 6. Appendix A

18/08118/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor A D Collingwood

Comments: Its bulk scale and mass and overbearing nature and change to the street scene and lack of parking means it fails our planning policies.

This application as it will not be in keeping with the street scene.

The number of bedrooms being 6 would require 5 parking spaces under the latest parking standards if it is a private house.

If minded to approve request that it is sent to committee.

Parish/Town Council Comments/Internal and External Consultees

Marlow Town Council

Comments: Objection. There are serious concerns with regards to the adequate provision of parking. No parking shown on plans. No capacity in the area for displaced parking. It would appear that it could be intended for multiple accommodation use and in that case parking is definitely not adequate.

Representations

The comments upon this application have been surmised for this report:

10 Objections received raising the following concerns:

- Out of keeping in the street
- could be used as HMO, B&B or Care-home
- Inadequate parking
- The proposal is not domestic in scale
- Insufficient on-street parking
- Over development
- Porch design is out of keeping
- This is most attractive road in Marlow

Further comments were made by neighbours on 10.04.2019 which raised no new objections to the proposal

No site notice (A site notice was not required)

The following objections are not matters for this application to considered

- Not enough storage for a house of this size
- This would be a dark house
- Too many bathrooms

Contra to deeds (This is not a planning matter)

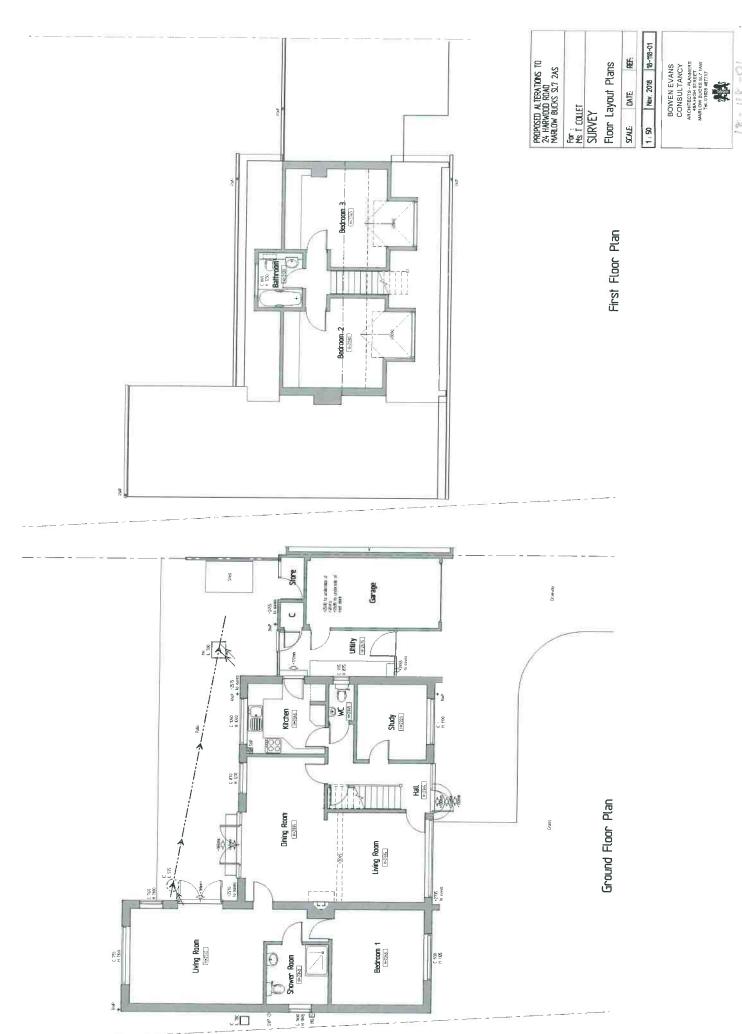
Foul Water Drainage (The applicant will need to contact Thames Water)

2 Comments received supporting the proposal:

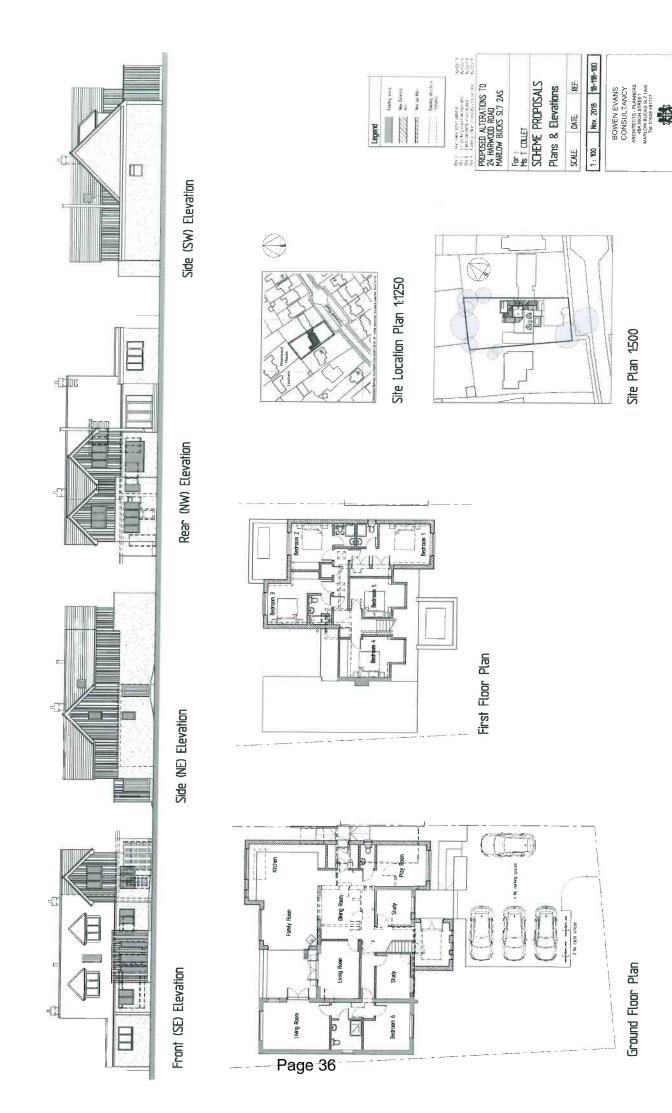
- No objections
- 100% support the application
- In keeping with the location
- The modernisation of homes should be supported

18/08118/FUL Scale 1/1250





Page 35



Meters

Agenda Item 7.

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

19/03/19

Decision

1. <u>Summary</u>

- 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
 - I) 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. <u>Issues and Policy considerations</u>

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 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 peal 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

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).

The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers:

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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
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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.

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.

- 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.
- 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 hydrogeological 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.

- 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.
- 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

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.

- 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.
- 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.

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.

- 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

- 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.
- 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.
- 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.
- 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.
- 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 reenacting 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.

- 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.
- 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.
- 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)

- 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 preapplication 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.
- Tree pit guidance note available here: https://www.wycombe.gov.uk/uploads/public/documents/Planning/Planning-policy/Topic-based/Tree-Pit-Guidance-Note.pdf

Agenda Item 7. Appendix A

18/08309/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor L M Clarke OBE: If you are minded to approve please bring to the Planning Committee for determination. This application is causing a lot of adverse comment in the local area.

Internal and External Consultees

County Highway Authority

As you will have noted from the Transport Statement submitted in support of the proposals, the Highway Authority provided pre-application comments pertaining to the development currently proposed. It was consistently evident during the process that the residential units were for the purposes of temporary accommodation (TA) only. Therefore the scoping and advice issued was based upon this specific use.

Site access

The scheme will remove the car park access on West End Road, create an access on Desborough Road in order to serve three spaces for the proposed development (two accessible parking spaces and a loading/unloading space) and seven spaces for the King's Church, in addition to having three direct-access spaces on West End Road (one for an ambulance and two for the use of the British Red Cross).

In terms of the three spaces on West End Road, whilst located on a 90° bend, it is acknowledged that there are no other access points or parking areas on the section that once had a junction with Desborough Avenue (the closest access being for Courtyard House car park, opposite the three spaces). Nonetheless, the proposed space adjacent to the north/south section of West End Road can achieve approximately 18m to the centre of the road to detect any vehicle that could conceivably travel toward the space from the north.

The main access feature of the proposed development is the aforementioned Desborough Road access that serves three spaces for the TA and seven spaces for the adjacent King's Church. This access has satisfactory junction spacing, adequate width to allow simultaneous two-way flows and can achieve minimum requisite visibility splays.

Sustainability

The application site is situated in a highly sustainable location, being in close proximity to the High Wycombe bus station, and comfortable walking distance of the nearby Eden Centre, three large town centre supermarkets, Wycombe Hospital and High Wycombe Church of England Combined School. As a result, a significant contributory factor of the Highway Authority's view of this application is based upon the services in close reach to the proposed TA.

Parking provision & car park relocation

Another substantial influence on this Authority's determination of this developments transport impact is the provision of an effective replacement car park on East Richardson Street (as proposed within application 18/08040/R9FUL). A concern was expressed during pre-application discussions that the proposed TA units would remove a public car park. In consideration that several planning applications

proposing private flats within the local area in recent years have included this car park as being available for peak residential parking, it was imperative that a similarly-sized facility was enabled to ensure that on and off-street parking for local residents did not become saturated. Therefore I will recommend a condition guaranteeing that the car park proposed within application 18/08040/R9FUL is operational prior to the closure of the West End Road car park that would be required to implement any permission granted to application 18/08309/FUL.

The third main reason behind the Highway Authority's support of this application is the nature of the accommodation proposed. In recognition of the specific use of these units, combined with the site's location, is that a lack of on-site parking provision is likely to result in any displaced parking on the local network. This stance is further enforced by the existence of a high level of local waiting restrictions (i.e. double-yellow lines, single yellow lines and resident parking zones). Nevertheless, a parking beat survey featured within the Transport Assessment submitted in support of the application does show a reasonable level of off-site parking available should any residents require parking for their vehicles during times of peak residential demand (late night into early morning).

Mindful of these factors, I do not have any objections (or reasons to lodge any opposition) to this application subject to the following conditions:

- Condition 1: 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.
- **Condition 2:** 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.
- **Condition 3:** 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.
- **Condition 4:** 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.
- **Condition 5:** 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.

Condition 6: 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.

Condition 7: The West End Road car park shall not be permanently closed to allow implementation

of the development hereby permitted until a public car park has been opened and

operated at the Manley's Trade Centre site on East Richardson Street.

Reason: To ensure public car parking provision and avoidance of saturated on-street provision

to the detriment of highway safety and convenience of use.

Cadent Gas Ltd Plant Protection Department

Comments: No reply

Waste Management

Comments: We note the provision of what appears to be a single communal bin store and collection point from West End Road. We have some concerns at the lack of a suitable turning facility for the collection vehicle. Assuming collections coincide with those at Peddle Court, it would be possible for the RCV to reverse the short distance to the proposed collection point, after exiting Peddle Court. Use of a reversing assistant would be required to undertake this manoeuvre. It is recommended that a development this size would require the following waste capacity and containment solution: 9 x 1100 litre refuse bins; 9 x 340 litre mixed recycling bins; 9 x 340 litre paper recycling bins; 4 x 240 litre food recycling bins. This configuration is based on fortnightly refuse collections and fortnightly recycling collections and weekly food waste collections.

Bin dimensions available within the service planning guidance doc available online http://www.chiltern.gov.uk/wastepolicy

We have no objections or further comments at this time.

Crime Prevention Design Advisor

Comments: I have reviewed the documents, crime statistics and discussed the application with the Neighbourhood/Problem Solving Team for the area.

There are some concerns regarding the design and layout of the building which we believe to be problematic in terms of crime and ASB. To address these concerns we ask that conditions (detailed below) are placed on the applicant. These conditions should run in conjunction with a risk assessment process already established between the Local Authority's Emergency Housing Department and Thames Valley Police and in use at other developments in Wycombe. This management procedure, whilst outside of the planning process, is vital to safeguard the development and its occupants.

Surveillance

I have significant concerns relating to the lack of surveillance provided from the development to the surrounding streets especially on the West End Road eastern elevation. This generally lacks a suitable level of surveillance capable of safeguarding the development especially on the ground floor where bins and stores are located. Whilst surveillance is potentially available from the floors above windows are located in bedrooms and not active rooms in the dwellings. The TA office is located in this area and will be able to provide some guardianship however this will be restricted by the hours of

operation, as will the surveillance provided from the neighbouring office block based on West End Road.

In the absence of a suitable level of surveillance being achieved from the design and layout, I ask that a condition is placed on the applicant to provide formal surveillance around the development. A security needs assessment should be conducted and submitted to ensure an adequate system is present to safeguard the development and it occupants.

Condition

This can be addressed by condition requiring a security needs and operational requirement assessment to be conducted and the resulting security strategy be implemented. .

Physical Security

It is pleasing to see that the applicant has shown a commitment to achieving the physical security requirements of 'Secured By Design'. Secured 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, these relate to external doors including associated stores accessible from the public realm to prevent unauthorised activity and entry and a requirement to fit laminated glass to all ground floor/easy to reach windows to deter forced entry or damage.

Condition

This can be addressed by condition requiring an application for Secured by Design – Silver Award to be submitted and then once approved the development carried out in accordance with these details

Lighting

I have been unable to find any details relating to the additional lighting that was agreed for West End Road at the meeting held on the 13th February 2019. This was to provide sufficient lighting utilise any natural surveillance that may be present on Desborough Road. This should be submitted prior to planning permission be granted. (Officer note: This can be the subject of a condition.)

Buckinghamshire County Council (Major SuDS)

Comments received 11th January 2019

The LLFA objects to the proposed development due to concerns of surface water and groundwater flood risk.

Flood Risk Assessment to take account of all sources of existing flood risk

- Indicative flood risk resistance and resilience measures
- Site investigations report including groundwater monitoring results
- 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 how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance.

Comments received 14 February 2019

The LLFA has a holding objection to the proposed development due to concerns of existing surface water flood risk.

Failed to address concerns about surface water flood risk along the lines identified in the first consultation response.

We still require the following information from the applicant:

Flood Risk Assessment to take account of all sources of existing flood risk

- Indicative flood risk resistance and resilience measures
- 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.
- Indicative whole-life maintenance plan

Further information has been submitted to address the concerns of the Lead Local Flood Authority.

Updated consultation response 1st April 21019. The LLFA has no objection to the proposed development subject to recommended conditions.

It is proposed to use permeable paving to attenuate surface water flows on site. Using a flow-control device, the system will then discharge at a rate of 5 l/s to the Thames Water surface water sewer network to the North of the site. Permission from Thames Water to utilise this network has been provided. It is also understood that at detailed design stage rain gardens and other small-scale above ground SuDS features will be incorporated. The LLFA welcomes proposals of sustainable drainage components with multifunctional benefits.

According to the updated Flood Map for Surface Water, the application site is at low risk of surface water flooding, with depths up to 0.6m anticipated for events between a 1% to 0.1% Annual Exceedance Probability (AEP) (there is between a 1% to 0.1% chance of this event occurring within any given year). Within the Technical Note the applicant has noted that due to the height of the boundary wall along Desborough Road (0.4m) the risk of surface water flood risk to the site is reduced, as it is understood the wall will be retained post-development. The applicant is required to demonstrate that the proposed building will be appropriately flood risk resistant and resilient; this is in accordance with paragraph 163 part B of the National Planning Policy Framework 2018.

The LLFA have concerns that the proposed development could lead to the potential displacement of the existing surface water flood risk and consequently increase flood risk off site. The current site, due to its nature, is a flat area which likely acts as informal storage during times of flooding, the proposed development will lead to an obstruction of the area, causing a potential displacement of floodwater. The Technical Note outlines that the permeable paving will manage the excess floodwater for the 1% to 0.1% AEP events however, it has only been designed for a 1% AEP event with a 40% Climate Change allowance. We therefore request that the existing surface water flood risk is appropriately managed ensuring no increase of flood risk elsewhere in accordance with paragraph 163 of the NPPF 2018. This could be through measures such as increasing the storage capacity of the permeable paving or creating storage elsewhere. Alternatively, the applicant may wish to provide calculations to show the residual surface water flood risk for events between the 1 to 0.1% AEP event will be managed by the proposed system.

Indicative maintenance measures have been provided for the proposed surface water drainage scheme, the LLFA request a detailed whole-life maintenance plan is provided for the all SuDS components at detailed design stage.

We would request the following condition be placed on the approval of the application, should this be granted by the LPA. (Officer note: All suggested condition have been included in the recommendation.)

The Licensing Officer Buckinghamshire Fire Rescue

Comments: None received.

Ecological Officer

Comments:

The ecology report and the bat survey show that there is very little of ecological value on site and that no bats are using the buildings. The proposals will result in the loss of a small number of trees but it has the potential to create good ecological enhancements and the Ecological report makes several suggestions in section 5 of how this could be done through the inclusion of green roofs and green walls as well as landscaping.

Although details of landscaping (and the ecological enhancement associated with them) can be left to condition the details of green walls and green roofs needs to be shown sooner as they could have structural implications into the design of the building.

Conditions will be required relating to lighting and potentially about resurveying is for bats if the buildings are not demolished within a year.

Lighting condition: All external lighting must be designed in consultation with an ecologist to ensure that bats and other wildlife are not adversely impacted upon by lighting. Details and plans showing how this will be achieved must be submitted to and approved in writing by the LPA prior to occupation. Reason: to ensure that wildlife are not adversely impacted by lighting and to ensure proposals are in line with paragraph 180 of the National Planning Policy Framework.

Arboriculture Spatial Planning

Comments:

Existing trees on the Desborough road frontage are ornamental fruit trees, and are therefore likely to cause nuisance to the new development. They are also likely to suffer through the construction works. These trees should be replaced with three new trees; Sweet Gum, fastigiate, for example, would have a more elegant shape, suited to the design of the building.

RECOMMENDATION: No objection subject to condition

Control Of Pollution Environmental Health

Comments:

I have no objection to this application.

Representations

High Wycombe BIDCo

Represents local business in High Wycombe Town Centre and has responded to the application on behalf of their members. They strongly oppose the proposal.

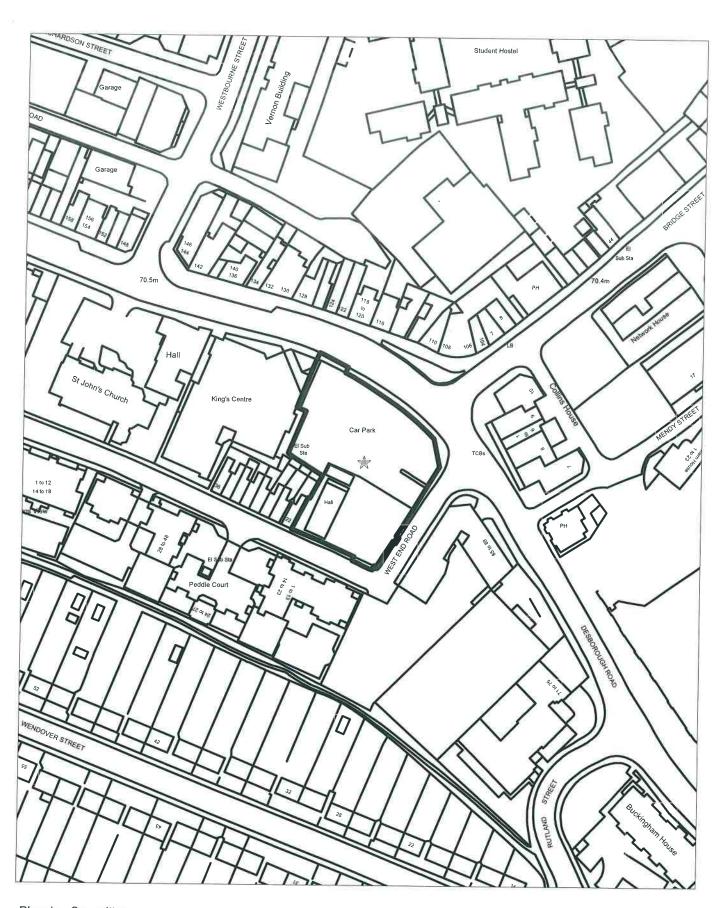
- Desborough Road already is known for being a place for people in transition who are particularly vulnerable to anti-social behaviour.
- Proposed location for temporary accommodation will be detrimental to businesses and the local area.
- This will just exacerbate those who are facing hardship in one area.
- The replacement car park will not meet the need for affordable long stay car parking or free short stay parking to help boost Desborough Road businesses.
- The existing car park and the new car park are both required to increase access.
- There has been significant disruption by virtue of road works and development and further disruption will mean more businesses will cease to trade.
- Car parking strategy needs to be addressed to allow some free on-street parking.

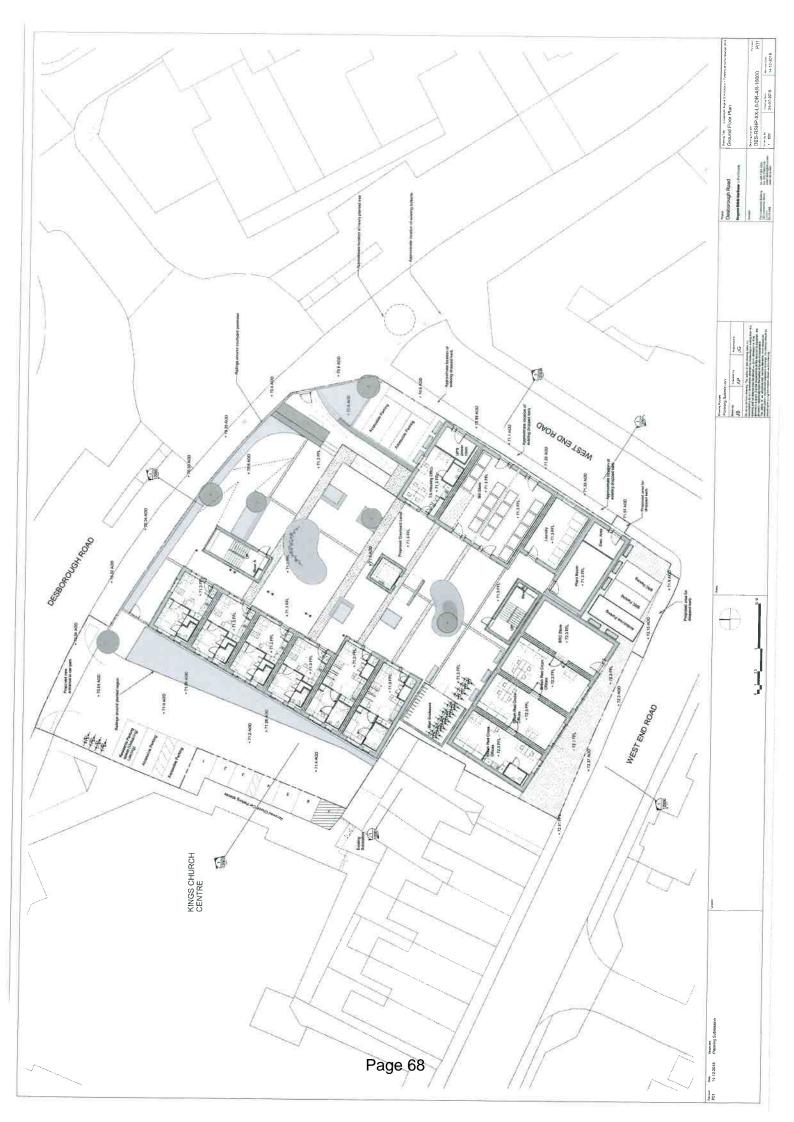
9 representations received objecting to the proposal:

- Unacceptable level of noise from the development will impact upon neighbouring properties.
- Loss of light.

- Unacceptable design which will not age well more appropriate development would be a brick building.
- Rendering weathers poorly.
- Loss of car park which is used a lot by shoppers.
- Living environment for occupiers of the units is poor noise, disturbance, lack of privacy.
- Is the proposed new facility appropriate in the town centre?
- Design is out of character with the area.
- Unacceptable impact upon Peddle Court.
- Density too high reduce the number of floors and the number of occupants.
- Design of the building and its use do nothing to improve the living or shopping experience of the centre of High Wycombe.
- Does not respect local context, street pattern, local scale and proportions of local buildings and out of character.
- Change to residential without regard to the local businesses.
- Overbearing development.
- Insufficient parking either on road or off road for residents, businesses, customers, staff and shoppers to the town centre.
- Car park is nearly always full important facility.
- New Road layout of Desborough Road is not safe for vehicles and pedestrians.
- A site out of town should be found for this type of use.
- Issue with homelessness, drug abuse and advertising and meeting area for prostitution this is not an appropriate location for temporary accommodation.
- It is not appropriate location for children as there are needles from drug use and environmental issues arising from rough sleeping.
- Lack of support for Desborough Road traders from the local council.
- Crime hot spot is not a suitable location for this type of development.
- Has the Council conducted a social and equalities risk assessment to show that this site is the most sustainable and suitable.
- Has the Council conducted an Equality and Diversity Impact Assessment that would outline the reasons the Council took in its overall decision.
- There has been an opportunity to work with local partners such as the neighbouring Church and this has been missed.
- Displacement of parking and also no parking to be provided for the use of the site which is contrary to parking policies and BCC parking guidance.
- The area has seen a net loss of parking.
- The loss of the car park affects local businesses and the neighbouring Church (members and attendees) who use the car park particularly those with mobility difficulties.
- The opportunity to provide onsite underground car parking has been missed.
- Missed opportunity for an iconic building in this prominent location.
- Scale of the building dominates the adjacent buildings.
- Overbearing impact on the adjacent Church despite a 10m separation and also overlooking.
- Support the general redevelopment of the site the proposed use is unsuitable.

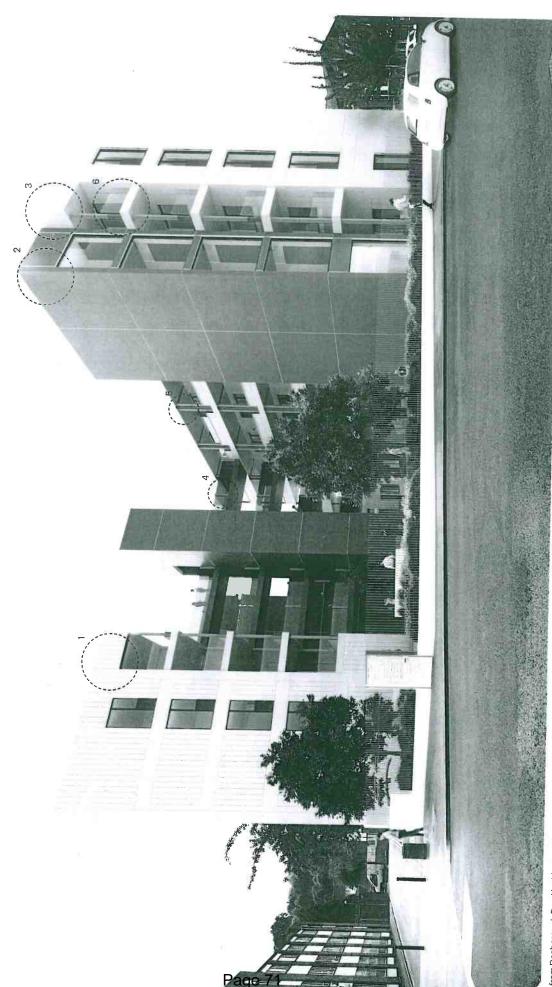
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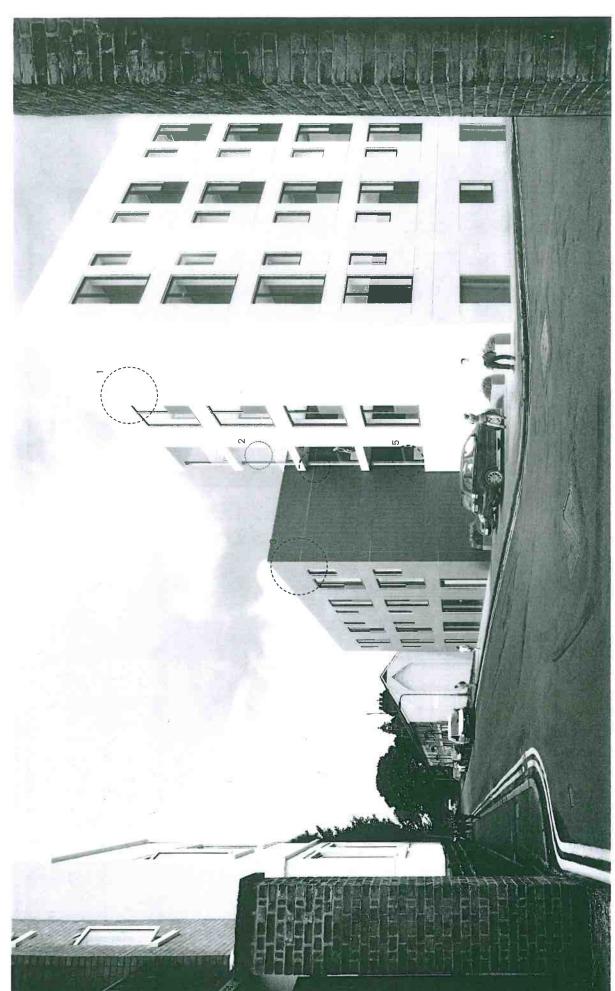








View from Desborough Road looking south



View from West End Road looking northwest

Agenda Item 8.

Contact: Yee Chung Hui DDI No. 01494 421048

App No: 19/05036/FUL App Type: FUL

Application for: Householder application for removal of existing garage and construction of

replacement outbuilding with games room, workshop/store, garage and

carport

At 50 St Johns Road, Tylers Green, Buckinghamshire, HP10 8HU

Date Received: 10/01/19 Applicant: Mr Andrew Duxbury

Target date for

07/03/19

decision:

1. Summary

- 1.1. Planning permission is sought for the removal of an existing garage and the construction of a replacement outbuilding with games room, workshop/store, garage and carport.
- 1.2. An amended proposal has been received, with the replacement garage reduced to single storey, instead of the two storey building originally proposed.
- 1.3. The proposed development is considered subservient and integrates with the character and appearance of the wider area. As a result, it would not be visually intrusive in the street scene, or harmful to the amenities of neighbours.
- 1.4. The application is considered to comply with Development Plan Policies and is therefore, recommended for approval.

2. The Application

- 2.1. The application site is within an existing residential area to the north-east of High Wycombe within the Ward of Tylers Green. Along St Johns Road are detached residential units with no uniform design code and have a variation of designs and appearance. They are typically well set-back from the existing road network, with high hedges to front.
- 2.2. The application dwelling, no.50 St Johns Road, is situated between no.46 and no.52, in a wider plot in comparison to the linear-shape of no.46. The existing garage is well-screened from the public views, with the tall hedges to front of the dwelling and existing security fencing. The garage itself is single storey and separated from the main dwelling by the landscaping features in the front garden. It is part hipped and part gable roofed, with a car port for one vehicle on the south-east side. It has a maximum height of 3.1 metres.
- 2.3. It is proposed to replace the existing garage with a replacement outbuilding with games room, workshop/store, garage and carport. The amended scheme is for a single storey structure only. It would be 10.8 metres in width and 10.8 metres in depth and have a maximum height of 4.8 metres. It would be finished with a half-hipped roof containing velux windows on the south east and north-west elevation. It would be finished with plain tiles and plain rendering, to match the existing dwelling.
- 2.4. The application is accompanied by:
 - a) Design and Access Statement
 - b) Site location plan (drawing no. WDC1)
 - c) Block Plan (drawing no. WDC2)
 - d) Existing garage (drawing no. 1)
 - e) Existing elevations (drawing no. 2)
 - f) Amended ground floor plan (drawing no. 6)

- g) Amended proposed elevations (drawing no. 7)
- 2.5. An extension of time has been agreed with the agent/applicant on 21st February 2019 to cover the time period of the neighbours and local Members re-consultation.

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/agent was updated of issues after the initial site visit and provided the opportunity to amend the scheme to overcome Council's concerns. The agent later submitted an amended proposal of a single storey building, rather that the two storey structure that had originally been proposed. The amendment is considered acceptable and is recommended for approval.

4. Relevant Planning History

88/07637/FUL – Conversion of bungalow to two storey chalet house by extension at first floor level. Application refused.

89/05642/FUL – Conversion of bungalow to two storey chalet house by extension at first floor level. **Application permitted**

99/05878/FUL - Erection of detached garage. **Permitted and implemented** Note: Permitted development rights not removed for the garage

5. Issues and Policy considerations

Principle and Location of Development

ALP:

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

DSA: DM1 (Presumption in favour of sustainable development)

New Local Plan (Submission Version): CP1 (Sustainable Development), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

- 5.1. As mentioned above, the application site is within an existing residential area and has an existing garage that is single storey and forward of the dwelling. The existing detached garage is similar to the existing garage of no.69a; it is approximately 10 metres from the application site curtilage and the main road. With the existing landscaping features within the front garden, the garage is not readily visible from either the house, or the road.
- 5.2. The proposed development has attracted a number of local concerns, with objections on the grounds of impact in the street scene and the character of the wider area and impact on the amenities of adjoining neighbours.
- 5.3. Having considered the siting of the proposal, which is in a very similar position to the existing garage, there is no issue with the proposed development in principle, subject to the compliance with relevant Development Plan Policies.

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), Appendix 4

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

New Local Plan (Submission Version): DM35 (Placemaking and Design Quality)

- 5.4. The proposed replacement garage is in the same location as the existing structure, but with an increase in building footprint. Amended plans show the proposed development would extend by an additional metre towards the garden and the main dwelling. While it is higher than the existing building it remains single storey only.
- 5.5. Objections have been received on the grounds of the proposed height, suggesting this would be visually intrusive along the street scene. The ridge is about 1.7 metres higher than the existing, but is similar to that of the outbuilding at no.69a and is well screened by the existing landscaping and fencing at the site. As such it would not be unduly dominant in the street and would not be detrimental to the character or appearance of the area. The proposed design and appearance is subservient and matching to the main dwelling.
- 5.6. Mindful of the reasons mentioned above, proposed development does not appear to be incongruous along the street scene nor does it appear to be out of keeping with the existing dwelling.

Amenity of existing and future residents

ALP: G8 (Detailed design guidance and local amenity), H19 (Residents amenity space and gardens) Appendix 1, Appendix 4

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)

- 5.8 Representations have been received from adjoining neighbours regarding the loss of view from their habitable rooms and loss of light to the front of the dwelling as a result of the development.
- 5.9 With the reduction of height of the garage from that initially proposed, the development would not result in any significant loss of light or outlook. There is no right to a view as such, but the proposal would not be overbearing in appearance for neighbours. It would not appear incongruous to the adjoining neighbours and remains set back from the main road and adequately separated from neighbouring dwellings.

Transport matters and parking

ALP: T2 (On – site parking and servicing)

CSDPD: CS20 (Transport and 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)

- 5.10 The application does not include details of the main dwelling and it is unclear what the existing parking requirement is for the dwelling.
- 5.11 However, the application site is located within Residential Zone B of Tylers Green and Loudwater, where the optimum requirement for dwellings is for 3 on-site parking spaces. With the drive and replacement garage, this is met.
- 5.12 With the demolition of the existing garage, the replacement garage and carport will required to be permanently retained and to be used for parking vehicles only and not for other purposes or uses. This is to ensure the on-site parking requirement will be fulfilled thereby avoiding displacement parking within the neighbourhood to the detriment of highway safety.

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)

5.13 Application site is not within flood risk zones or any buffer zones of water sources. It is considered there is no known flood risks associated with this application site and the proposed development.

Weighing and balancing of issues – overall assessment

- 5.14 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.
- 5.15 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
- 5.16 As set out above it is considered that the proposed development would accord with the development plan policies and 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).
- The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers WDC1; WDC2A; no.1; no.2; no.6; no. 7; 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.
- The development hereby permitted shall only be occupied or undertaken in connection with and ancillary to the occupation of the existing premises or use and shall at no time be severed and occupied as a separate independent unit.

 Reason: To prevent the undesirable establishment of a separate independent unit not in accordance with the policies for the area.
- The materials to be used for the external surfaces, including walls and roofs shall be of the same colour, type and texture as those used in the existing dwelling, unless the Local Planning Authority otherwise first agrees in writing.

 Reason: To secure a satisfactory external appearance.
- The garage hereby permitted shall be kept available for the parking of motor vehicles at all times. The garage/car port shall be used solely for the benefit of the occupants of the dwelling of which it forms part and their visitors and for no other purpose and permanently retained as such thereafter.
 - Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

INFORMATIVE(S)

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, the applicant/agent was updated of issues after the initial site visit and provided the opportunity to amend the scheme to overcome Council's concerns. The agent later submitted an amended proposal of a single storey building, rather that the two storey structure that had originally been proposed. The amendment is considered acceptable and is recommended for approval.

Agenda Item 8. Appendix A

19/05036/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Katrina Wood

Initial Comments: There are many local concerns regarding this application due to the size, out of keeping with streetscene and obstructive nature of the development. If officers are minded to approve then I would request that it be brought before the planning committee for a full discussion and decision.

Further Comments: I have looked at the amended plans but there are still many local concerns and if officers are minded to approve I would still request that this comes before the planning committee for a decision.

Parish/Town Council Comments/Internal and External Consultees

Chepping Wycombe Parish Council

Initial Comments: We consider that this proposed 2 storey development would be out of keeping with the nature of the surrounding street scene which is typified by properties set well back from the road with fronts set to lawns, and the few existing small buildings that are nearer the road being single storey. This development should be limited to single storey with a pitched roof no higher than the existing one.

Further Comments: The parish council are pleased to see that an amendment to the original planning application has been made by way of a reduction to the height of the proposed garage roof. However, we consider that the new proposed building would still be a bulky inappropriate development in a front garden, and we are also concerned that it could set a precedent for others to follow. Therefore our previous objection stands as we are still of the opinion that this development if allowed would have an adverse impact on the street scene.

Representations

Eight comments have been received, including one from the Penn and Tylers Green Residents Society, objecting to the initial proposal:

- Overdevelopment, dominant outlook, substantially large proportion of a garage with significantly large building footprint
- Appearance and layout out of keeping as a garage. Out of keeping in terms of height and bulk with surroundings and impact to street scene.
- Out of character and out of keeping with existing building lines. Proposed two storey garage sets precedents to the area.
- Overbearing in appearance to adjoining neighbours
- Loss of evening light to the adjoining neighbour's garden
- Loss of privacy, overlooks to neighbouring dwelling's front garden and proposed Velux window will overlook into neighbouring dwelling's habitable room.
- Potential change of use of proposed garage to independent dwelling by future owners
- Inadequate information submitted in the application in terms of design and planning context and inconsistency with the proposed dormer in the proposed elevations

4 comments have been received objecting to the amended proposal:

- Amended plans remains with considerable height
- Objection to the increased of building footprint of extending additional 1 metre towards the road network.
- Frontage out of keeping with the character of the neighbourhood.
- The "line of hedge" as illustrated on the amended plans does not exist and doubts if there is room of such hedge

- Inaccuracies with the amended plans
- Reducing room for parking and manoeuvring with the reduction between the garage and to the road.
- Highways safety concerns with the application site might resulted in unacceptable sight lines when entering and exiting site with parked cars along the road
- Questioned on the orientation of the proposed garage and area for manoeuvring. The garage
 is forward from the house itself and suggested this is acceptable only on the basis that the
 entrance of the garage was sideways onto the road and within thirty foot building line from
 the road. As a result, safety concerns if the proposed garage would brought further forward
 towards the main road.

Recommends:

- Reduction of the proposed development to maximum height to 4 metres.
- Proposed building footprint as initial scheme and not to increase.
- Suggestion of relocation of proposed garage by 1 metre to the west with the proposed hedge panted towards no.50's curtilage







SITE LOCATION PLAN

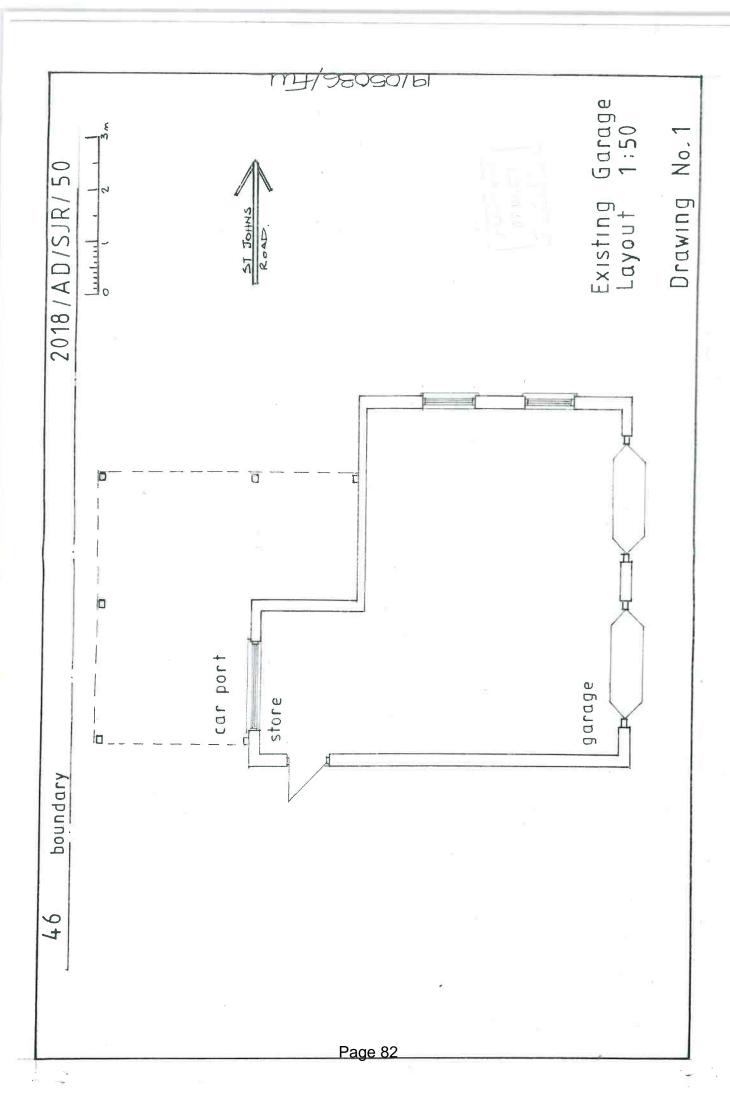
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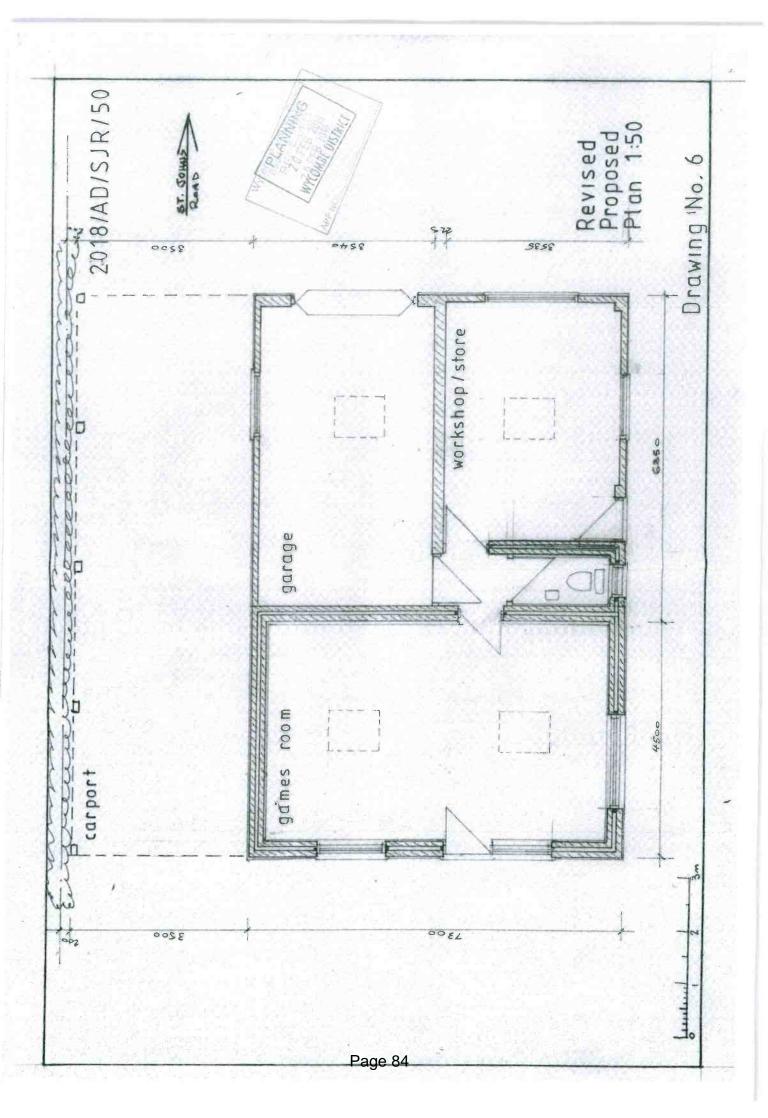
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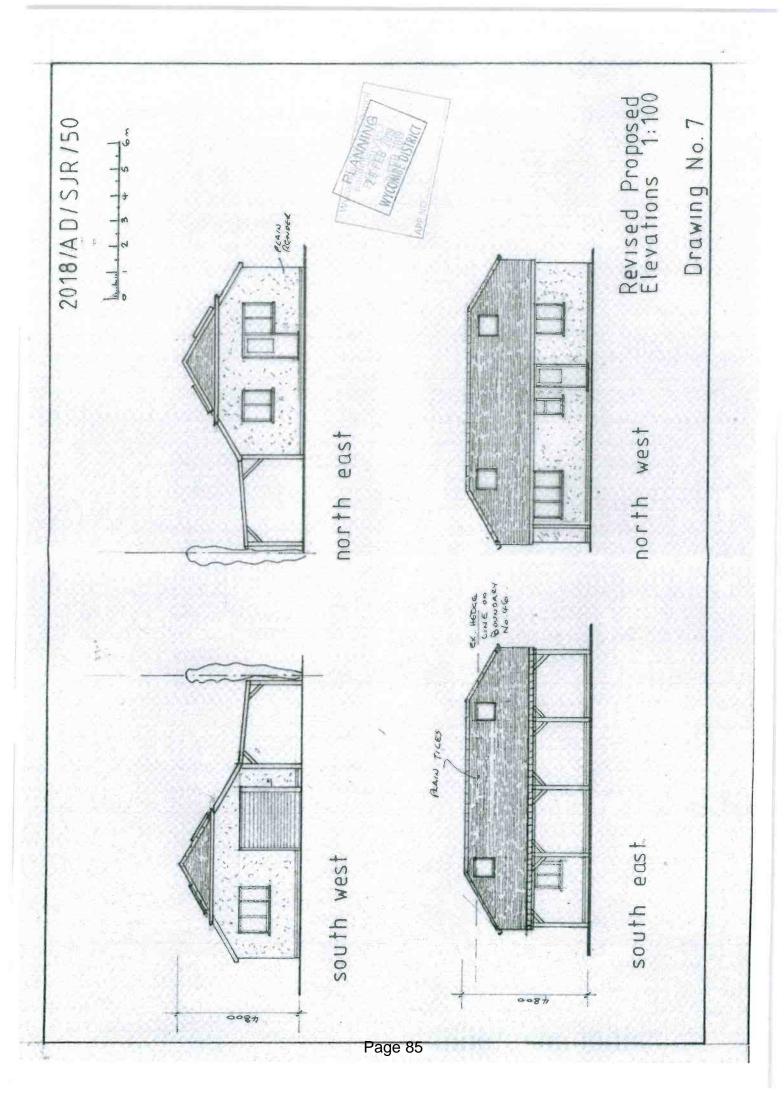


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Agenda Item 9.

Contact: Taz Poptani DDI No. 0203 589 3987

App No: 19/05227/FUL App Type: FUL

Application for: Householder application for a metal sliding access gate with masonry

piers & extended dropped kerb.

At 1 Moyleen Rise, Marlow, Buckinghamshire, SL7 2DP

Date Received: 01/02/19 Applicant: Mr S Parry & Ms. Samons

Target date for

29/03/19

decision:

1. Summary

- 1.1. Planning permission is sought for the construction of a metal sliding access gate with masonry piers & extended dropped kerb.
- 1.2. The proposal will respect the character of the site, the surrounding locality, and the amenity of the neighbouring occupiers. Furthermore it would have no adverse impact on highway safety.
- 1.3. The application is recommended for approval.

2. The Application

- 2.1. Planning permission is sought for the erection of a metal sliding vehicular access gate with masonry piers & extended dropped kerb. The piers would have a height of 1.9m and the gates would have a height of 1.8m.
- 2.2. The application property is a detached two storey dwelling constructed from brick with a tiled roof and is situated to the south-western side of Moyleen Rise. The site is situated within an existing residential area and the application dwelling itself is not considered to be of significant architectural merit.

3. Relevant Planning History

18/06104/FUL - Householder application for construction of single storey front extension to existing garage to form a studio, construction of first floor extension over existing garage and associated alterations. Permitted.

18/07622/FUL - Householder application for construction of single storey front extension to existing garage to form a studio, construction of first floor extension over existing garage and associated alterations (alternative scheme to pp 18/06104/FUL). Permitted.

19/05110/FUL - Householder application for single storey front extension to existing garage to form a studio, first floor extension over existing garage and associated alterations. Creation of log store and permeable hardstanding to front to create 3 x additional parking spaces (part retrospective) (alternative scheme to PP 18/07622/FUL). Permitted.

4. Working with the applicant/agent

- 4.1. 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.
- 4.2. 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.

5. 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), G10 (Landscaping) and T2 (On-Site Parking and Servicing).

<u>Core Strategy DPD (Adopted July 2008):</u> Policies CS19 (Raising the Quality of Place-Shaping and Design) and CS20 (Transport and Infrastructure).

Additional Guidance: Buckinghamshire County Parking Guidance.

<u>Draft New Wycombe District Local Plan June 2016</u>: 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).

Since 28th March 2018 the emerging policies of the Wycombe District Local Plan submission version - March 2018 are also material. The weight given to individual policies is assessed in accordance with paragraph 48 of the NPPF.

The impact of the proposal on the character and appearance of the area in general

ALP: G3, G8, G10, H17, T2, Appendix 1

CSDPD: CS1, CS19

DSA: DM1

New Local Plan (Submission Version): CP1, CP9, DM20, DM35, DM36

- 5.1. Policy G3 (General Design Policy) states that 'developments should be compatible with the immediate surroundings of the site and appropriate to its wider context by reference to street pattern and land levels, plot sizes, means of enclosure, proportion, scale, bulk, form and massing; and are sympathetic to the design and appearance of their surroundings, including building materials and profile, window pattern, architectural detail, landscape treatment and means of enclosure.'
- 5.2. As aforementioned, planning permission is sought for the erection of a metal sliding vehicular access gate with masonry piers & extended dropped kerb. The piers would have a height of 1.9m and the gate would have a height of 1.8m. The current front boundary treatment facing Moyleen Rise is in the form of a newly planted hedge with an approximate height of 2 metres.
- 5.3. It is considered that the proposed vehicular gate and piers would have an acceptable level of impact on the site and street scene, whilst also allowing a sufficient degree of security for the occupiers of the dwelling. The proposed piers and gate would be in

keeping with similar height boundary treatments, in particular the dwelling to the southeast at No. 178 West Street, which has a similar height brick wall facing the highway boundary of Moyleen Rise. Due to the linear relationship with the wall at No. 178, the front landscaping and visually permeable design of the proposed gates, the overall impact is considered to be at an acceptable level.

5.4. Furthermore, the newly planted hedge along the frontage of the site would assist in softening the appearance of the gate and piers and a condition would be attached to the permission for the hedge to be retained at a minimum height of 2 metres for the duration of the permission.

Amenity of neighbouring dwellings

ALP: G3, G8, H17, T2, Appendix 4

CSDPD: CS1 DSA: DM1

New Local Plan (Submission Version): CP1, CP9, DM20, DM35, DM36

5.5. Due to the nature of the proposed works, the development would have no adverse impact on neighbouring properties amenity.

On-site parking

ALP: G3, G8, H17, T2, Appendix 4

CSDPD: CS1 DSA: DM1

New Local Plan (Submission Version): CP1, CP9, DM20, DM35, DM36

Bucks. Countywide Parking Guidance

5.6. No objections have been raised by the County Highways Authority with regards to highway and pedestrian safety. Sufficient off road parking would be available to the front driveway.

Weighing and balancing of issues – overall assessment

- 5.7. 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.
- 5.8. 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
- 5.9. As set out above it is considered that the proposed development would accord with the development plan policies and planning permission should be approved.

Recommendation: Application Permitted

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).

- The materials to be used for the piers 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.
- The existing hedge situated along the front boundary of the site facing Moyleen Rise shall be retained at a minimum height of 2 metres for the duration of the gate and piers hereby permitted. Should any part die or be damaged during the course of development, replacement planting shall be undertaken in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority.

 Reason: Permission is granted having regard to the present screening and boundary planting in existence, the retention of which will ensure a satisfactory visual appearance.
- The development hereby permitted shall be built and retained in accordance with the details contained in the planning application hereby approved and plan numbers: 17-170-14, 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)

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, 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 9. Appendix A

19/05227/FUL

Ward Councillor Preliminary Comments

Councillor Collingwood

Comments: If minded to approve, I request the application goes to committee.

Parish/Town Council Comments

Marlow Town Council

Comments: Objection not in keeping with street scene

Internal & External Consultees

County Highways Authority

Comments: The property is situated on Moyleen Rise, an unclassified residential cul-de-sac subject to a 30mph speed restriction. The proposal seeks planning consent for the erection of an access gate and an extended dropped kerb. I note from the plans that the proposed entrance gate would be set back approximately 3.2m from the carriageway edge. This falls short of the minimum 5m distance typically required by this Authority which would allow for vehicles to pull clear of the carriageway whilst gates are being opened, so not to interrupt the flow of traffic. However, given the nature and classification of Moyleen Rise, I am satisfied that the proposals would not have a detrimental impact on the safety and operation of the adjoining public highway. Mindful of the above, the Highway Authority raises no objections and in this instance no conditions to include on any planning consent that you may grant.

Marlow Society

Comments: Approval of this application would set a precedent that if applied more widely would dramatically alter the character of Marlow's suburban streets. We do not live in a society where powered gates are considered necessary to preserve the security of our domestic property. When the design of the new town houses opposite Higginson Park in Pound Lane were discussed in a preliminary meeting the Thames Valley Police gave on opinion on aspects of the design that would aid security. Perhaps the TVP can advise on the value of retrospective fitting of gates like these. Please reject this application because of the potential negative impact on the street scene and the precedent is would set.

Representations

Three letters of representation received which are summarised as follows:

- The proposed gate would effectively enclose the front garden of 1 Moyleen Rise, is not in keeping with the open plan nature of Moyleen Rise.
- If the residents and their visitors do not use the enclosed driveway for parking, this will exacerbate the existing parking issues in Moyleen Rise.
- The gates will inevitably significantly diminish the open plan nature of the estate, as required under covenant when it was first built.
- We are also concerned that the ingress and egress from an electric gated driveway will cause unnecessary congestion in the road and a traffic risk.

19/05227/FUL Scale 1/1250



Front Gate Plan

- Existing hedge retained

Site Location Plan 1: 1250 Ordnance Survey (c) Crown Copyright 2018 All rights reserved Gence number 10000224-33

Proposed Alterations to 1 moyleen rise Marlow SL7 2DP

Existing Opening

Extended dropped kerb

New Opening

MOYLEEN RISE

Page 92

For : Mr Parry & Ms. Samons

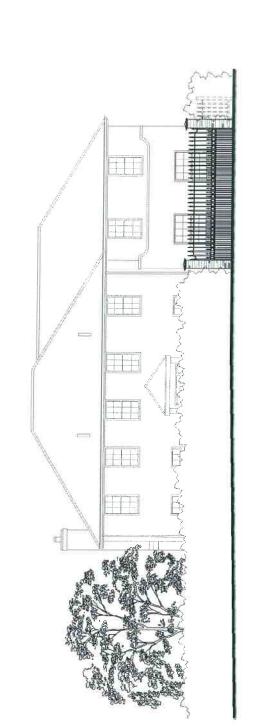
Drawing No: 17-170-14

Drawing Title : Gate Plans & Elevations

1:50 @ A3 Scale:

Jan 2019 Date: BOWEN EVANS
CONSULTANCY
Architects & Planners
48A High Street
Marlow Bucks
SL7 1Aw
Tel. 01628 487717





Agenda Item 10.

Contact: Matthew Jackson DDI No. 01494 421522

App No: 18/07520/FUL App Type: FUL

Application for: Householder application for construction of first floor to create additional

living accommodation

At Monkenden, Studridge Lane, Speen, Buckinghamshire, HP27 0SA

Date Received: 26/09/18 Applicant: Ms Long & Ms Shirley

Target date for

21/11/18

decision:

1. **Summary**

- 1.1. Planning permission is sought to add a first floor to the bungalow. This would change the dwelling to a two storey house and would add a further 4 bedrooms and a family bathroom at first floor.
- 1.2. The land is designated at Chilterns Area of Outstanding Natural Beauty, Built up area in the Green Belt, Speen Conservation Area and Residential Zone C of the Buckinghamshire Countywide Parking Standards.
- 1.3. The application is recommended for refusal as it fails to respect the character and appearance of the existing dwelling by virtue of its design, scale and appearance. By virtue of its proximity to the front boundary, its scale and appearance and its orientation, it fails to preserve and enhance the special character and appearance of the Conservation Area. By virtue of its height and position relative to 3 Monkton Way it would appear over dominant and overbearing, to the detriment of the residential amenities of that dwelling, and result in loss of privacy.

2. The Application

- 2.1. The existing property is a detached bungalow in a wide but shallow, rectangular plot. The proposed development would remove the existing roof and add a new first floor with roof above. This would create first floor accommodation consisting of a master bedroom with ensuite and dressing room, a further 3 bedrooms and family bathroom.
- 2.2. The proposal seeks to increase the ridge height of the existing dwelling from 5.2m to 7.45m. It also introduces first floor windows in the North Western, North Eastern and South Western elevations.
- 2.3. The application is accompanied by:
 - Plans WDC1; 17/016-1; 19/005/4; 19/005/1A; 19/005/2; 19/005/3; 19/005/2A; 19/005/6.
 - Design and access statement

3. Working with the applicant/agent

- 3.1. In accordance with paragraph 38 of the NPPF(2019) 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. This application was not the subject of pre-application advice.
- 3.3. In this instance the planning agent was advised that the proposal as originally submitted resulted in an unacceptable degree of overlooking to the neighbouring

dwellings and the 9m height resulted in a proposal which had excessive bulk and mass and was too large for the plot and out of keeping with the Conservation Area. It would also result in loss of light and have an overbearing impact on the house to the rear and its garden.

- 3.4. The planning agent responded by submitting a series of amended plans for informal consideration to try and address these concerns. The agent was advised that these had not addressed all the issues and the application would still be recommended for refusal. Nevertheless, the agent asked for the application to be determined on the basis of the latest set of amended plans.
- 3.5. As the application aroused much interest locally, the Local Councillor requested that it be determined by the Planning Committee.

4. Relevant Planning History

- 4.1. W/88/5535 Outline planning permission for the erection of a detached bungalow and garage. Refused 30/03/1988
- 4.2. W/88/5558 Detached bungalow. Permitted 30/03/1988. Permitted Development Rights removed Classes I & II.
- 4.3. W/87/7337 Outline permission for a detached bungalow. Permitted 30/03/1988. Permitted Development Rights removed Classes I & II. Permitted 25/11/1987.

5. **Issues and Policy considerations**

Principle and Location of Development

ALP: G3 (General Design Policy), G8 (Detailed Design Guidance and Local Amenity), GB4 (Built up Area within the Green Belt), H17 (Extensions and Other Development within Residential Curtilages), HE6 (New Development in Conservation Areas and Conservation Area Character Surveys), L1 (The Chilterns Area of Outstanding Natural Beauty) Appendix 4 (Design guidelines for extensions).

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

New Local Plan (Submission Version): DM30 (Chilterns Area of Outstanding Natural Beauty), DM31 (Development Affecting the Historic Environment), DM35 (Placemaking and Design Quality), DM36 (Extensions and Alterations to Existing Dwellings), DM42 (Managing Development in the Green Belt), DM43 (The Replacement or Extension of Dwellings in the Green Belt) (Including Outbuildings))

- 5.1. Due to the site's location in a residential area in an identified built-up area in the Green Belt, Development Plan policies currently allow for extensions to dwellings provided that the proposal would not harm the open character or visual amenity of the Green Belt. In this particular case, the proposed extension is not therefore currently subject to the 50% threshold that applies to dwellings in those areas that are not defined as 'built up' in the Green Belt. The key considerations in this case therefore relate to the impact on the visual amenity of the area and the impact of the proposals on the residential amenities of the neighbouring dwellings.
- 5.2. The extension of an existing dwelling in this location in therefore acceptable in principle, provided the details of the scheme comply with all the relevant policies relating to design and the impact on surrounding properties and the character and appearance of the area.

Raising the quality of place making and design & the impact on the Chilterns AONB

ALP: G3 (General design policy), G8 (Detailed Design Guidance and Local Amenity), L1 (The Chilterns Area of Outstanding Natural Beauty), Appendix 4

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

New Local Plan (Submission Version):CP9 (Sense of place), DM30 (Chilterns Area of Outstanding Natural Beauty), DM35 (Placemaking and Design Quality), DM36 (Extensions

and Alterations to Existing Dwellings),

- 5.3. This existing dwelling is a single storey bungalow on a plot with a wide frontage. This proposal seeks to add a first floor matching the existing footprint. This changes its character and appearance to a substantial two storey house measuring 12.5m by 12m at its widest points.
- 5.4. The existing ridge is 5.2m in height. The amended proposal seeks to raise this to 7.45m and introduces 2 new gables and dormer windows which break the eaves. An additional design element is the introduction of 225mm feather boarded timber cladding stained dark brown around the first floor.
- 5.5. The resultant proposal is an extension which is driven by the dimensions of the ground floor footprint. The wide building spans (9 metres to the front and over 11 metres in depth), create a bulky roof form which is not characteristic of the Chilterns AONB where building spans were traditionally much narrower. Whilst the amended plans have sought to reduce the scale of the building by lowering the eaves, the result is still a substantial enlargement to the existing property which results in a building form which is not characteristic of the surrounding area. The inclusion of gables, which are not an articulation or expression of the building's form, add further to the scale of the building.
- 5.6. The existing dwelling is constructed from brick and flint with a tiled roof. The proposal introduces timber cladding as part of the extension. Whilst horizontal weatherboarding is found in the AONB it is generally used for outbuildings or small single storey additions. The Chilterns Building Design Guide advises against using weatherboarding unless it is characteristic of the locality.
- 5.7. In this instance the proposed bulk, scale, mass, form, design and materials would not be characteristic of this sensitive AONB location. The resultant dwelling would therefore fail to assimilate into the street scene and would be detrimental the character of the area.

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)

New Local Plan (Submission Version): DM35 (Placemaking and Design Quality), DM36 (Extensions and Alterations to Existing Dwellings), DM40 (Internal space standards)

- 5.8. The property is located in a shallow plot and has neighbours to the side and to the rear.
- 5.9. Appendix 1 Residential Design Guidance located in the ALP has guidance on achieving privacy for residential development. Privacy cannot be maintained as stringently to the front of dwellings, as they are located in the public realm usually overlooking a road, however a minimum window to window distance of 25m should be provided for back to back relationships.
- 5.10. In its original form the scheme proposed two bedrooms with windows in the rear elevation. At a distance of just 12.5 metres to 3 Monkton Way to the rear at the closest point this was found to be unacceptable. The amended plans have sought to address this by rearranging the internal layout so that the only window to the rear is a bathroom, and putting three windows in the north-west side elevation.
- 5.11. The distance between Ringdales first floor windows and the proposed first floor windows would be 30m so would be acceptable in that elevation. However, the two rearmost windows in this side elevation, serving a bedroom and treatment room, would have views into the rear garden of 4 Monkton Way, which would result in an unacceptable degree of overlooking and loss of privacy.
- 5.12. To the rear 3 Monkton Way is only proposed to be overlooked by a family bathroom.

This window can be conditioned to be obscurely glazed and fixed shut to mitigate the potential for overlooking. A hallway window is proposed in the South Eastern Elevation overlooking Strawmoor. The distance wall to wall between the dwelling would only be 19m. However the north Western elevation of Strawmoor is a blank flank which contains no windows.

- 5.13. The dwelling to the rear of the application site is 3 Monkton Way which is between 12 and 16m away wall to wall and to the north east. In raising the height of the dwelling by 2.25m at that distance the proposal would significantly alter the outlook from the rear of the dwelling and would be overbearing and would result in significant overshadowing in their rear garden.
- 5.14. The proposed extension, by virtue of its height and position relative to 3 Monkton Way would appear over dominant and overbearing, to the detriment of the residential amenities of that dwelling. The proposal is therefore contrary to Policies H17 and G8 of the adopted Local Plan and Policy DM36 of the emerging Local Plan.

Transport matters and parking

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

- 5.15. When assessed against the Buckinghamshire Countywide Parking Guidance the development should provide an optimum level of parking of 3 spaces. Only 2 parking spaces are proposed as part of the development which would result in a shortfall of a single parking space. In normal circumstances a shortfall of parking will result in displaced vehicles being parked on the road. In this instance this would have a detrimental impact on the residents of Studridge Lane which is only a single vehicles width in this location. The shortfall in parking would result in inconvenience for neighbours due to parking visitors and/or occupiers of that dwelling.
- 5.16. In this instance there would be potential to provide the required number of parking spaces and, had the scheme been otherwise acceptable this could have been addressed either through amended plans or a condition.

Historic environment

ALP: HE6 (Conservation areas),

CSDPD: CS17 (Environmental assets)

New Local Plan (Submission Version): CP9 (Sense of place), CP11 (Historic Environment), DM20 (Matters to be determined in accordance with the NPPF), DM31 (Development Affecting the Historic Environment)

- 5.17. The site is located in the Speen Conservation Area and should therefore be of the highest quality and design and be in sympathy with the local landscape and locally traditional building styles to preserve and enhance the special character and appearance of the Conservation Area.
- 5.18. With the exception of the application dwelling the dwellings to the north of Studridge Lane are two storey dwellings. The dwellings to the left of the application site are older and add to the character of the Conservation area while the dwellings to the right appear to have been built in the last 40 years and have less character. All the newer dwellings have their principal elevation facing the road unlike the application dwelling and were purposely built as two storey dwellings. They are also set 6m back from the front boundary opposed to Monkenden which is 3m from the boundary.
- 5.19. The extension would result in a large two storey dwelling quite close to the road and as a result the proposal would have an imposing impact on the road. Its building form would also not be characteristic of the surrounding area as outlined above. It is therefore considered to have a detrimental impact on the character and appearance of the Speen Conservation Area.
- 5.20. The proposed development, by virtue of its proximity to the front boundary, its scale and appearance fails to preserve and enhance the special character and appearance

Recommendation: Refuse Permission

In the opinion of the Local Planning Authority, the proposed development, by reason of its scale, scale, bulk, mass form and materials would be considered to result in an incongruous form of development which would fail to respect the character and appearance of the dwelling, would appear overly dominant and incongruous in the streetscene, which would have a detrimental impact on the character and appearance of the surrounding area, and would fail to preserve or enhance the special character and appearance of the surrounding Chilterns Area of Outstanding Natural Beauty and Speen Conservation Area.

The proposal is therefore contrary to Policies HE6 (New Development in Conservation Areas and Conservation Area Character Surveys), L1 (The Chilterns Area of Outstanding Natural Beauty), H17 (Extensions and Other Developments within Residential Curtilages), G3 (General Design Policy) and G8 (Detailed Design Guidance and Local Amenity) of the Adopted Wycombe District Local Plan to 2011 (as saved, extended and partially replaced), Policies CS17 (The Chilterns AONB) and CS19 (Raising the Quality of Place-Shaping and Design) of the Adopted Wycombe Development Framework Core Strategy (2008) and Policies DM30 (The Chilterns Area of Outstanding Natural Beauty), DM31 (Development Affecting the Historic Environment), DM35 (Placemaking and Design Quality) and DM36 (Extensions and Alterations to Existing Dwellings) of the Wycombe District Local Plan submission version - March 2018.

The proposed development by virtue of its size and siting relative to 3 Monkton Way would result in undue loss of light to, and outlook from the rear of windows of 3 Monkton Way and overshadowing to the rear garden. It would also appear dominant and overbearing in appearance from both the rear windows and the rear garden of that property and would represent an unneighbourly form of development. Furthermore the proposed first floor side facing windows would result in an unacceptable loss of privacy to 4 Monkton Way. As such, the development would unacceptably erode the amenities of the occupiers of the neighbouring properties.

The proposal is therefore contrary to Policies H17 (Extensions and Other Developments within Residential Curtilages), G3 (General Design Policy) and G8 (Detailed Design Guidance and Local Amenity) of the Adopted Wycombe District Local Plan to 2011 (as saved, extended and partially replaced), Policy CS19 (Raising the Quality of Place-Shaping and Design) of the Adopted Wycombe Development Framework Core Strategy (2008) and Policies DM35 (Placemaking and Design Quality) and DM36 (Extensions and Alterations to Existing Dwellings) of the Wycombe District Local Plan submission version - March 2018.

INFORMATIVE(S)

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 the planning agent was advised that the proposal as originally submitted resulted in an unacceptable degree of overlooking to the neighbouring dwellings and the 9m height resulted in a proposal which had excessive bulk and mass and was too large for the plot and out of keeping with the Conservation Area. It would also result in loss of light and have an overbearing impact on the house to the rear and its garden.

The planning agent responded by submitting a series of amended plans for informal consideration to try and address these concerns. The agent was advised that these had not addressed all the issues and the application would still be recommended for refusal. Nevertheless, the agent asked for the application to be determined on the basis of the latest set of amended plans.

As the application aroused much interest locally, the Local Councillor requested that it be determined by the Planning Committee.

Agenda Item 10. Appendix A

18/07520/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Graham Peart

I have looked at the proposal in more detail and I believe that is does have some merit.

If you remain minded to refuse the application with the current amendments, as it has aroused much interest locally, I will request that it be determined by the Planning Committee.

Further comments: In the interest of fairness and consistency, I remain of the opinion that in principle, this application should be permitted for the reasons given below.

The purpose for designating some ground floor space as bedrooms is solely due to the family having a daughter with a condition that requires bedroom and treatment room accommodation suitable for her special needs.

There are a number of comments regarding the size of the proposed dwelling if developed that are misleading. If the development is permitted, the house would be an average 4 bedroom, 2 bathroom property of a size that is very common in the village. The properties that back on to the site are 2 and 3 Monkton Way. They were constructed originally as modern 'Georgian' style 4 bed, 2 bath properties. Both have been extended to be 6 bedroom houses and significantly larger than the proposals for Monkenden.

The revised plans show a roof height of 7.45 metres that lower than all the surrounding properties, 3 Monkton Way being 7.8 metres and the neighbouring Strawmoor at 8.45 metres therefore the comment that it would be overbearing would seem to be inconsistent with what already exists.

The comments regarding privacy also appear to be inconsistent. When 3 Monkton Way was developed the new first floor bedroom windows were positioned so that they directly overlook the garden of Monkton. The more recent development of 2 Monkton Way overlooks the garden of Monkton more directly than the development of Monkton would overlook the garden of 4 Monkton Way.

Regarding character of existing houses, elsewhere in the village, the bungalow at Pyecroft was permitted to be demolished and a very modern designed two storey house constructed in its place. It is alongside the two oldest and listed cottages in the village and overlooking the listed Speen church. I did object to this contrast at the time and it was nevertheless permitted. The more traditional design of Monkton is far less of a shock with or without the timber cladding. As an aside the Speen church hall building proposed a new kitchen extension that was originally intended to be brick and flint to match the church but the planning team insisted on timber cladding as a contrast to the original build. There is such diversity of design styles constructed over the past two hundred years, it is difficult to define exactly what is in character.

The matter of the car parking can easily be resolved as there sufficient space within the site to park 3 cars if necessary and it is a makeweight argument.

I am not generally I favour of the relentless extension of houses as there are very few modest sized homes remaining in the village making it very difficult or young families to remain or move into the area. However I am keen to see consistency in the planning decisions and this application would appear to be reasonable in principle in comparison with other recent developments.

Therefore I would ask that the decision be made by the Planning Committee to allow all parties an opportunity to express their views in public.

Parish/Town Council Comments/Internal and External Consultees

Lacey Green Parish Council – Objects

The Council objects to this application for the following reasons:

- 1. Overdevelopment of the site. The proposal will overdevelop the plot, converting the existing bungalow into a two storey six bedroom house with a very high pitched roof.
- 2. Monkenden is set within the conservation area of Speen and the proposed development will not be in keeping and will dominate the surrounding area, including the neighbouring historic conservation cottages in Studridge Lane.
- 3. Being set close to the existing boundaries, the proposed planned six bedroom will overshadow and impact adversely the 'rights of light' for neighbouring properties, especially 3 Monkton Way, which is at the rear of the said property.
- 4. The height and volume of proposed windows will overlook neighbouring properties, impacting their privacy.
- 5. Insufficient parking on site. A six bedroom house is likely to require more than only one space allocated and Studridge Lane is too narrow to permit parking in the road.
- 6. The adverse effect on the character and appearance of the streetscape in a conservation area.

Conservation Officer Spatial Planning – Comments on revised scheme.

The revised plans for the building are more in keeping with the scale of surrounding properties. If you are minded to approve, it is recommended that consent is subject to conditions: approval of materials – new flint work to be carried out in traditional manner- use of timber joinery

Conservation Officer Spatial Planning - Comments based on original scheme

The existing bungalow was built approximately 20 years ago and is located within the Speen Conservation Area. Studridge Lane is a narrow lane along which buildings are informally dispersed, enhancing the relaxed, rural character. There is a diversity in appearance reflecting the different ages of the buildings but the traditional buildings in the lane tend to be relatively modest in scale, massing and proportions. The proposal to extend the building by creating a new first floor over its entire footprint and the increased height would in effect create a new dwelling and significantly increase its prominence. There are concerns that the overall scale and massing would not sit comfortably in this informal context and would fail to reflect the proportions of surrounding properties. While in principle a two storey building would not be out of keeping with the general character and appearance of the conservation area, it is recommended that the proposals are reduced in height and scale to respond better to the surrounding context.

Representations

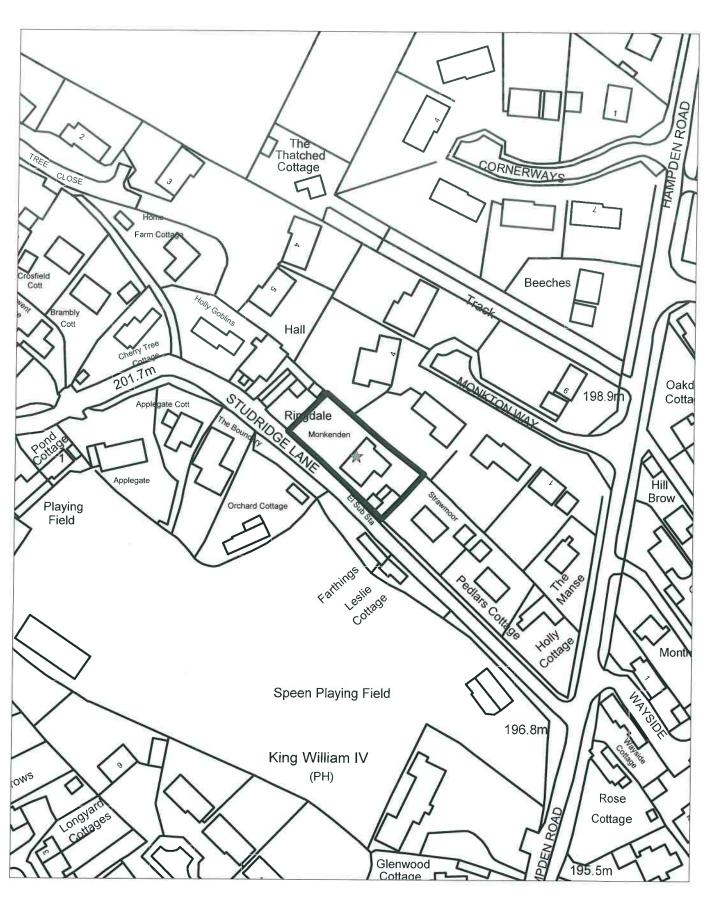
4 objections were received making the following comments

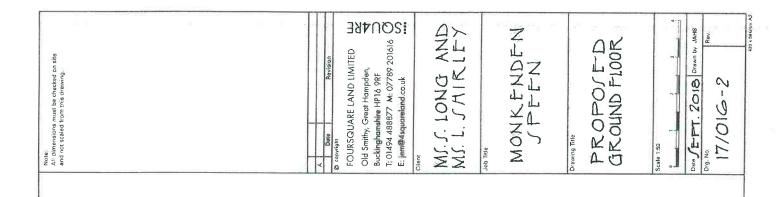
- Loss of privacy
- Scale and height of the proposal
- · Loss of view
- The proposal would not enhance the character and appearance of the original property.
- Contravention of Green Belt and Conservation Area policy.
- Insufficient parking.
- Right to light
- Precedence for future similar development in Speen

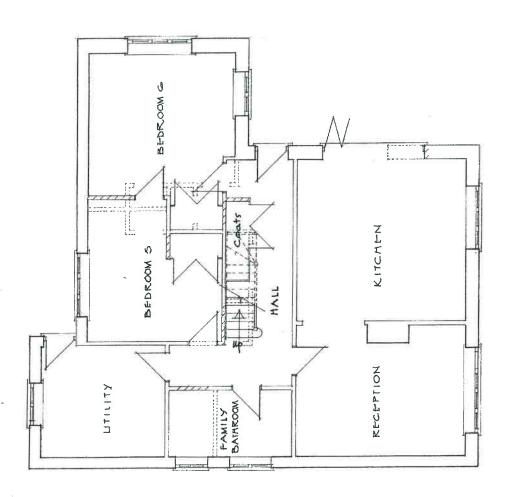
1 letters of support was received making the following comments

- The bungalow is not in keeping with the neighbouring dwellings and by enhancing it will add value to it and the other properties around it.
- The personal circumstances of the applicant should also be taken into consideration.

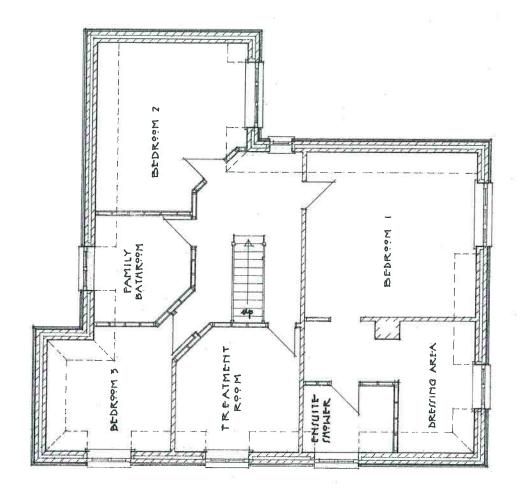
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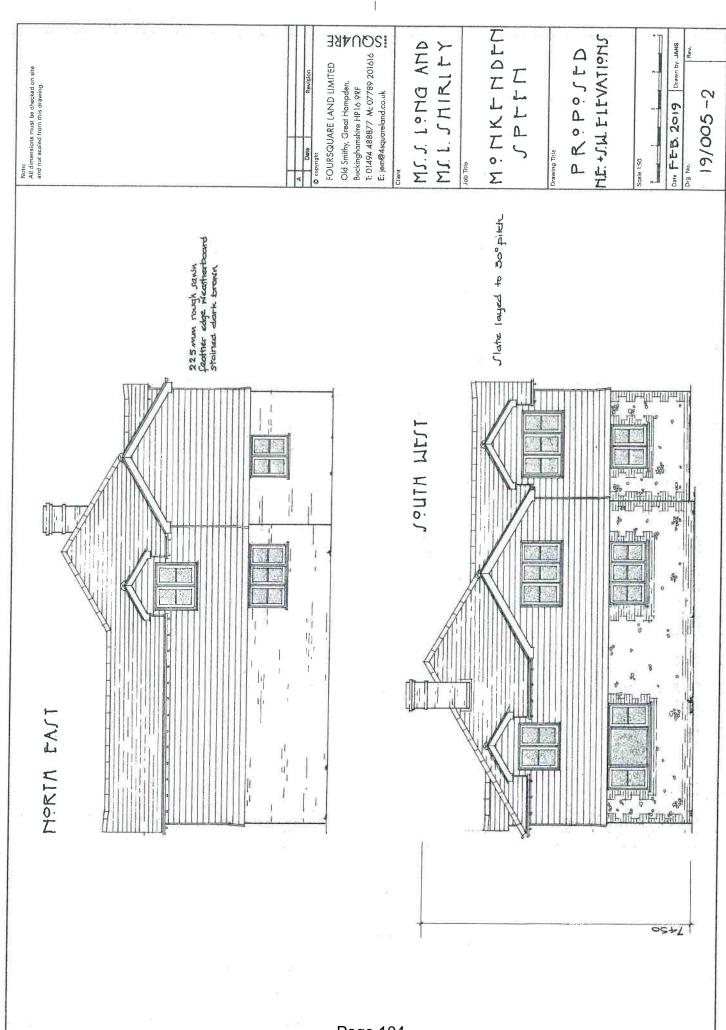


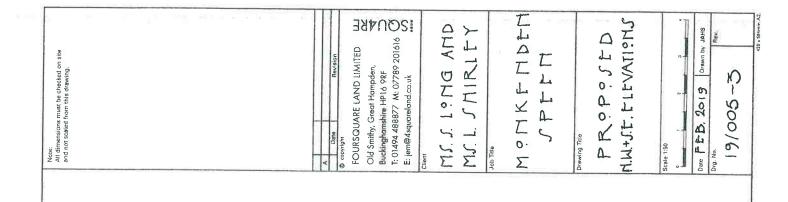


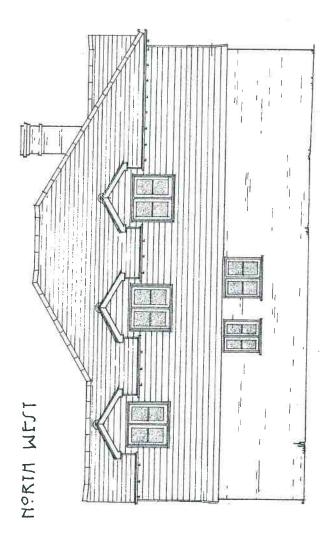


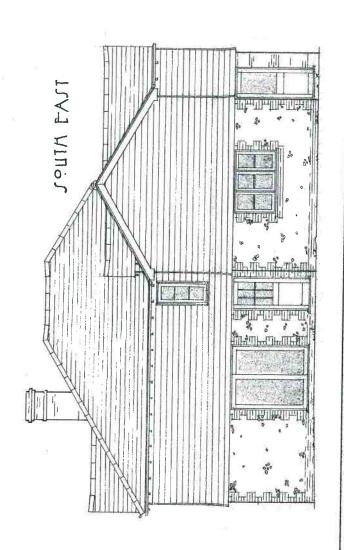
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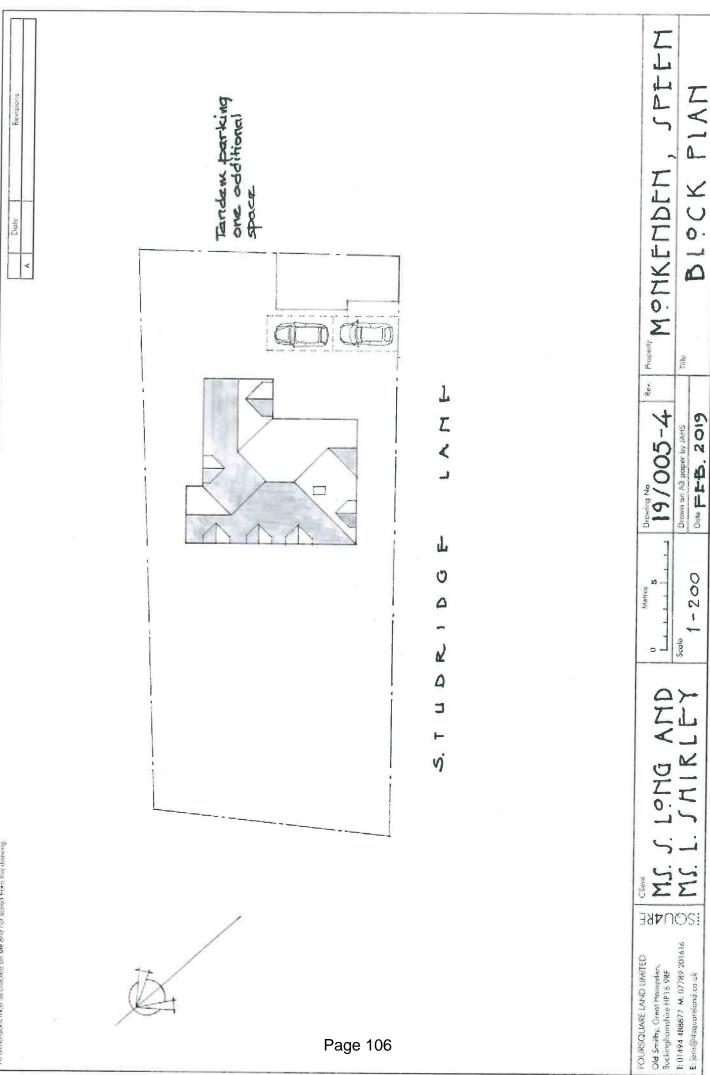


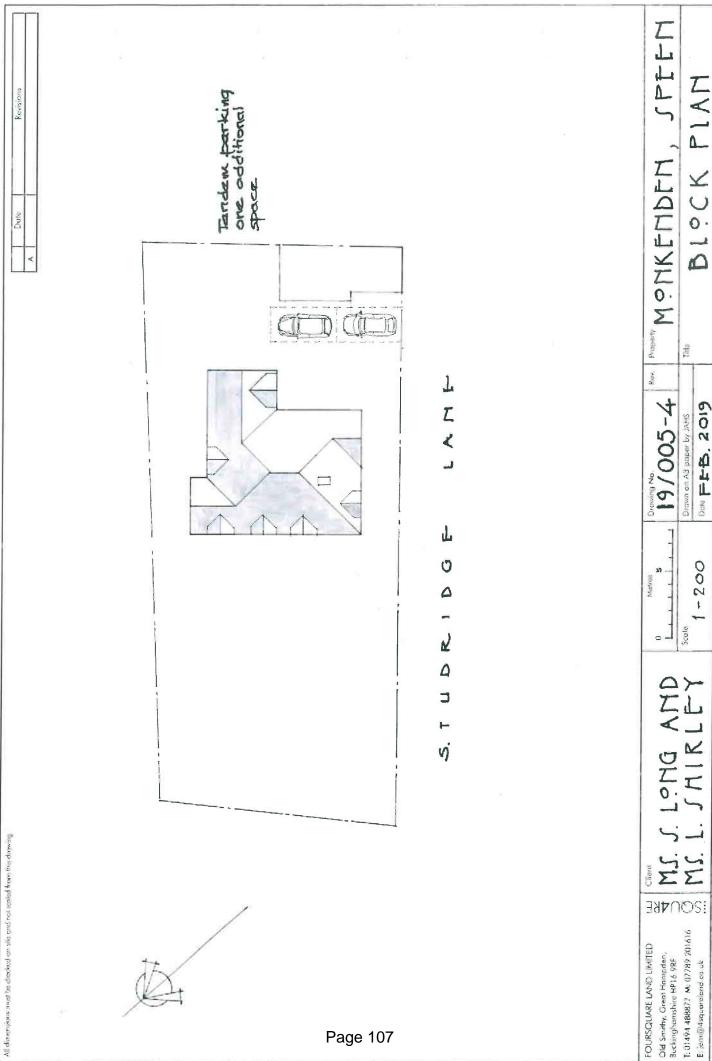




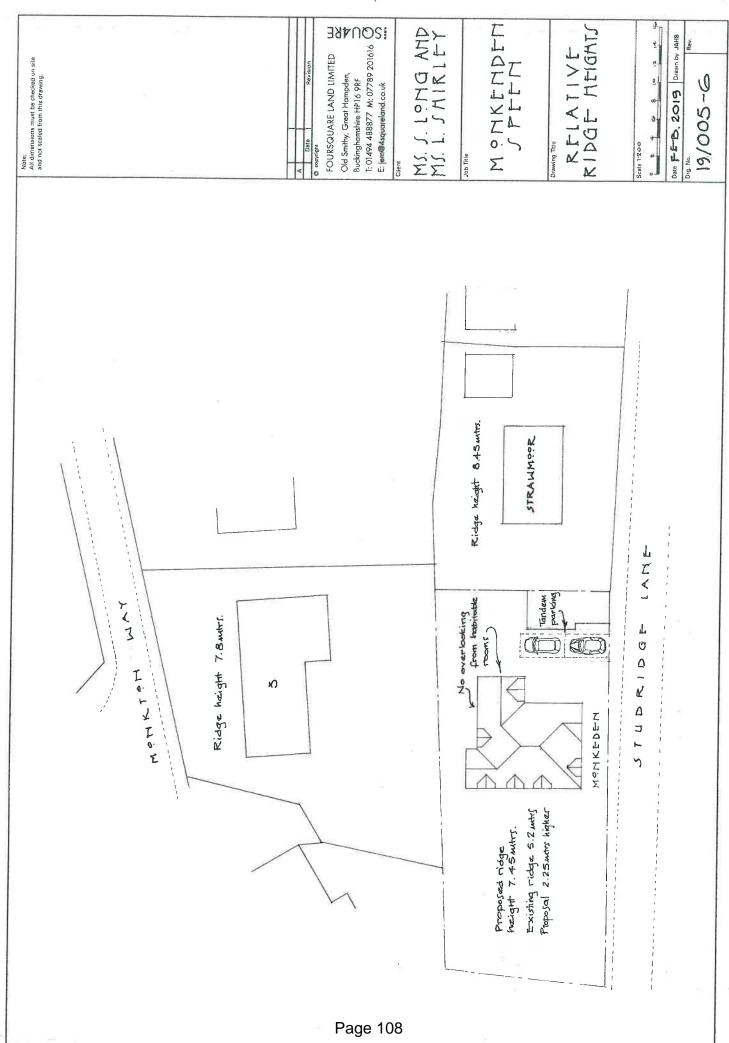








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Agenda Item 11.

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 22 May.
- 1.2 No presentations have as yet been booked. If a developer or training session comes forward members will be updated, otherwise it is proposed to begin the Planning Committee meeting at 6.30.

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 13.

For Information: Delegated Action Authorised by Planning Enforcement Team Between 19/03/2019-08/04/2019

Reference	Address	Breach	Date Authorised	Type of Notice
19/00007/CU	59 Hughenden Road High Wycombe Buckinghamshire HP13 5HS	Alleged material change of use of land to a mixed use comprising car park and residential use	03-Apr-19	Planning Contravention Notice
19/00060/OP	113A Micklefield Road High Wycombe Buckinghamshire HP13 7EX	Alleged construction of outbuilding	03-Apr-19	No Material Harm
19/00034/CU	1 Harman Terrace Copyground Lane High Wycombe Buckinghamshire HP12 3FW	Alleged material change of use of land to car repair business	19-Mar-19	Planning Contravention Notice