



Planning Committee

Date: 22 May 2019
Time: 6.30 pm
Venue: Council Chamber
District Council Offices, Queen Victoria Road, High Wycombe Bucks

Membership

Chairman: To be confirmed
Vice Chairman: To be confirmed

Councillors: To be confirmed

Standing Deputies

Councillors To be confirmed

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

Agenda

Item		Page
1.	Apologies for Absence To receive apologies for absence.	
2.	Minutes of the Previous Meeting To confirm the Minutes of the meeting of the Planning Committee held on 24 April 2019 (attached).	1 - 6
3.	Declarations of Interest To receive any disclosure of disclosable pecuniary interests by Members relating to items on the agenda. If any Member is uncertain as to whether an interest should be disclosed, he or she is asked if possible to contact the District Solicitor prior to the meeting. Members are reminded that if they are declaring an interest, they should state the nature of that interest whether or not they are	

required to withdraw from the meeting.

Planning Applications

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| 4. | Planning Applications | |
| 5. | 18/05002/R9OUTE - Ashwells Field, Cock Lane, Tylers Green, Buckinghamshire | 7 - 63 |
| 6. | 18/07520/FUL - Monkenden, Studridge Lane, Speen, Buckinghamshire, HP27 0SA | 64 - 81 |
| 7. | 19/05221/FUL - St Marks House, 1 Station Road, Bourne End, Buckinghamshire, SL8 5QF | 82 - 113 |

Other items

- | | | |
|-----|--|-----------|
| 8. | Pre-Planning Committee Training / Information Session | 114 |
| 9. | Appointment of Members for Site Visits
To appoint Members to undertake site visits on Tuesday 25 June 2019 should the need arise. | |
| 10. | Delegated Action Undertaken by Planning Enforcement Team | 115 - 116 |
| 11. | File on Actions Taken under Delegated Authority
Submission of the file of actions taken under delegated powers since the previous meeting. | |
| 12. | Supplementary Items (if any)
If circulated in accordance with the five clear days' notice provision. | |
| 13. | Urgent items (if any)
Any urgent items of business as agreed by the Chairman. | |

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

Planning Committee Mission Statement

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

Through its decisions it will:

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

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

Mandatory Planning Training for Planning and Regulatory & Appeals Committee Members

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

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

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

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

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

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

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

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

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

Note this summary is compiled consulting the following documents:

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

Planning Committee Minutes

Date: 24 April 2019

Time: 6.32 - 11.00 pm

PRESENT: Councillor P R Turner (in the Chair)

Councillors Mrs J A Adey, 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, A Turner and C Whitehead.

Standing Deputy present: Councillor M A Hashmi.

Apologies for absence were received from Councillor: M Asif.

LOCAL MEMBERS IN ATTENDANCE

Councillor Mrs L Clarke OBE

Councillor I McEnnis

Councillor G Peart

Councillor Mrs J Teesdale

Councillor Ms K Wood

APPLICATION

18/08040/FUL &

18/08309/FUL

18/07931/FUL

18/07520/FUL

18/07931/FUL

19/05036/FUL

OBSERVING

Councillor A Green, Mr B Daly (WDC) and Mrs P Tollitt (WDC).

117 MINUTES OF THE PREVIOUS MEETING

RESOLVED: That the minutes of the Planning Committee meeting held on 3 April 2019 be approved as a true record and signed by the Chairman.

118 DECLARATIONS OF INTEREST

Councillor A Hill: 18/08309/FUL: Declared he wished to speak on the application as local Ward Member and following advice from the Legal Officer agreed to withdraw from the debate and voting on the application although remained in the Chamber to listen to the debate.

Councillor D Johncock: 18/08040/R9FUL and 18/08309/FUL: Declared that these two applications had been submitted by the Council. He declared no pecuniary interest when these applications were discussed at Cabinet and stated they were caveated in relation to planning permission being obtained. He declared that he had always remained neutral when discussions took place at Cabinet and wished to reassure the Committee that he remained open-minded on these applications. He stated he would listen to the debate and come a conclusion based on that debate.

Councillor Mrs J Adey: 18/08040/R9FUL and 18/08309/FUL: As per Councillor Johncock's declaration (above).

119 18/07931/FUL - WYESIDE, PARK FARM ROAD, HIGH WYCOMBE, BUCKINGHAMSHIRE, HP12 4AF

Members noted the Update sheet. Members voted in favour of the motion to approve the application.

RESOLVED: that the application be approved.

The Committee was addressed by Councillors Mrs Teesdale and McEnnis, the local Ward Members.

The Committee was addressed by Mrs Kate Klein in objection and Mr Mohammed, on behalf of the applicant.

120 18/08040/FUL - MANLEYS TRADE CENTRE, EAST RICHARDSON STREET, HIGH WYCOMBE, BUCKINGHAMSHIRE

Following a full discussion and having noted the Update sheet, Members voted in favour of the motion to approve the application.

RESOLVED: that the application be approved.

A point of order was raised after the voting had taken place indicating that some Committee Members had prior knowledge of the subject of this application. The Chairman responded by explaining that statements about prior knowledge had been made at the beginning of the meeting.

The Committee was addressed by Councillor Mrs L Clarke OBE, the local Ward Member.

The Committee was addressed by Mr Chris Woodman in objection and Mr Neil Rowley of Savills on behalf of the applicant.

121 18/08118/FUL - 24 HARWOOD ROAD, MARLOW, BUCKINGHAMSHIRE, SL7 2AS

Members voted in favour of a motion seeking to amend Condition 3 to require approval of materials; as the timber finish as proposed was considered out of keeping.

RESOLVED: that the application be approved subject to an amendment to Condition 3 in respect of materials.

Members then voted on the motion to approve the application, in line with the officer's recommendation subject to the inclusion of the amendment to Condition 3 as previously resolved.

RESOLVED: that the application be approved in line with officer's recommendation subject to the inclusion of the amendment to Condition 3 as previously resolved.

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

The Committee was addressed by Mr Martin Blunkell in objection and Ms Tara Collett, the applicant.

122 18/08309/FUL - CAR PARK 0505 C35, WEST END ROAD, HIGH WYCOMBE, BUCKINGHAMSHIRE

Following a full and frank discussion, Members voted in favour of the motion to approve the application.

During the debate, an enquiry was raised in relation to the order in which applications came before the Committee. It was explained that applications were heard in the order in which they were received, apart from any applications where there was no public speaking which were moved to the end of the agenda to minimise the time public speakers had to wait.

A point was raised that had application number 18/08040/FUL not been approved, then there would be an objection to this proposal due to loss of car parking. The Planning Officer explained that the two applications – 18/08040/FUL and 18/08309/FUL – were linked by Condition which addressed this. This Condition was within the officer's report on page 58 of the agenda and numbered 21.

The Legal Officer explained that if application number 18/08040/FUL been refused, the Grampian style condition, referred to by the Planning Officer, made provision for alternative car parking options.

RESOLVED: that the application be approved.

Between 20:31 and 20:32, the Chairman, with the agreement of the Committee, adjourned the meeting to allow Councillor Mrs J Teesdale to leave the Chamber.

The Committee was addressed by Councillors Mrs L Clarke, OBE and A Hill, the local Ward Members. Once Councillor Hill had addressed the Committee, he left his place and took no further part in the discussion and voting on the application.

The Committee was addressed by Mr Richard Lodge in objection and Mr Neil Rowley of Savills on behalf of the applicant.

123 19/05036/FUL - 50 ST JOHNS ROAD, TYLERS GREEN, BUCKINGHAMSHIRE, HP10 8HU

During the debate on this application, members voted in favour of the motion to continue past 22:00 as laid out in Standing Order 14, Paragraph 41.

Standing Order 14, Paragraph 41

RESOLVED: as the meeting was still sitting at 22:00, the Chairman moved that the meeting continue until the finish of business.

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

RESOLVED: that the application be approved.

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

The Committee was addressed by Mr David Wallace in objection and Mr Andrew Duxbury, the applicant.

124 19/05227/FUL - 1 MOYLEEN RISE, MARLOW, BUCKINGHAMSHIRE, SL7 2DP

Members voted on a motion to refuse the application. However, this motion was defeated and Members then voted on the motion to approve the application, in line with the officer's recommendation.

RESOLVED: that the application be approved.

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

The Committee was addressed by Mr Martin Blunkell in objection.

125 18/07520/FUL - MONKENDEN, STUDRIDGE LANE, SPEEN, BUCKINGHAMSHIRE, HP27 0SA

Members voted in favour of a motion that they were minded to approve the application subject to it being brought back before the Committee at a future date to allow for public speaking.

RESOLVED: Minded to approve subject to it returning to Planning Committee to allow for public speaking.

The Committee was addressed by Councillor G Peart, the local Ward Member.

126 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 22 May 2019 at 6.00pm. It was therefore agreed that the next Planning Committee would start at 6.30pm.

RESOLVED: That there was no information session scheduled for Wednesday 22 May 2019, therefore the next Committee would start at 6.30pm.

127 APPOINTMENT OF MEMBERS FOR SITE VISITS

RESOLVED: That in the event that it was necessary to arrange site visits on Tuesday 21 May 2019 in respect of the agenda for the meeting on Wednesday 22 May 2019, the following Members be invited to attend with the relevant local Members:

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

128 DELEGATED ACTION UNDERTAKEN BY PLANNING ENFORCEMENT TEAM

The Delegated Action undertaken by the Planning Enforcement team was noted.

129 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.

130 MESSAGE TO THE CHAIRMAN AND RESPONSE

On behalf of the Committee, Councillor Johncock explained that as this was possibly the last meeting with Councillor P Turner would chair, he wished to say a few words of appreciation. This meeting was not the easiest one to chair although he did not have to use his casting vote. Having been a previous chairman, Councillor Johncock knew how much work went on behind the scenes which was considerable. The Chairman had also been one of Councillor Johncock's deputies and had been his DM lead and therefore he wanted to thank him personally for all the support he had given him, and, on behalf of the committee members, to thank him for the excellent way he had chaired the meetings

The Chairman thanked Councillor Johncock for his kind words.

The Chairman went on to thank the Planning Officers for their time, dedication and service they had given him during his time as Chairman. He also wished to thank the Legal Services team who had supported him and for the support of the Committee's regular Democratic Services officer. The Chairman finally thanked the Members for their dedication to the Committee.

Chairman

The following officers were in attendance at the meeting:

Mrs S Armstrong	Principal Development Management Officer
Mrs J Caprio	Principal Planning Lawyer
Mrs L Hornby	Senior Democratic Services Officer
Mr R Martin	Development Management Team Leader
Mr P Miller	Technical Officer
Mr A Nicholson	Development Manager
Mr C Power	Development Management Team Leader

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Agenda Item 5.

Contact: Robert Harrison DDI No. 01494 421641

App No : 18/05002/R9OUTE App Type: Outline with EA - Regulation 9

Application for : Outline application for the erection of up to 102 dwellings. The application includes details of access (site access, estate roads and widening of Cock Lane) and landscaping (public open space and communal areas only).

At Ashwells Field, Cock Lane, Tylers Green, Buckinghamshire

Date Received : 05/01/18 Applicant : Wycombe District Council Major Projects And Estates

Target date for Decision 27/04/18

1. Summary

- 1.1. Ashwells is a Reserve Site for future development. Cabinet resolved in 2014 to release the site and prepare a Development Brief.
- 1.2. The proposal, in terms of its general arrangement of development, is considered to accord with the Development Brief.
- 1.3. As set out in the report it is considered that the proposed development would over provide in respect of some aspects of the development plan (planning benefits) and under provide in respect of others.
- 1.4. In terms of benefits the site would:
 - a) Make a contribution towards the delivery of housing in line with the emerging site allocation and Development Brief for the site.
 - b) Set parameters for the delivery of 109 residential units. The exact layout and design to be reserved for future consideration.
 - c) Contribute towards the Council's five year housing land supply.
 - d) Set the framework for the delivery of public open space and green infrastructure; including the provision of children's play.
 - e) In combination with the Bellfield Road site, deliver above policy level affordable housing in quantitative terms.
 - f) Deliver a diverse housing mix including 13% custom and self-build units.
 - g) Set the parameters for ensuring the amenities of neighbouring dwellings can be protected in accordance with the Council's Residential Design Standards and Development Brief.
 - h) Set the framework for delivering ecological benefits on the site through the retention of existing assets and new enhancements.
 - i) Provide an access strategy for the site that accords with the Development Brief. Including delivery of the first phase of the Gomm Valley and Ashwells Spine Road.
 - j) Make onsite Public Rights of Way (PRoW) improvements and financial contributions towards off-site PRoW improvements.
 - k) Make financial contributions towards bus infrastructure in Tylers Green village.
 - l) Deliver traffic calming on New Road.
 - m) Make improvements to school drop-off provision at the local school.
 - n) Deliver economic and social benefits from the construction process and the creation of new communities.
 - o) Pay into the CIL fund to secure wider infrastructure improvements.

- 1.5. In terms of negatives the site would:
 - a) Not deliver the full Gomm Valley and Ashwells Spine Road, leading to Cock Lane capacity concerns in the short term and an objection from the County Highway Authority. Although it is envisaged that these concerns will be overcome in the medium to long term when the site to the south (Gomm Valley) comes forward.
 - b) The proposed affordable housing mix leads to a degree of social stratification. With rental affordable housing proposed in the Hughenden Quarter and affordable home ownership (DMV) proposed at Ashwells.
 - c) The loss of an area of agricultural land.
- 1.6. On balance, the positive aspects of the proposal are considered to clearly outweigh the negatives and on this basis planning permission should be granted.
- 1.7. The development proposal is considered to accord with Development Plan, Gomm Valley and Ashwells Development Brief, emerging policy and NPPF. Where there are negative aspects to the proposal these are considered to be outweighed by the positives when considering the Development Plan and all other material considerations taken as a whole. On balance, it is considered that subject to suitable conditions and legal agreement planning permission should be granted.

2. The Application

- 2.1. The site is located within open countryside that has been designated as safeguarded land (i.e. a reserve site for future development). For the sake of clarity and avoidance of doubt the site is not within the green belt or Chilterns AONB. The northern boundary of the site lies within 100m of the Katherine Knapp Residential Home, which is Grade II Listed.
- 2.2. The site is part of the wider Gomm Valley Reserve Site for future development. The site comprises agricultural land located on the edge of the village of Tylers Green, which itself is situated approximately 2.5km to the east of High Wycombe town centre and approximately 1.4km north of London Road (A40). The site is approximately 7.5 hectares in area, covering the hillside east of Cock Lane and the flatter field to the east of the hedgerow that divides the site. The green belt abuts the site to the east, with the edge of the Chilterns AONB some 100m further to the east.
- 2.3. Access to the site is provided via Ashwells to the north of the site, a residential cul-de-sac that serves approximately 30 houses and provides access onto Cock Lane. Pedestrian access to the site is currently provided by a public right of way (CWY/15/1), which runs along the southern boundary of the site as well as CWY/14/1, which runs along the north western edge of the site between Cock Lane and Carter Walk. Several informal paths traverse the site.
- 2.4. The site is bound to the north by residential dwellings (a mixture of detached, semi-detached houses and flats). Cock Lane defines the western boundary of the site, beyond which is the Gomm Wood Local Nature Reserve. The rear gardens of the dwellings located along Sandpits Lane form the eastern boundary to the application site. A line of trees and hedges form the southern boundary, beyond which lies the Gomm Valley Reserve Site, which is currently in agricultural use, but proposed (in part) for development.
- 2.5. The outline application proposes:
 - a) Up to 109 new dwellings (range of unit sizes)
 - b) Public open space
 - c) New vehicular access
- 2.6. The application is in outline form with all matters reserved save for the 'site-access'.

Parameter plans are submitted for determination, which set out the broad limits of development.

- 2.7. Alongside the planning application an agreement under S106 of the Town and Country Planning Act is being negotiated.
- 2.8. The application was accompanied by an illustrative layout. This was amended during the course of consideration in the following ways to demonstrate that the level of development applied for could be accommodated on the site:
 - a) Alterations to the illustrative layout and landscaping.
 - b) 25m back to back distance provided between dwellings.
 - c) Removal of formal football pitch and creation of kick about area.
 - d) Root protection area plan provided to support layout.
 - e) Gabions at the entrance removed.
 - f) Revised affordable housing offer including Bellfield Road site.
 - g) Increase in the number of units from 102 to 109.
- 2.9. The application is accompanied by:
 - a) Transport Assessment (main statement plus addendum)– Odyssey
 - b) Residential Travel Plan – Odyssey Markides
 - c) Framework Construction Management Plan – Odyssey Markides
 - d) Design and Access Statement – Savills
 - e) Landscape Planning Statement - LUC
 - f) Statement of Community Involvement – Savills
 - g) Phase 1 Geo-Environmental Survey prepared by Pick Everard
 - h) Phase 1 Geo-Environmental Survey Appendix B (Historical Maps) prepared by Pick Everard
 - i) Phase 2 Ground Investigation prepared by Pick Everard
 - j) Flood Risk Assessment - Odyssey
 - k) Environmental Statement

Statement of Community Involvement

- 2.10. The applicant has carried out a community consultation exercise, which has included engagement with the Development Brief and liaison Group process, meetings with residents groups and three public exhibitions, all of which have influenced the submitted proposal. 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 the Council's website.

Environmental Impact Assessment

- 2.11. The applicant has agreed that the proposal should be treated as EIA development under the 2017 Regulations. A Scoping Opinion was adopted by the Council in late 2017 and an Environmental Statement was submitted with the application by the developer. The application has been determined in accordance with the EIA Regulations.

3. Working with the applicant/agent

- 3.1. In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:
 - Entering into a Planning Performance Agreement to work on a Development Brief and offer pre-application advice;

- as appropriate updating the applicant/agent of any issues that arose in the processing of the application and where possible suggesting solutions; and,
 - adhering to the requirements of the Planning & Sustainability Customer Charter.
- 3.2. Following amendments to the application and completion of negotiations in respect of the legal agreement the application was considered by Planning Committee and determined without delay.

4. Relevant Planning History

- 4.1. The site has no planning history of relevance to the current proposal. The site has been in use for the keeping of horses for a number of years awaiting allocation for development.
- 4.2. Outline planning permission (details of site access only) is sought on the adjacent land to the south (ref: 19/05281/OUTEA) for a mixed use development comprising:
- residential development of up to 1000 dwellings (Use Class C3);
 - a single form entry primary school and pre-school/nursery (Use Class D1, up to 1200 sqm);
 - retail facilities up to 1800 sqm (Use Class A1, A3, A4, A5);
 - employment facilities up to 2000 sqm (Use Class B1);
 - sheltered housing complex (Use Class C2, up to 4100 sqm);
 - community and leisure facilities up to 1100 sqm (Use Class D1/D2); and
 - public open space.

At the time of writing the application has been submitted and first stage consultation is complete. The consultation process has raised a number of issues. At the present time the application remains undetermined.

- 4.3. 17/08464/R9OUT - Outline planning permission is sought for a residential scheme comprising 68 units on Bellfield Road. Whilst this application is some distance from the application site it is proposed to be linked for the purposes of delivering affordable housing.

5. Issues and Policy considerations

Planning policy framework

- 5.1. In considering the application, regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that proposals be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 5.2. In addition, section 70(2) of the Town and Country Planning Act 1990 (as amended by S.143 of the Localism Act) states that in dealing with planning applications, the authority shall have regard to:
- a. the provisions of the development plan insofar as they are material,
 - b. any local finance considerations, so far as they are material to the application; and
 - c. any other material consideration.
- 5.3. The relevant financial considerations in this instance will be CIL and New Homes Bonus.
- 5.4. 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).
- 5.5. The New Wycombe District Local Plan, whilst not currently part of the Development Plan, has been submitted for examination in public. The examination took place in July and September in 2018. Proposed modifications were published in February 2019. The

Inspectors report is due in mid-May 2019. Individual policies, depending on the level of objection, may be afforded more or less weight. An update may need to be provided to the Planning Committee in respect of this matter.

- 5.6. Other material considerations which need to be taken into account include the National Planning Policy Framework (NPPF 2), the National Planning Practice Guidance (NPPG), the CIL Regulations and relevant Supplementary Planning Guidance, in particular the Gomm Valley and Ashwell's Development Brief.
- 5.7. The Local Planning Authority cannot take into account the fact that this site is owned by the District Council and that the Council (and therefore the public) will benefit from any income generated from the development.

Principle (Housing)

Adopted Local Plan (ALP): H2 (Housing Allocations), H4 (Phasing of New Housing Development), C9 (Settlements beyond the Green Belt)

CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS8 (Reserve Locations for Future Development), CS12 (Housing provision)

DSA: DM1 (Presumption in favour of sustainable development),
Gomm Valley and Ashwells Development Brief

Reserve Sites Infrastructure Plan

Emerging New Local Plan: CP1 (Sustainable Development), CP2 (Spatial Strategy), CP3 (Settlement Hierarchy), CP4 (Delivering Homes) and HW6 (Gomm Valley and Ashwells)

- 5.8. The site has been identified in successive Local Plans as a potential area for future development. Most recently in the adopted Core Strategy (policy CS8) the site is identified as comprising part of the Gomm Valley reserve site for future development. Wycombe District Council Cabinet resolved to release the site for development on 20 October 2014 to allow the setting up of Liaison Groups and work to commence on the preparation of a Development Brief for the site. In July 2017 a Development Brief for the site was formally adopted by Cabinet. The Development Brief includes an area of residential development in the location currently proposed for development. The site is also proposed as a residential allocation in the emerging New Local Plan (policy HW6). Having regard to adopted policy, the Development Brief and emerging policy, the principle of allowing residential development on the site is considered to be acceptable.

Housing Supply

- 5.9. The Council's latest position in respect of its five year housing land supply is set out in the 5YS Position Statement dated 1 March 2019. The Council is currently able to demonstrate a five year housing land supply (5.7 years supply). The Ashwell's site forms part of the five year housing land supply. On the latest data Wycombe District is set to deliver in accordance with its 5 year housing land projection. Weight is attributed to the contribution that Ashwells could make to ongoing housing delivery in the District.
- 5.10. Irrespective of the 5 year housing land supply position it is acknowledged that the delivery of much needed homes (including affordable housing) is a significant planning benefit.

Flooding and Drainage

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

DSA: DM17 (Planning for flood risk management)

Emerging New Local Plan: DM39 (Managing Flood Risk and Sustainable Drainage Systems)
Gomm Valley and Ashwells Development Brief

- 5.11. Core Strategy policy CS18 requires that development avoid increasing (and where possible reduce) risks of or from any form of flooding.

Fluvial Flood Risk

- 5.12. The site is located in fluvial flood zone 1 (i.e. low risk of river flooding) and therefore is considered to be sequentially suitable for housing.

Ground and Surface Water Flood Risk

- 5.13. The Flood Risk Assessment (FRA) submitted with the application correctly identifies that generally the application site is at very low risk of surface water flooding (meaning that there is a less than 0.1% chance of surface water flooding in a given year) apart from the area of surface water ponding related to the existing Chalk pit. The site may also contribute to the surface water overland route that bisects the Gomm Valley. Therefore, as no residential development is proposed in the existing chalk pit, the proposed development is considered to be sequentially acceptable in surface water flood risk terms.
- 5.14. In relation to groundwater flood risk, the Groundwater Flood Risk Map produced by JBA has been reviewed. This mapping indicates that groundwater levels are at least 5 metres below the surface. This is supported by the Phase 2 Ground Investigations Report (Rev. 2, dated August 2017, prepared by Picks Everard) which did not encounter groundwater to a depth of 13 metres. Although these tests were completed during early spring, when groundwater levels are in natural decline, there is a significant buffer between any groundwater level and the proposed base of an infiltration component. Therefore, the proposed development is considered to be acceptable in ground water flood risk terms.

Sustainable Urban Drainage

- 5.15. The Lead Local Flood Authority (LLFA) initially raised objection to the proposal on the basis of inadequate infiltration testing and the acceptability of the sustainable urban drainage (SUD) solution. The SUDs solution was amended to reflect the first stage objection. Following amendment the LLFA removed their objection subject to conditions securing a detailed SUDs scheme, ongoing maintenance and the submission of a verification report. Subject to appropriate conditions and S106 requirement in respect of maintenance the SUDs strategy is considered to be acceptable.

Affordable Housing and Housing Mix

ALP: H9 (Creating balanced communities)

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

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

Planning Obligations Supplementary Planning Document (POSPD)

- 5.16. Policy CS13 of the Core Strategy requires new housing developments to provide for a mix of dwelling sizes, types and tenure that meet the identified housing needs of the community¹. In the case of greenfield and brownfield sites 40% affordable housing is sought. Provision should be made on-site. Off-site provision would need to be robustly justified.
- 5.17. The Council's Planning Obligations SPD sets out a requirement that of the total affordable housing bedspaces 80% should be for social rent and 20% should be shared ownership or another route to affordable home ownership (i.e. DMV or Starter Homes).

¹ For the purposes of assessing affordable housing need the community unit of consideration is the District as a whole.

5.18. The applicant is proposing to depart from the Council's standard approach to affordable housing and instead offer a multi-site approach to the provision of affordable housing, which includes the proposed Bellfield Road site in the Hughenden Quarter. The Bellfield Road scheme is in outline form and currently comprises a 68 units (208 bedspaces). The illustrative mix of units and bedspaces is set out in full in the table below:

Site	Tenure	Unit size	Units	Bedspaces	% by unit	% by bedspace
Bellfield	Affordable Rented	1 Bed	32	64		
		2 Bed	34	136		
		3 Bed	2	8		
<i>Sub Total</i>			68	208	38.4%	25.3%
Ashwells	Private	2 Bed	18	72		
		3 Bed	38	228		
		4 Bed	6	48		
<i>Sub-total</i>			62	348	35%	42.3%
	Discount Market Value (DMV)	2 Bed	16	64		
		3 Bed	16	96		
<i>Sub-total</i>			32	160	18%	19.5%
	Self/Custom	3 Bed	7	42		
		4 Bed	8	64		
<i>Sub-total</i>			15	106	8.5%	12.9%
Total			177	822	100%	100%

5.19. In order to consider the proposed affordable housing offer it is first necessary to determine the approximate policy compliant affordable housing baseline. If taken in isolation Ashwell's

would deliver circa 44 units of affordable housing based on an even 40% share of each dwelling size on the site. The Bellfield Road site would deliver circa 27 units of affordable housing. This comprises a total of circa 71 units (across a range of dwelling sizes) in total.

- 5.20. By combining the two sites and taking advantage of cross funding opportunities it would be possible to deliver circa 100 units of affordable housing across the two sites. This amounts to 56.4% of the total units in the combined development and 44.8% of the bedspaces. The discrepancy between the number of units and bed spaces is because the offer is skewed towards the delivery of smaller units (1, 2 and 3 beds), with larger units being delivered for the private sector. Therefore, in quantitative terms delivering the two sites together delivers a better than policy level outcome. This weighs in favour of this approach.
- 5.21. The disadvantage of delivering the two sites together is that the affordable housing tenure mix is less evenly spread with 100% affordable housing (by bedspace and unit) for rent at the Bellfield Road site and circa 30% Discount Market Value by unit (26% by bed spaces) at the Ashwell's site. This will result in a degree of social stratification when viewed on a site basis. The social stratification will be less pronounced when viewed on a town wide basis given the mixed character of both areas. There is some advantage in having affordable housing for rent near the town centre for good access to work and services, but taken in the round the skewed mix is viewed as a negative aspect of the current proposal.
- 5.22. The proposed provision of 15 self/custom build units (13% of total units on the site) is also considered to weigh in the applications favour. The 'Self-build and Custom Housebuilding Act 2015' requires each relevant authority to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in the authority's area. At the time of writing Wycombe District Council's register had 177 individuals and 1 group registered (70 in the High Wycombe area). Councils are encouraged to meet this demand by, amongst other things, using their own land where it is suitable for self/custom build. The fact that Ashwell's is capable of delivering custom/self-build to meet an identified housing need in a market, is considered to represent a planning benefit in favour of this proposal. Self-build and Custom Build is capable of being secured via condition.
- 5.23. Taken in the round, the proposed affordable housing and tenure mix offer is considered to be acceptable and is capable of being secured via condition/legal agreement. To ensure delivery of the affordable housing at Bellfield Road a 30% occupation trigger would need to be applied to the Ashwell's site.
- 5.24. Having regard to the fact that the Bellfield Road application is not yet determined and could be refused planning permission when assessed on its own merits it will be necessary to include an alternative provision of policy level 40% affordable housing provision at an 80:20 mix to be provided on the Ashwells site. This would ensure that Ashwell's can move forward even if the Bellfield Road site should be refused planning permission or falter in its delivery.

Public Open Space

ALP: RT3 (Playing Pitch Provision)

CSDPD: CS17 (Environmental Assets), CS19 (Raising the Quality of Place Shaping and Design), CS21 (Contribution of Development to Community Infrastructure)

DSA: DM16 (Open Space in New Development)

Emerging New Local Plan: CP7 (Delivering the Infrastructure to Support Growth), HW6 (Gomm Valley and Ashwells)

Gomm Valley and Ashwells Development Brief

Reserve Sites Infrastructure Delivery Package

Planning obligations SPD

- 5.25. Policy DM16 requires strategic sites (i.e. Ashwells) to meet all local and strategic open space requirements on site as a minimum.

5.26. Based upon the proposed housing number and mix (109 dwellings) the site would generate approximately 260² people with the public open space requirements as follows in the table:

Open space typology	OS standard as per policy (DM16) Ha / 1000 population	260 person ³ (26% of 1000)
Strategic	3.3	0.86ha
Public outdoor sport	1.2	0.3ha
Park	1.67	0.43
Allotments	0.23	0.06
Play	0.2	0.05
Local *	1.15	0.30
Informal amenity space	0.55	0.14
Local play	0.6	0.16
Total	4.45	1.16

5.27. In view of the above Ashwells should provide 0.86 ha of Strategic Open Space and 0.30 ha of local open space.

5.28. The proposal is to provide circa 3.8ha of public and incidental open space. This is principally in the form of:

- a) A large amenity grassland area in the south western part of the site, which will become the northern tip of the much larger Gomm Valley country park.
- b) A local play park is proposed at the northern end of the amenity grassland area.
- c) A small pocket park is also proposed in the location of the chalk pit.
- d) The remainder of the green spaces is made up of the retention of vegetated buffer strips on the southern, eastern and northern boundaries, which includes a small copse in the far north of the site.

In quantitative terms these areas exceed the open space requirement. However, given that they are largely ecologically and landscape motivated they do not address the need for formal sports provision that would be generated as a consequence of the development. Due to the topographic challenges on the site the undeveloped land is unsuitable for sports pitches or outdoor sports facilities.

5.29. As part of the preparation for the release of the Reserve Sites Wycombe District Council prepared a Reserve Sites Infrastructure Delivery Plan (IDP). This addresses the issue of open space provision across the Reserve Sites. It seeks to ensure that strategic and local open space is provided in accordance with local need and to ensure effective delivery across the five Reserve Sites. At the time of preparation of the Reserve Site IDP it had been envisaged that a single application (or two co-joined applications) would have been submitted for the Gomm Valley and Ashwell's site. For a number of reasons this has not been possible and therefore any off-site contributions would need reflect this and be apportioned on a pro-rata basis between Ashwell's and the remainder of the Gomm Valley site.

5.30. The Ashwell's site is in relatively close proximity to the sports facilities at Penn and Tylers Green however these are known to be utilised to capacity. Other significant facilities in the

² Rounded to the nearest person

³ 2 bed: 34 x 1.75 = **59.5**. 3 bed: 61 x 2.6 = **158.6**. 4 bed: 14 x 3 = **42**.

local area to the south of the site are the Kingsmead Recreation Ground and Dareham's Lane Sports Ground. In order to meet the remaining outdoor sports requirements, reflect the needs identified in the Sports Facility Strategy and to ensure there is a wide range of facilities are provided by the reserve sites, there is a requirement that Gomm Valley and Ashwell's provides for a bowls green and tennis courts. It has been identified that there is capacity at Dareham's Lane sports ground for the delivery of these facilities. Therefore, subject to a commensurate sum being secured towards the provision of these facilities the proposal is considered to be acceptable in this regard.

- 5.31. It is also recognised that there are few play facilities in the local area and therefore the Ashwell's site is required to provide a Neighbourhood Equipped Area of Play (NEAP) and Local Area of Play (LAP), catering for young children through to early teens. These facilities are illustratively proposed to be delivered at the northern end of the open space, which is located relatively centrally within the site offering good accessibility for residents. It is considered to be reasonable and necessary to secure details of these facilities via condition and their long term maintenance via S106.
- 5.32. In view of the above, and subject to appropriate conditions and S106 provisions securing the proposed open space strategy, the open space provision is considered to be acceptable.

Landscape and Visual Impact

CSDPD: CS17 (Environmental assets)

Emerging New Local Plan: CP8 (Sense of Place) and DM32 (Landscape Character and Settlement Patterns),

Gomm Valley and Ashwells Development Brief

Character Map of England (Character Area 110 and 108)

Local Landscape Plan for Buckinghamshire

The Chiltern Conservation Boards Position Statement on Development Affecting the Setting of the Chilterns AONB.

- 5.33. The Development Brief has sought a landscape led approach to development on the Gomm Valley and Ashwells Reserve Site, which recognises the natural beauty of the valley, whilst accommodating opportunities for development. It emphasises the importance of structural planting within development parcels to soften and break up their hard form.
- 5.34. The development on the site broadly follows the extent of developable areas identified in the Gomm Valley and Ashwells Development Brief.
- 5.35. A landscape and visual impact assessment (LVIA) was submitted with the application, which assess views of the site from key vantage points both near and far. The assessment makes the case that once the proposed vegetation has established, significant landscape and visual effects would be localised.
- 5.36. The Council's Natural Environment (Landscape Officer) has been consulted. Following amendments to the scheme the view was taken that the proposal appropriately balances the need to break up views coming into the site with the desire to provide views looking out of the site at key vantage points. It was considered that the parameter plans had demonstrated that 109 units of accommodation could be accommodated. Concerns were raised in respect of the potential impact of development on parcel 11 and the need to provide and maintain structural planting within the built-up area of the site as indicated on the illustrative Master Plan. It is considered that these concerns are capable of being addressed by limiting the scale of development in parcel 9 to 2 storeys (as per the Development Brief). Issues of landscaping are capable of being addressed at the Reserve Matters stage.

5.37. In view of the above, the landscape impact is considered to be acceptable.

Green Infrastructure and Ecology

CSDPD: CS17 (Environmental assets)

DSA: DM11 (Green networks and infrastructure), DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geo-diversity importance) and DM14 (Biodiversity in Development).

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

Green Infrastructure

5.38. The entire Gomm Valley and Ashwell's Reserve Site is allocated as a Green Infrastructure Area. The Gomm Valley and Ashwell's Development Brief sets out the strategy for the green infrastructure area. The strategy needs to:

- a) retain the character of the valley;
- b) provide enhanced recreational amenity;
- c) protect and enhance the site's biodiversity and ecological value; and
- d) improve connectivity within and beyond the site boundary.

5.39. The full strategy is set out on pages 48 to 50 of the Development Brief and provides for a total of circa 53ha of undeveloped land (or 73% of the Gomm Valley and Ashwells site, excluding the potential employment area within parcel 12). The Ashwell's site makes a relatively small, yet important, contribution to the northern tip of the green infrastructure area of some 3.5 hectares of land.

5.40. The relevant part of the Development Brief plan relating to Ashwell's in inserted below:



5.41. The key contributions required from the Ashwells site by the Development Brief were:

- a) The retention of existing hedgerows and trees with a 5 metre buffer to adjacent development thereby preserving the existing ecological network on the site;
- b) The retention of a good quality ecological link to Kingwood and Gomm's wood;
- c) Provision of amenity grassland to relieve pressure on the proposed chalk grassland further south in the valley;
- d) The provision of a treed/hedged bank to Cock Lane;
- e) Public access to the land and provision of east/west and north/south cycle connections; and,
- f) A NEAP in the northern part of the site.

5.42. The proposal has delivered against these key objectives in the following ways:

- a) The outline of the undeveloped area reflects the plan in the brief;
 - b) The existing hedge lines are retained and enhanced as necessary;
 - c) The ecological link to Kings and Gomms Wood is capable of being delivered. It should be noted that the gabion walls and football pitch, which were previously sited in this area has been removed;
 - d) The site is fully publically accessible (capable of being secured via condition);
 - e) A strong bias towards native planting can be achieved (secured under the Reserve Matter of Landscaping);
 - f) An East/West cycle route is capable of being delivered via condition/financial contribution towards enhanced footpaths;
 - g) A NEAP is proposed in the northern corner of the site, which is capable of being secured via condition and maintained for the life of the development via S106; and,
 - h) The first part of the north/south cycle route linking Ashwell's to the remainder of Gomm Valley site is capable of being delivered. Details of construction can be secured at the Reserve Matters stage.
- 5.43. In view of the above, the development proposal is considered to accord with the Development Brief. It is considered to make a positive contribution towards the green infrastructure strategy for Gomm Valley (in line with the Development Brief) and therefore is considered to be acceptable.
- 5.44. To ensure that the vision for the green infrastructure area is deliverable in the long term it will be necessary to ensure that the land is adopted by a responsible body (Chepping Wycombe Parish Council, Wycombe District Council or put into Trust). This matter is capable of being addressed as part of any future legal agreement.
- 5.45. Through the consultation process concerns have been expressed that the Copse in the northern part of the site has not been indicated correctly on the illustrative masterplan. Having verified the masterplan and other supporting plans with survey plans and aerial photographs it can be confirmed that the copse is considered to have been shown correctly on the illustrative master plan. The issue would appear to have arisen as a consequence of the development encroaching within a fence line that surrounds the copse. The purpose of the fence was to enclose animals, not define the boundary of the copse. Therefore, no part of the copse would be lost as a consequence of the proposed development, although some buildings do get close to the copse, which is undesirable. It is considered that this matter is capable of being addressed at the Reserve Matters stage.

Ecology

- 5.46. Policy DM14 requires all development proposals to maximise opportunities for biodiversity by conserving, enhancing or extending existing opportunities. The Development Brief requires development to deliver net gains in bio-diversity.
- 5.47. An ecological statement was submitted by the applicant. The statement sets out the law and planning policy relating to flora and fauna on the site and the findings of the survey work. The report concludes that there are no habitats of international, national or county wide importance that would be directly affected by the proposals. The species recorded on the site can be described as common or abundant and are found in similar locations across much of Britain. There was some evidence of protected species such as slow-worms, grass snakes and common toads (a Priority Species), badgers and bats (albeit with a low level of bat foraging/commuting activity). The removal of protected species would require an application to be made to Natural England (NE) for a full European Protected Species (EPS) licence before development work can be undertaken. A range of mitigation/enhancement measures have been suggested including a capture, rescue and translocation exercise prior to construction. The mitigation and enhancement measures, if implemented effectively, are

considered to reduce the impact of the proposals on local wildlife and potentially increase the nature conservation value of the site in the long term in accordance with Government guidance as set out in National Planning Policy Framework and Development Brief.

- 5.48. In considering the current proposal the Local Planning Authority must have regard to Regulation 9 (5) of the Conservation of Habitats Regulations 2010 and the impact the grant of planning permission may have on any protected species and apply the Derogation test accordingly. In this instance there is considered to be a clear public interest in developing the site in accordance with the Development Brief for much needed housing. The harm to existing species is considered to be limited and in a large part capable of being mitigated through translocation and the long term enhancement of the site and wider Development Brief area. On this basis it is considered to be likely that NE will grant a licence and therefore planning permission should not be withheld on ecological grounds.
- 5.49. Overall, the findings of this ecological assessment would indicate that, subject to appropriate conditions, there are no over-riding ecological constraints to the development proposal.

Site Accessibility

ALP: T2 (On – site parking and servicing), T4 (Pedestrian movement and provision), T5 and T6 (Cycling), T8 (Buses), T12 (Taxis), T13 (Traffic management and calming) and T16 (Green travel)
CSDPD: CS16 (Transport), CS21 (Contribution of development to community infrastructure)
DSA: DM2 (Transport requirements of development sites)
Emerging New Local Plan: CP7 (Delivering the Infrastructure to Support Growth), DM33 (Managing Carbon Emissions: Transport and Energy Generation)
Gomm Valley and Ashwells Development Brief
Reserve Sites Infrastructure Delivery Plan (June 2016)
High Wycombe Reserve Sites Transport Framework
Buckinghamshire Countywide Parking Guidance

- 5.50. The applicant has submitted a Transport Statement prepared by Odyssey (December 2017) and an associated Addendum dated March 2019 in support of the application. The Transport Assessment sets out the applicant's position with regard to vehicle movements, accessibility, junction design, the spine road and car/cycle parking.

Network Capacity

- 5.51. It was recognised early in the Development Brief process that highway capacity on the network was a core issue in the release of the Reserve Sites. For this reason the Local Planning Authority and County Highway Authority instructed Jacobs to prepare the High Wycombe Reserve Sites Transport Framework to inform the development of the Reserve Sites. The report was published on 19 January 2016. Of particular relevance to the current proposal is the impact on Cock Lane and London Road.

Cock Lane

- 5.52. High Wycombe Reserve Sites Transport Framework (by Jacobs) advises the following:

“It would not be appropriate to locate any access points from the Reserve Site onto the narrow section of Cock Lane, unless the proposal also made provision for accompanying improvement works to Cock Lane. Should subsequent evolution of the Masterplan indicate a potential impact on this section of road, route upgrades should be considered further.

In its present condition Cock Lane is subject to operational issues, particularly at peak travel times and therefore without upgrade is not a suitable route for accommodating

material increases in traffic growth. A material increase in traffic volume is likely to occur if either Gomm Valley or Ashwells are developed in isolation without significant infrastructure improvements. The issues would be further intensified if both the northern and southern ends of the site are developed.” (emphasis added)

- 5.53. The findings of the Jacobs report have been verified by the applicants Planning Statement in respect of the Ashwell’s site when it states:

“it is accepted that Cock Lane operates at, or close to capacity during peak periods and so widening proposals have been prepared to alleviate current levels of delay and improve highway safety. The widening proposals also offer some future proofing from the potential impact of the development from the Gomm Valley Reserve Site”.

And the Vehicle Access Strategy, on the adjacent Gomm Valley site when it states:

“The traffic survey confirms that the lane is already operating at or around typical capacity for the design of the road”

Albeit it is acknowledged that this is within the context of a wider debate about whether capacity constraint is a good or bad highway condition.

- 5.54. The recommendation in the Jacobs report was incorporated into the Reserve Sites Infrastructure Plan and the Gomm Valley and Ashwell’s Development Brief. The Development Brief states:

“Development proposals will need to provide a continuous spine road through The Site from Cock Lane to Gomm Road”

- 5.55. In view of the findings of the Wycombe Transport study and the requirements of the Development Brief the applicant has offered to widen the northern section of Cock Lane, as far as the Southern boundary of the application site. The land owner to the south (currently AVIVA) would then continue the spine road into their site.

- 5.56. Notwithstanding the fact that the applicant has offered to widen the northern section of Cock Lane, they have simultaneously made the case that the impact of the proposed development on Cock Lane does not necessitate the improvement on the basis the impact is not material. The County Highway Authority do not accept that the proposed development will not give rise to a material increase in traffic growth on Cock Lane. They objected to any planning permission being granted for development at Ashwell’s without a full and deliverable solution for the widening and/or bypassing (via a spine road) of Cock Lane. The County Highway Authority have recommended refusal of the application on the basis that the section of Cock Lane between Tyler’s Green and High Wycombe is inadequate by reason of its width in order to safely and conveniently accommodate the additional vehicle movements generated by the proposed development. The County Highway Authority objection needs to be weighed in the balance of decision making.

- 5.57. Notwithstanding the County Highway Authority objection the current proposal is considered to make a positive contribution towards the delivery of the spine road solution identified in the Development Brief and would not frustrate a full spine road solution coming forward in the future. As such, it is envisaged that any capacity and safety issues identified on Cock Lane by the County Highway Authority will be relatively short lived. This will diminish the weight that can be attributed to the County Highway Authority objection.

- 5.58. A number of objections have been received by residents in respect of any road widening on Cock Lane on the basis that the proposed development (i.e. 109 dwellings at Ashwell’s) does not generate sufficient vehicle movements to justify the intervention (an estimate of 5 vehicles per hour in AM peak is offered by one resident). Representations also

acknowledge that Cock Lane, in its current form, limits the level of traffic that may pass through Tylers Green. For the reasons set out above, the County Highway Authority does not accept that the impact (in terms of vehicle movements from Ashwells) is immaterial in terms of Cock Lane capacity, nor do they accept that the Ashwells site should be viewed in isolation. However, it is acknowledged that any spine road would need to be traffic calmed to ensure that it fulfils the function for which it was designed (i.e. existing traffic, the traffic impact of the developments and associated background growth) and does not pull in commuter traffic from further afield. It is considered that the detailed design issues associated with the road are capable of being addressed via condition and the S.278 process.

- 5.59. Traffic calming on New Road and improved crossing features for the school have already been proposed and will go some way to limiting the future capacity and attractiveness of Cock Lane as a commuter route and serve to address some existing acknowledged issues. These proposed features are capable of being secured via condition.

London Road

- 5.60. London Road is acknowledged as having a significant capacity and congestion issues along much of its length. A package of measures is being designed to improve journey time along the road, cut congestion and improve air quality. This is in part funded by the National Productivity Investment Fund (£4.13m) with additional sources of funding being secured from Buckinghamshire County Council and the Reserve Sites. The County Highway Authority have requested £180k from Ashwell's as a commensurate contribution towards this programme of work. This sum is considered to be reasonable and proportionate and therefore, subject to it being secured via S106 the impact on London Road is considered to be acceptable.
- 5.61. Therefore, in summary, while the County Highway Authority acknowledge in part that the highway capacity issues in the vicinity of the development will be overcome, they maintain an objection on basis that there is not a fully deliverable scheme at the present time for Cock Lane. It is for the Council to determine through the weighing and balancing of this application whether there is sufficient planning benefit to justify accepting a short term harm to highway safety/convenience if it forms part of a longer term solution.

Access

- 5.62. In line with the Development Brief the site is proposed to have three vehicular access points:
1. The existing Ashwell's development.
 2. Cock Lane.
 3. Development Brief parcel 9 within AVIVA's ownership.
- 5.63. The County Highway Authority has reviewed the design of all three accesses and confirmed they are acceptable in terms of capacity and sight lines. The delivery of these access points is capable of being secured via condition.
- 5.64. The initial submission included a one-way section of road linking to the Ashwell's development. It was not considered that there was any highway justification for this approach and that it would not be intuitive to highway users and therefore detrimental to highway safety. In response to these concerns the developer made the access point two way. A condition will need to be imposed on any planning permission granted ensuring that the unimpeded two way access is retained.

Street Design

- 5.65. The Design and Access Statement and illustrative material indicates a hierarchy of road designs set over a range of widths along with shared surface squares. The general approach would appear acceptable. The internal access roads and street designs are a Reserved Matter and therefore for future consideration.

Servicing

- 5.66. The illustrative material indicates that servicing will be possible. The County Highway Authority have requested a condition securing road designs to an adoptable standard whether they are adopted or not to ensure that minimum servicing requirements are met. This matter is reserved for consideration at the Reserved Matters stage.

Parking Provision

- 5.67. Parking will be addressed in detail at the Reserved Matters stage. The illustrative material indicates that circa 250 spaces can be accommodated on the site, with a mixture of on plot and on-street parking. It is noted that with an appropriately designed street network that there would be additional capacity for on-street parking. Therefore, the illustrative material is considered to demonstrate that an acceptable parking solution will be deliverable.
- 5.68. Objection was raised to the presence of two rear parking courts. The Council's design guidance does not rule out rear parking courts, but just finds them sequentially less preferable than street, front of plot or side of plot parking. In this instance the rear parking courts have been proposed as a consequence of trying to achieve car free frontages facing the chalk-pit. This matter will be considered in more detail at the Reserved Matters stage.

Pedestrian and Cycle Provision

- 5.69. The Gomm Valley and Ashwell's Development Brief (DFO4) sought to provide a pedestrian and cycle permeable development so as to maximise the attractiveness and take up of sustainable modes of travel. The Reserve Site Infrastructure Delivery Plan also identified a number of PRow improvements, which would link the Reserve Sites by walk and cycle to the surrounding network and destinations.
- 5.70. The exact location of the foot and cycle network is a matter to be determined at the Reserve Matters stage. Illustratively the link to the proposed north/south cycle route has been included as has the route along the eastern side of the site linking the Hammersley Lane footpath (CWY/15/1) to Carter Walk. Missing from the illustrative plan is a direct footpath connection running parallel with Cock Lane and a dedicated upgraded PRow along the southern boundary. Both these issues are considered to be capable of being addressed via condition and/or at the Reserve Matters stage.

Public Rights of Way

- 5.71. A number of PRow and permissive paths traverse the site providing links to the north, east, south and west. The land to the south of the site is currently in private ownership, but is proposed to come forward for development in due course providing walk/cycle links to the London Road.
- 5.72. The Reserve Sites Infrastructure Delivery Plan identifies the value of improved walk/cycle connections to:
- The Horse and Jockey PH on Church Road and Tylers Green Primary School and beyond;

- Hammersley Lane - a significant north/south route between Tylers Green and London Road;
 - Cock Lane - a significant north/south route between Tylers Green and London Road;
 - Herbert Road in Micklegate - with links on lightly trafficked roads to the town centre;
 - Amersham Road via Kingswood.
- 5.73. These routes are currently comprise largely unmade footpaths, which limits their attractiveness as functional commuter routes particularly in the winter months when they tend to be very muddy. Improvements to these routes with tarmac in the more urban areas and crushed granite and/or lime in the more rural locations, would greatly enhance the walk/cycle connectivity of the site making what is otherwise a relatively poorly connected development more sustainable. It would also contribute to the vision set out in the Development Brief for the site.
- 5.74. On this basis direct delivery or financial contributions towards the following walk/cycle routes is sought:
- 5.75. Direct Delivery of the following walk/cycle routes:
- a) Delivery of a public footpath on the eastern boundary of the site linking Hammersley Lane to Carter Walk - 2m wide tarmac finish to adoptable standard.
 - b) Provision of a made surface on the footpath on the southern boundary of the site on the alignment of CWY/15/1 – 2m wide tarmac finish to adoptable standard.
 - c) Realignment and surfacing of CWY/14/1 - 2m wide tarmac finish to adoptable standard.
- 5.76. Financial Contributions towards the following walk/cycle routes:
- a) Provision of a route through King's Wood, using existing private tracks and public bridleways to connect Cock Lane with the A404 Amersham Road (at the Beech Tree Pub) providing an attractive shared use pedestrian / cyclist / equestrian facility – financial sum secured via S106.
 - b) Upgrade CWY/14/1 – Site to Horse and Jockey - financial sum secured via S106.
 - c) CWY/15/1 – Upgrade (Granite to dust) - Site to Hammersley Lane – financial sum secured via S106.
 - d) HWU/50/1 – Make surface (Asphalt with thermoplastic coloured surfacing) - Site to Cock Lane on AVIVA land - financial sum secured via S106.
 - e) HWU/49/1 – Make surface (Crushed Lime Stone) - Cock Lane to Herbert Road - financial sum secured via S106.
- 5.77. Financial contributions securing financial sums or direct provision via condition are is considered to be reasonable, directly related and necessary to make the development acceptable.

Public Transport

- 5.78. DFO 3 of the Gomm Valley and Ashwell's Development Brief requires developments facilitate the provision of a sustainable bus service within reasonable walking distance (approximately. 400 metres) of any development on the site.
- 5.79. There is an existing bus service serving Tylers Green located some 400m to the North of the site. This is considered to fall within a reasonable walk distance (on predominantly flat ground) for the future occupiers of the site. A contribution has been sought towards the provision of additional bus stop infrastructure in Tyler's Green. This is considered to be a reasonable and proportionate contribution to support the ongoing provision of this service. Therefore, with regard to public transport accessibility the proposed development is considered to be acceptable.

Site Accessibility

- 5.80. The site is not located in the most sustainable location being some distance from town. However, it is considered to have taken the opportunities available through direct provision or financial support for sustainable transport provision (walk/cycle/bus) to promote alternative to the private car. Therefore, the site is considered to be compliant with the Development Brief and emerging Local Plan policy.

Environmental issues

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

CSDPD: CS18 (Waste, natural resources and pollution)

Land Contamination

- 5.81. This is a greenfield site where the risk of contamination is minimal.

Lighting

- 5.82. Tylers Green is a dark neighbourhood with no street lighting, which adds to its rural character. Illumination within the curtilages of dwellings is unrestricted. The current proposal does not propose any street lighting, which is consistent with the established rural character of the area.

Bins

- 5.83. This matter is capable of being addressed at the reserved matters stage.

Water

- 5.84. Thames Water were consulted as part of the application.
- a) Waste water – Thames Water have indicated that the existing system is unable to accommodate the needs of the application and have requested provision of an on/off site drainage strategy to be secured via condition. They have also raised concern in respect of the impact on the existing sewage pumping station adjacent to Cock Lane, which may be affected by the development both physically and/or by the quantum of future users.
 - b) Mains Water – Thames Water have indicated that the existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development and have requested impact studies of the existing water supply infrastructure be submitted.
 - c) Surface Water - Thames Water have resisted any connection to the public sewer and requested an informative advising that applicant that special consent is required to make a connection.
- 5.85. Thames Water have also requested a condition in respect of any potential piling on the site, given the proximity of proposed development on the site to subsurface water infrastructure.
- 5.86. Conditions requiring the submission of a foul drainage strategy, water supply infrastructure and a piling method statement are considered to be reasonable and necessary. With the planning authority maintaining control over the condition discharge this will serve to prevent Thames Water exercising ransom control in respect of the provision of water infrastructure.
- 5.87. Concern has been raised by local residents in respect of the proposed relocation of a mains pumped sewer and the need for a 6m no build over zone (the sewer currently passes east to west over the northern part of the site). This matter has been raised with the applicant and it has been confirmed that the intention is to site the sewer under a road. The no build over requirement is aimed principally at buildings. Therefore, it is not considered that the

relocation of the pumped sewer represents an impediment to development. In the event an issue did arise it would be possible to review alternative layouts and or reduce the number of units on the site to accommodate the relocation of the pipe.

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

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

Housing intensification SPD

Emerging New Local Plan: CP8 (Sense of Place), DM35 (Placemaking and Design Quality)

Gomm Valley and Ashwells Development Brief

The Environmental Guidelines for the Management of Highways in the Chilterns

Residential Design Guide

- 5.88. Details of Access, Layout, Scale, External Appearance and Landscaping are reserved for future consideration. The purpose of the illustrative layout is to demonstrate that 109 units can be acceptably accommodated on the site. The illustrative layout is not proposed to be fully resolved or fixed at this stage.
- 5.89. The Development Brief has a number of design orientated policies. These policies seek to ensure:
- a) that the site is well integrated with its surroundings;
 - b) that coalescence between High Wycombe and Tylers Green is avoided;
 - c) that the need for earth moving and retaining walls is minimised;
 - d) Good quality and clearly defined public/private spaces are provided.
- 5.90. In addition to the Development Brief the Council has a residential design guide, which provides more detailed guidance and minimum amenity standards.

Layout

- 5.91. The illustrative proofing layout demonstrates that it is possible to bring forward a form of development that broadly conforms to the comprehensive layout approach set out in the adopted Development Brief. The illustrative layout:
- makes use of the screening benefits of the existing large mature hedgerows;
 - Fits within an overarching movement strategy;
 - clearly defines public/private space; and,
 - respects the separation of High Wycombe and Tylers Green.
- 5.92. There is also variation in terms of plot sizes and dwellings typologies.
- 5.93. Whilst parcel 9⁴ has not been proposed in the current application, as it is beyond the application sites ownership, the site has been designed in such a way that its future incorporation is possible.
- 5.94. The Council's Urban Designer has been consulted, and concluded that the illustrative master plan demonstrates that 109 units can be acceptably accommodated on the site while satisfying the requirements of the Development Brief.
- 5.95. There are some issues with the illustrative master plan, which have been identified through

⁴ As identified in the Development Brief.

the consultation process. These relate to:

- a) the use of standard house types;
 - b) estate feel;
 - c) the use of rear parking courts;
 - d) poor allocation of garaging
 - e) the general absence of landmark buildings as indicated in the Design and Access Statement;
 - f) a poor materials pallet; and,
 - g) a need to redesign the northern section of the site and address the current long sinuous cul-de-sac.
- 5.96. There is merit in a number of these observations. However, it is acknowledged that this is an outline application and there is scope to resolve these matters at the Reserved Matters stage.
- 5.97. Given the complex nature of the proposed release of this site to small scale house builders and self/custom builders it is considered to be necessary and reasonable to impose a phasing, masterplan and design code condition on the application to ensure that the detailed release of the site supports a coherent design approach.

Scale

- 5.98. The proposed parameter plan indicates that development on the site will not exceed 2.5 storeys. This does not suggest that all development on the site will be 2.5 storeys in height, but rather 2.5 storeys will represent the maximum height of any new development. With the exception of the area backing onto Ashwells and Greenridge, this scale of development accords with provisions of the Development Brief and therefore is considered to be acceptable. The exact scale and form of the built development on the site will need to be determined at the Reserve Matters Stage, but the illustrative information provided indicates that conformity with the Development Brief is achievable.
- 5.99. For landscape, design and amenity reasons it is considered to be reasonable and proportionate to limit the height of new development backing onto Ashwells and Greenridge to two storeys via condition.

External Appearance

- 5.100. The Planning Statement and Design and Access Statement indicate that the external appearance of buildings will be based on a traditional form of design and construction. The materials palette will likely be red bricks, render, plain tiles and slate, with the occasional use of high quality stone and timber details where appropriate.
- 5.101. At the entrance to the site a more contemporary design approach is proposed for the custom/self-build dwellings. This approach at the entrance to the site is considered to be appropriate because the changing levels lend themselves to a more modern split level approach. It is considered that a design code will need to be conditioned to ensure continuity in the design approach.
- 5.102. Whilst the exact external appearance will need to be determined at the Reserve Matters Stage, the illustrative information provided indicates that conformity with the Development Brief is achievable.

Landscaping

- 5.103. In support of the application the applicant has submitted a 'Tree Constraints Plan', 'Tree and

Vegetation Removals Plan' and 'Root Protection Zone Plan'. The majority of existing vegetation is located around the perimeter of the site, the main exception being the mature hedgerow that passes centrally through the site on a north/south axis. The majority of the existing structural vegetation on the site would be retained as part of the development. There would be some losses centrally within the site, but there would also be some gains in the form of street tree planting and a central green spine that is proposed to pass through the centre of the site. The existing vegetation is capable of being protected and the proposed vegetation secured as the Reserve Matters applications come forward.

Amenity of existing and future residents

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

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

Housing intensification SPD

Emerging New Local Plan: DM40 (Internal Space Standards), DM41 (Optional Technical Standards for Building Regulation Approval)

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Residential Design Guide SPD

Future occupiers of the development

5.104. The details of the proposal are reserved for future consideration. However, the parameter plans and proofing masterplan are considered to illustrate that the site can deliver the quantum of development proposed whilst delivering an acceptable living environment for future occupiers in terms of: size of units, size of garden, dual aspect accommodation, privacy and access to light and outlook. The precise details of the proposed dwellings on the site can be secured at the reserve matters stage.

Occupiers of neighbouring dwellings/buildings

5.105. Ashwells and Greenridge – the Development Brief acknowledges that the relationship between parcel 11 and the existing properties in Ashwells and Greenridge is particularly sensitive due to their location on lower ground. To manage this relationship the Development Brief advises that direct back-to-back window distances achieve a distance of circa 35 metres or more and gardens should be of a sufficient size to accommodate structural planting. Where no windows are present a distance of 20 metres should be achieved. The proposal is to site 8 self-build dwellings along the boundary with Ashwells. Given the outline form of the application the precise siting and design is proposed to be agreed at the reserve matters stage. However, the amended illustrative proofing layout indicates that the 35 meter back-to-back distances can be achieved and there is scope for the provision of structural planting. Therefore, it is considered that the proposed quantum of development can be achieved without an adverse impact on the amenities of the occupiers of the properties in Ashwells or Greenridge.

5.106. Sandpits – The dwellings at Sandpits have deep gardens at circa 70 metres and therefore their habitable space and most usable private amenity areas are unlikely to be materially affected by the proposed development by reason of overshadowing, loss of light and/or noise/disturbance. The rear boundaries of these dwellings would be exposed to the public realm within the development. However, given that a long standing path (potentially permissive) already exists along the rear of these properties it is not considered that this will result in a new issue. Therefore, the impact on the occupiers of properties in Sandpits is considered to be acceptable.

5.107. Carter Walk – The dwellings in Carter Walk would be separated from the developed part of the Ashwells site by a wooded copse. The wooded copse is proposed to be retained.

Therefore, in terms of overshadowing, loss of light and/or noise and disturbance it is not considered that their amenities would unacceptably affected.

5.108. Concerns have been raised that a footpath is illustratively shown passing through the copse and concerns have been raised that this would give rise to a loss of privacy and exposure of the Carter Walk properties to the risk/fear of crime. Given that the land is already publically accessible and the copse, if retained as landscaping within the public realm, would be publically accessible, it is considered that the exposure of rear boundaries would occur under any circumstance. It is currently, and would remain the case, that the occupiers of these dwellings could enclose their boundaries (up to 2m in height), as they see fit, to appropriately secure their boundaries. As the copse is proposed to be retained it is important that it has an active use to promote public surveillance and discourage anti-social behaviour in this space (including garden encroachment and dumping of garden waste). Notwithstanding the above, this is a matter is currently illustrative and the final decision is reserved for future consideration.

5.109. In summary, the proposed development is not considered to have a detrimental impact on the amenities of adjoining residential development.

Historic Environment

ALP: HE3 (Development affecting the setting of a listed building),

CSDPD: CS17 (Environmental assets)

Draft New Local Plan: CP8 (Sense of place), DM20 (Matters to be determined in accordance with the NPPF), DM31 (Development Affecting the Historic Environment)

Gomm Valley and Ashwells Development Brief.

5.110. Stretton House is located to the north of the site and is designated as a Grade II listed building. Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act) requires decision makers to give weight to the harm development would do to the setting of heritage assets. In addition, Paragraph 132 of the National Planning Policy Framework (the Framework) requires local planning authorities to give great weight to a heritage asset's conservation. Stretton House is located some 48 metres from the northern boundary of the site and is partially screened by existing vegetation. The Listed Building has no significant physical or functional connection to the application site either now or in the past and the importance of the site to the Listed Building is principally one of providing a setting. The proposed development whilst visible from the Listed Building is not considered to be overbearing or incongruous in its setting and is proposed to be further screened by additional vegetation. On this basis, the proposal is considered to have an acceptable impact on the setting of Stretton House.

Archaeology

ALP: HE19 (Archaeology – Unscheduled Sites and Monuments)

CSDPD: CS17 (Environmental Assets)

Emerging New Local Plan: DM31 (Development Affecting the Historic Environment)

5.111. Local Plan policy HE19 states that planning permission will not be granted for any proposed development which would harm unscheduled archaeological remains or their setting which are considered to be of county, regional or national importance and worthy of preservation.

5.112. A number of Archaeological investigations have been undertaken to the south of the application site by WY AS Archaeological Services and Sumo Survey. They have identified some potential for Iron Age and 2nd to 3rd century Roman material. This potential would need to be 'ground truthed' through trial trenching. The County Council Archaeologist is therefore at variance with paragraph 8.9.4 of the Environmental Statement and would expect the whole of the proposed development area to be assessed through trial trenching. To this end

the County Archaeologist has requested that a condition be applied to any planning permission granted requiring the developer to secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF paragraph 141. Subject to the imposition of an appropriate condition no archaeological objection is raised.

Agricultural Land

NPPF 2

5.113. The site was last actively used for the grazing by horses, which comprises a relatively low grade agricultural use. It is unclear whether the land has been farmed for arable purposes. Whilst an agricultural land classification has not been undertaken it is anticipated that the site, along with much of the Chilterns, would not comprise the best and most versatile agricultural land. Nevertheless, the loss of any agricultural land is a negative aspect of the proposal, which must be weighed in the balance.

Economic and Social Role

NPPF

Economic

5.114. It is acknowledged that there would be economic benefits associated with the development. These would include:

- a) short term job creation and spending on construction, particularly if small scale builders are involved;
- b) added spending power in the local area in the future from economically active residents;
- c) transport infrastructure contributions;
- d) CIL; and
- e) New Homes Bonus.

These are considered to represent planning benefits that weigh in favour of the development.

Social

5.115. It is acknowledged that the proposal would contribute to the housing supply for current and future generations and that the future occupiers of the site would have the potential to contribute positively to a strong, vibrant and healthy community, particularly when the land to the south is developed. These social benefits attract modest weight in favour of the proposed development.

Infrastructure

CSDPD: CS1 (Overarching principles - sustainable development),
Emerging New Local Plan: CP7 (Delivering the Infrastructure to Support Growth)
Reserve Site Infrastructure Delivery Plan – June 2016

Education

5.116. Buckinghamshire County Council (BCC) is the Local Education Authority (LEA) and has a statutory duty to ensure that there are sufficient school places in its area.

5.117. BCC stated that the increase in housing planned across Buckinghamshire is projected to put increased pressure on school places with projections of a deficiency of places across Wycombe District in primary and secondary schools.

5.118. In June 2010 BCC adopted a policy to ensure a coherent and consistent methodology for assessing the additional education infrastructure requirements generated by new housing developments. This sets out relevant standards including the pupil generation rates per 100 new dwellings and cost per pupil of new provision.

Primary

5.119. As part of the Reserve Sites Infrastructure Delivery Plan BCC has carried out an assessment of the impact of the release of the five Reserve sites on primary education provision in the area. This assessment has been updated to reflect the development applied for at Ashwell's. In line with the County Council formula a contribution of circa £550k is sought in respect of the provision of primary school places in the District. It is envisaged that this money will be spent on the construction of the proposed new school in the south of Gomm Valley. Depending on the timing of development on the Gomm Valley site the money could also be spent on the temporary or permanent expansion of other schools in the High Wycombe/Hazlemere/Tylers Green area as set out in the Reserve Site Infrastructure Plan. The proposed contribution is considered to be reasonable, necessary, directly related and proportionate and therefore accords with CIL regulations.

Secondary

5.120. Based on projections BCC state there is a requirement for an additional 5 forms of entry at secondary school level required by 2020 in High Wycombe (a form of entry is an additional class per year group). BCC estimate that all the Reserve sites will generate the need for one of these 5 forms of entry. To meet increased demand in the short term, works have recently commenced on site or are planned shortly to expand the following schools by a form of entry each:

- St Michael's Catholic School, Daws Hill Lane, High Wycombe
- Sir William Ramsay, Rose Avenue, Hazlemere
- Great Marlow, Bobmore Lane, Marlow

5.121. The CIL for the site will cover a commensurate contribution towards Secondary School provision.

5.122. Subject to a commensurate S106 contribution towards primary school education, and payment of CIL, there is no objection in respect of the provision of school places

Health

CSDPD: CS1 (Overarching principles - sustainable development),

Emerging New Local Plan: CP7 (Delivering the Infrastructure to Support Growth)

Reserve Site Infrastructure Delivery Plan – June 2016

5.123. NHS England Thames Valley and NHS Property Services were consulted as part of the Reserve Site Infrastructure work. The NHS advised that there will be requirements for adaption, modifications and extensions to local GP surgeries and potentially additional or new surgery fabric to provide the additional accommodation necessary to meet the additional demand generated from the reserve sites as well as managing longer term needs. NHS England advised that the cumulative impact of the Terriers Farm, Gomm Valley and Ashwells developments would likely result in a requirement for between 1 and 1.45⁵ additional GPs. It was considered by NHS England that sufficient capacity could be made available within the existing premises of the Penn Surgery and Kingswood Surgery. However, these practices may need to make internal modifications to their premises in order to create additional capacity. These modifications would involve converting existing office

⁵ Full time equivalent.

space into an additional clinical room or remodelling internally to create a new room altogether. To fund this work the NHS expects to make bids to Wycombe District Council for CIL funding as well as using their own capital funding (i.e. Estates and Technology Transformation Fund). Chiltern Clinical Commissioning Group will continue to review existing GP capacity to review expected growth in demand for services over the short, medium and long term. Critically, for the purposes of the current application no S106 contribution is sought to expand an existing surgery or land to build a new surgery. Capital funding may be sought from CIL.

Building Sustainability

CSDPD: CS18 (Waste, natural resources and pollution)

DSA: DM18 (Carbon reduction and water efficiency)

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

Living within our limits SPD

5.124. Policy CS18 requires development to minimise waste, encourage recycling, conserve natural resources and contribute towards the goal of reaching zero-carbon developments as soon as possible, by incorporating appropriate on-site renewable energy features and minimising energy consumption. Emerging policy DM41 sets out the latest standards in respect of the provision of on-site renewables and water standards. The Development Brief also requires the incorporation of low carbon technologies and sustainable construction practices.

5.125. In accordance with adopted and emerging policy it is considered to be necessary and reasonable to impose conditions securing:

- a) a 15% reduction in carbon emissions on site through the use of decentralised and renewable or low carbon sources;
- b) the higher water efficiency standard in Part G of the building regulations; and,
- c) Provision of charging points for electric vehicles.

Subject to conditions securing the above, the sustainability credentials of the development are considered to be acceptable.

Infrastructure and Developer Contributions

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

Emerging New Local Plan: CP7 (Delivering the Infrastructure to Support Growth)

5.126. DFO 1 of the Development Brief requires proposals to deliver improvements on and off the site in accordance with the Wycombe Reserve Site Infrastructure Delivery Plan (June 2016).

5.127. This is a form of development where CIL would be chargeable. The total CIL receipt is currently unknown because layout is a reserved matter, but it is likely to be significant. The CIL receipt is a material consideration weighing in the developments favour.

5.128. The Planning Obligations SPD sets out the Local Planning Authority's approach to when planning obligations are to be used in new developments.

5.129. Having regard to the statutory tests in the Community Infrastructure Levy regulations and the National Planning Policy Framework, it is considered that the following planning obligation(s) are required to be secured within a section 106 agreement:

- a. Contribution to education

- b. Contribution to foot/cycle paths and PRow improvements.
- c. Transport Infrastructure improvements
 - i. London Road
 - ii. Bus improvements
- d. Affordable housing
- e. Green infrastructure
 - a. NEAP
 - b. LAP
 - c. Maintenance
 - d. Public accessibility
- f. Open Space contribution
- g. SUDs maintenance
- h. Public accessibility.

5.130. The justification for the S106 requirements is set out throughout the report. The contributions and works sought under the S106 are considered to be necessary to make the development acceptable and directly/reasonably/fairly related in scale and kind to the development.

Weighing and Balancing

5.131. 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.

5.132. As set out in this report it is considered that the proposed development would over provide in respect of some aspects of the Development Plan (planning benefits) and under provide in respect of others.

5.133. In terms of benefits the site would:

- a) Make a contribution towards the delivery of housing in line with the emerging site allocation and Development Brief for the site.
- b) Set parameters for the delivery of 109 residential units. The exact layout and design to be reserved for future consideration.
- c) Contribute towards the Council's five year housing land supply.
- d) Set the framework for the delivery of public open space and green infrastructure; including the provision of children's play.
- e) In combination with the Bellfield Road site, deliver above policy level affordable housing in quantitative terms.
- f) Deliver a varied housing mix including 13% custom and self-build units.
- g) Set a framework for ensuring the amenities of neighbouring dwellings can be protected in accordance with the Council's Residential Design Standards and Development Brief.
- h) Set the framework for delivering ecological benefits on the site through retention of existing assets and new enhancements.
- i) Provide an access strategy for the site that accords with the Development Brief. Including delivery of the first phase of the Gomm Valley and Ashwells Spine Road.
- j) Make onsite PRow improvements and financial contributions towards off-site PRow improvements.
- k) Make financial contributions towards bus infrastructure in Tylers Green village.
- l) Deliver traffic calming on New Road.
- m) Make improvements to school drop-off provision at the local school.
- n) Deliver economic and social benefits from construction process and the creation of new communities.
- o) Pay into the CIL fund to secure wider infrastructure improvements.

5.134. In terms of negatives the site would:

- a) Not deliver the full Gomm Valley and Ashwells Spine Road leading to Cock Lane capacity concerns in the short term. It is envisaged that these will be overcome in the medium to long term when the site to the south comes forward.
- b) The proposed affordable housing mix leads to a degree of social stratification.
- c) The loss of an area of agricultural land.

5.135. On balance, the positive aspects of the proposal are considered to clearly outweigh the negatives and on this basis planning permission should be granted.

5.136. In considering other material considerations, the proposal has also been assessed against the policies in the NPPF. It is considered that the positives of granting planning permission outweigh the negatives when assessed against the framework taken as a whole.

RECOMMENDATION: Minded to grant outline planning permission subject to completion of a Planning Obligation or other agreement.

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

- a) Contribution to education
- b) Contribution to foot/cycle paths and PRow improvements.
- c) Transport Infrastructure improvements
 - a. London Road
 - b. Bus improvements
- d) Affordable housing
- e) Green infrastructure
 - a. NEAP
 - b. LAP
 - c. Maintenance
 - d. Public accessibility
- f) Open Space contribution
- g) SUDs maintenance
- h) Public accessibility.

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

It is anticipated that any planning permission would be subject to the following conditions:

Time Limit and Plans

1. Details of the access (save for the site access as illustrated in the master plan; ref: IMP002), appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") for each phase of the development identified on the phasing plan approved under condition 4 shall be submitted to and approved in writing by the local planning authority before any development begins on that phase and the development shall be carried out as approved.
Reason: That the application is expressed to be an outline application only.
2. Application for approval of all the reserved matters shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.
Reason: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990

(as amended) and allow time for a potentially complex disposal involving multiple developers.

3. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

Phasing

4. No reserved matters shall be submitted until there has been submitted to and approved in writing by the Local Planning Authority a Phasing Plan for the site in its entirety. All reserved matters shall be in accordance with the approved phasing plan. Any subsequent applications for revisions to the approved phasing plan shall be submitted to and approved by the Local Planning Authority. Thereafter applications for the approval of reserved matters shall be in accordance with the approved Phasing Plan.

Reason - To ensure that high standards of urban design and comprehensively planned development, and to ensure the development proceeds in a coordinated manner to accord with the Development Brief and design principles set out in the Council's Residential Design guide and Development Brief.

Master Plan and Design Framework

5. No reserved matters shall be submitted until there has been submitted to and approved in writing by the Local Planning Authority a detailed masterplan and design framework for the site, which shall be in compliance with the submitted parameter plans. It shall include the subdivision of each phase into development parcels to provide a basis for reserved matters submissions. Any subsequent applications for revisions to the approved Detailed Masterplan shall be submitted to and approved by the Local Planning Authority.

Each of the Detailed Masterplans shall include a two-dimensional layout drawing, preferably at a scale of 1: 1000 that shows:

- The arrangement of public open space and the context or proposed structural planting
- Details of walking and cycling routes and how they link with the wider external network. In particular:
 - The location and design of vehicular, pedestrian and cycle routes and connections to the Gomm Valley site.
 - A footpath (minimum of 2 metres wide) to an adoptable specification between the rear of 10 Carter Walk and the junction with CWY/15/1 in the south of the site.
 - A footpath (minimum of 3 metres wide) to an adoptable specification along the alignment of CWY/15/1 within the site.
- Treatment of public realm (including open space, play areas, and areas of hard landscaping)
- The arrangement of street and buildings down to plot level
- The arrangement for block interiors
- The arrangements for car parking
- Building heights/massing
- Architectural principles
- Principles for custom/self-build plots, including delivery strategy.

Reason: To ensure that high standards of urban design and a comprehensively planned Development. To aid a complex release program involving small scale builders and self/custom builders.

Housing Tenure (affordable, custom and self-build)

6. The development shall not begin until a scheme for the provision of affordable housing, custom build and self-build, has been submitted to and approved in writing by the local planning authority. Thereafter the affordable housing, custom build and self-build shall be delivered in accordance with the approved scheme unless further agreed in writing.

The scheme include details of:

- 1) The location of affordable housing and self/custom build units.
- 2) Size of affordable housing and the number of bed spaces.

Reason: to ensure acceptable delivery of affordable housing on the site.

7. All custom/self-build development shall comply with the definitions and requirements of the Housing and Planning Act 2016 or other subsequent legislation or guidance.

Reason: to ensure that the custom/self-build properties are built by individuals, associations of individuals or persons working with or for individuals or associations of individuals.

Limitations

8. The development hereby approved shall comprise no more than 109 dwellings.
Reason: In order to control the amount of development in the interests of the character and appearance of the area and to limit the development to the quantum that has been assessed within the Environmental Statement.

9. The development hereby approved shall be limited to and accord with the following parameters:-
- a) The maximum developable residential area shall not exceed the area indicated on the Land Use parameter plan (ref: PP002 dated March 2019).
 - b) the maximum heights of buildings shall not exceed the following:
 - up to 2.5 storeys on the eastern part of the site.
 - Up to 2 storeys on the north-western part of the site in the area identified for custom build on plan ref: IMP004 dated Jan 2019.

Reason: In order to control the amount of development in the interests of the character and appearance of the area, to limit development to the quantum that has been assessed within the Environmental Statement and in the LVIA.

10. The reserved matter of access and layout shall include a road of adequate width and design to serve the adjacent site to the South (indicated as parcel 9 in the Development Brief) of a similar design and alignment to that indicated on plan ref: IMP002 (Illustrative Master Plan). The road shall stop contiguous with the boundary.

Reason – to ensure that all necessary permissions are in place to allow direct access to the land to the south.

Landscaping and Ecology Management

11. No building shall be occupied until a detailed landscape and ecological management plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved landscape and ecological management plan unless otherwise first agreed in writing by the Local Planning Authority.

The landscape and ecological management plan shall include:

- Details of the relevant management company and its legal status including details of the Articles of Association.
- Description of the features to be managed.

- Details of how the site will be managed for the benefit of wildlife to contribute to an overall gain in biodiversity.
- Lifespan of the management plan.
- Aims and objectives of management.
- Appropriate management options for achieving aims and objectives.
- An annual work schedule.
- Personnel responsible for implementation of the plan.
- Monitoring and remedial measures.

Reason: In the interests of amenity, to ensure a satisfactory standard and comprehensive approach to ongoing management of the landscaped areas.

12. All planting, seeding or turfing comprised in the approved details of landscaping (to be approved as part of the Reserved Matter of Landscape) 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.

Open Space

13. No dwelling shall be occupied until the Reserved Matter of landscape, addressing the strategy for the Parkland and Parkland Edge, the area of which is indicated on the Land Use parameter plan (ref: PP002 dated March 2019), has been submitted to and approved by the Local Planning Authority. Thereafter, no dwelling shall be occupied until the strategy for the Parkland and Parkland Edge has been implemented.

The Strategy for the Parkland and Parkland Edge shall include:

- A hard/soft landscape plan at a scale of 1:500.
- A hard/soft landscape ecological mitigation and enhancement plan
- A plan showing services at 1:500.
- Plan showing Sustainable urban drainage features.
- Sundry hard landscape features such as benches, means of enclosure, bins etc.
- Details of all paths
- Details of 1 x Neighbourhood Equipped Area of Play (NEAP)*.
- Details of 1 x LAP (Local Areas Play)*.

* The play spaces would be provided to Field Houses Bench Mark Standards unless an alternative standard is agreed.

Reason: To ensure the Parkland is delivered in accordance with the open space strategy and Development Brief. In the interests of comprehensive development. Provisions in respect of the timing and on-going management are contained within the accompanying legal agreement.

Ecology

14. No development within any phase shall take place until the capture, rescue and translocation exercise indicated in para. 7.6.1 of the Environmental Statement (Dated December 2017) has been undertaken.

Reason: minimise the impact on existing wildlife. A pre-commencement condition is necessary to ensure vulnerable species are removed prior to any heavy machinery passing over the site.

15. The reserved matter of landscaping shall include a detailed ecological mitigation and enhancement strategy for each phase. The strategy should include details of:

- a) The proposed enhancement for all ecology within that phase, as identified in section 7 of the Environmental Statement (dated Dec 2017).

Reason: To comply with the requirements of the Conservation & Natural Habitats Regulations (as amended) and the Wildlife & Countryside Act 1981 (as amended) and ensure ecological mitigation and enhancement on the site.

Flooding/SUDs/Water

16. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority (in consultation with Thames Water and the Lead Local Flood Authority). The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include an:
- Assessment of SuDS components to meet water quality standards as set out in the CIRIA SuDS Manual (C753) and provide justification for exclusion if necessary.
 - Infiltration in accordance with BRE365 in the location of the proposed infiltration devices, such as infiltration swale(s).
 - SuDS components shall include infiltration basins, swales and permeable paving in car parks and low trafficked roads.
 - 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 that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.

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 163 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk. To avoid sewage flooding.

17. 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

Highways/parking

18. The details to be submitted for the approval of the Local Planning Authority within a Reserved Matters application seeking to determine matters of Access shall demonstrate estate roads and footways designed to an adoptable standard.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development whether or not they are offered for adoption as highway maintained at public expense.

19. No more than 20 units of the development site shall be occupied until the following off-site highway works:

- Widening works to Cock Lane in order to provide a 6.5m wide road, for the length of the western boundary of the site, as indicated on the illustrative master plan for the site (ref: IMP002, dated March 2019).
- A traffic calming scheme for New Road and Church Road as indicated on plan ref: 15-090-234 (dated Jan 2017)
- A pedestrian crossing to serve the existing drop-off area on Cock Lane serving Tylers Green Middle School as indicated on plan ref: 15-090-240 (dated Nov 17).

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 and of the development.

20. The access points hereby approved shall be sited and laid out in accordance with the approved drawings 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.

21. Each respective access point (on to Ashwell's and Cock Lane) shall provide both access to and egress from the development hereby permitted.

Reason: To minimise danger and inconvenience to highway users and ensure vehicular permeability through the development.

22. 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 upon the roads of the development hereby permitted that prevent vehicular access.

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

23. The construction of dwellings shall not commence until visibility splays have been provided on both sides of the Cock Lane access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 43 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

Reason: To provide adequate inter-visibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

Archaeology

24. Prior to the submission of the Reserved Matters and to any development being undertaken, unless authorised by the local authority, the applicant, or their agents or successors in title, shall undertake archaeological evaluation in the form of trial trenching in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority. Where significant archaeological remains are confirmed these will be preserved in situ.

Prior to the submission of the reserved matters where significant archaeological remains are confirmed, no development shall take place until the applicant, or their agents or successors in title, have provided an appropriate methodology for their preservation in situ, which has been submitted by the applicant and approved by the planning authority.

Where archaeological remains are recorded by evaluation and are not of sufficient significance to warrant preservation in situ but are worthy of recording no development shall take place until the applicant, or their agents or successors in title, have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority.

The archaeological investigation(s) should be undertaken by a professionally qualified archaeologist working to the agreed written scheme(s) of investigation which should be based on our on-line template briefs.

Reason: This is a pre-commencement condition as development cannot be allowed to take place, which in the opinion of the County Archaeological Officer could harm a heritage asset's significance.

Energy/water/electric vehicle charging

25. Prior to occupation of the first dwelling in phase 1 a strategy for the provision of car charging points shall be submitted to the Local Planning Authority for approval. The development shall thereafter be constructed in accordance with the approved strategy and maintained in full working order for a minimum period of 5 years.

The strategy should include:

- Direct access to a vehicle changing point for all dwellings where parking is immediately adjacent to the dwelling.
- Shared provision for flats and dwellings where parking is not immediately adjacent to the dwelling.

Reason: To reduce the negative impact on the health of residents living within the Air Quality Management Area. Reduce air pollution. Promote more sustainable forms of fuel. Ensure that the site is prepared for the phasing out of petrol and diesel vehicles.

26. The development hereby permitted shall integrate and utilise high-efficiency alternative energy generation systems sufficient to deliver at least 15% of the total Target Fabric Energy Efficiency for the development. The dwellings hereby permitted shall not be occupied until 15% total Target Fabric Energy Efficiency is achieved. The TFEE and the % contribution made by high-efficiency alternative systems shall be calculated in accordance with Building Regulations Approved Documents L (2013, as amended 2016, or any update to this methodology in any future amendment of the Approved Documents) and be made available within 7 days upon request.

Reason: In the interests of sustainability, carbon reduction and the promotion of renewable technologies pursuant to Policy DM18 of the adopted Delivery and Site Allocations DPD and emerging policy DM33 of the New Local Plan.

27. No dwelling hereby permitted shall be occupied until the higher water efficiency standard set out in the appendix to Building Regulations Approved Document Part G (2015 or any update to this standard in any future amendment of the Approved Document) has been achieved.

Reason: This is an optional standard to be addressed at the Building Regulations stage. In the interests of water efficiency and to conform to policy DM18 of the adopted Delivery and Site Allocations DPD and emerging policy DM39 of the New Local Plan.

Services and Utilities – Thames Water

28. No development shall take place until a drainage strategy detailing any on and/or off site foul drainage works, has been submitted to and approved by the local planning authority (in consultation with the sewerage undertaker – Thames Water). Thereafter the development shall not be occupied other than in accordance with the timing strategy agreed as part of the foul drainage strategy.

Reason: the development may lead to sewage flooding to ensure that sufficient capacity is made available to cope with the new development and in order to avoid adverse environmental impact

upon the community.

29. No development shall take place until Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Thereafter the development shall not be occupied other than in accordance with the timing strategy agreed as part of the water supply strategy.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

30. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority (in consultation with Thames Water). Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 08000093921 to discuss the details of the piling method statement.

INFORMATIVE(S)

1. In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:
- Entering into a Planning Performance Agreement to work on a Development Brief and offer pre-application advice;
 - as appropriate updating the applicant/agent of any issues that arose in the processing of the application and where possible suggesting solutions; and,
 - adhering to the requirements of the Planning & Sustainability Customer Charter.

Following amendments to the application and completion of negotiations in respect of the legal agreement the application was considered by Planning Committee and determined without delay.

S106

2. The following matters addressed by an accompanying legal agreement:
- i. Contribution to education
 - j. Contribution to foot/cycle paths and PRow improvements.
 - k. Transport Infrastructure improvements
 - iii. London Road
 - iv. Bus improvements
 - l. Affordable housing
 - m. Green infrastructure
 - a. NEAP
 - b. LAP
 - c. Maintenance
 - d. Public accessibility
 - n. Open Space contribution
 - o. SUDs maintenance
 - p. Public accessibility.

Highways

3. 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.
4. This permission shall not be deemed to confer any right to obstruct the public footpath/bridleway now crossing the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990.
5. The applicant is advised that the off-site works will need to be constructed under a section 278 of the Highways Act legal agreement. This agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 8 weeks is required to draw up the agreement following the receipt by the Highway Authority of a completed Section 278 application form. Please contact Development Management at the following address for information:-

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

6. 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.
7. 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 willful obstruction is an offence under S137 of the Highways Act 1980.
8. The applicant is advised to contact the Highways Development Management delivery team to determine the extent of pre-condition surveys.
9. This permission shall not be deemed to confer any right to obstruct the public footpath crossing the site which shall be kept open and unobstructed unless legally stopped up or diverted under Section 257 of the Town and Country Planning Act 1990, or temporarily closed by Traffic Regulation Order under Section 14 Road Traffic Regulation Act 1984.

Water

10. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

11. There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
12. There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

Ecology

13. The applicants attention is drawn to the fact that a licence to disturb any protected species needs to be obtained from Natural England under the Conservation (Natural Habitats &c) Regulations 2010.
14. The applicant should note that under Part 1 of the Wildlife and Countryside Act 1981, with only a few exceptions, it is an offence for any person to intentionally:
 - take, damage or destroy the nest of any wild birds while the nest is in use or being built;
 - take kill or injure any wild bird; and,
 - take or destroy the egg of any wild bird.

Birds nest between March and September and therefore removal of dense bushes, ivy or trees or parts of trees etc. during this period could lead to an offence under the Act.

The consent given by this notice does not override the protection afforded to these species and their habitat.

15. The applicant is also advised that protected species (including all bats) use trees. The Conservation of Habitats and Species Regulations 2010 provides very strong protection for these species and so you must be certain that they are not present before works begin. If the presence of bats or other protected species is suspected, a licence may be required from Natural England before works can commence. If protected species are found in a tree whilst carrying out work, all work must stop and Natural England must be informed. Trees should be inspected prior to works commencing and if the presence of bats is suspected advice will need to be sought from Natural England via the Bat Line on 0845 1300228. Further advice on bats is available from The Bat Conservation Trust (020 7627 2629).

Design

16. Generally speaking the illustrative layout was considered to represent a useful illustration of how the site may be satisfactorily developed. However, urban design concerns remain in respect of:
 - pedestrian priority (particularly at the first junction in the site);
 - distribution of unallocated parking;
 - inefficiencies in the parking layout;
 - Absence of directly pedestrian link running in parallel with Cock Lane; and,
 - The length of the northern cul-de-sac.

The applicant is advised to consult with officers in respect of these concerns in advance of submitting Reserved Matters.

18/05002/R9OUTE

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Miss Katrina Wood – There has been much local discussion regarding this application and there are still concerns locally with the application. I would therefore request that because of this the application be brought before the Committee for a full discussion and decision.

Councillor David A C Shakespeare OBE – No comment received.

Councillor Lawrence Wood – No comment received.

Parish/Town Council Comments/Internal and External Consultees

Chepping Wycombe Parish Council –

1. Objection to the Cock Lane widening beyond the new entrance to Ashwells, which would reduce Tylers Green sense of place.
2. Object to Ashwells being used during the ground works and site infrastructure phase.
3. Kings Wood and Cock Lane cemetery car parks are not available for parking during or after development.
4. Ashwells to Horse and Jockey PH would benefit from improvement.
5. Further clarity required on the affordable housing offer at Ashwells. Minimum of 20% affordable housing at Ashwells.
6. The Parish would wish to be involved in the future management of the green spaces at Ashwells and request participation in any future governance board.
7. The Copse at the northern end of the site should be protected and not reduced in size.
8. Request that a representative of the Parish be invited to join the governance board.
9. Insufficient parking.
10. Not clear that refuse vehicles will be able to navigate road network

County Highway Authority – following initial consultation the County Highway Authority raised a number of concerns, observations and requests for further information/clarification. Their final comments can be summarised as follows:

Trip Generation and Distribution – baseline census data is now agreed. It was accepted that the alterations to the census data did not adversely affect the TRICS data and was considered to give a fair representation of trip distribution.

Traffic Impact Assessment –

- The Safety Teams objection to the proposed one-way system at Ashwells has been overcome by making it two way.
- LinSig analysis for the Cock Lane and London Road junction has now been submitted, which indicates that the impact from queuing is not so severe that planning permission could be withheld on this basis. However, a payment towards London Road will be required.

Traffic Calming – details of traffic calming on Cock Lane have not yet been submitted. A Safety Audit for the New Road/Church Road junction was not submitted. It is considered that these matters are capable of being secured via condition.

Accessibility by Foot – concerns raised about the accessibility by foot and links to the existing Ashwells Road and the Gomm Valley site. It is advised that this matter is addressed via condition.

Railway Shuttle Signals – it is accepted that the impact on the railway bridge shuttle signals will not be severe.

Sustainable Transport Provision – The site is within walking distance of the No.31 bus. Money should be secured via S106 towards bus stop improvements and access by foot as proposed by the applicant.

Cock Lane – support the widening of Cock Lane at its northern end to 6.5m. Advise that this is secured via S.278 agreement.

Narrow section of Cock Lane – the County Highway Authority retain their view that the narrow section of Cock Lane is of insufficient width and character to accommodate any further vehicular intensification as a result of further development. The restrictive carriageway does not permit satisfactory simultaneous two-way vehicle flows, nor does it have a segregated pedestrian footway or conducive for use as a cycling route. Although some exist, the passing places are substandard and infrequent, particularly for a route connecting Tylers Green and High Wycombe, and are more akin to an isolated rural location. On this basis alone, the Highway Authority has recommended refusal of the application. However, in recognition of the sites designation for development and the fact that it is for the Local Planning Authority to balance the vehicular intensification of Cock Lane with housing delivery. On this basis conditions are also proposed.

Buckinghamshire County Council (Major SUDS) – The Lead Local Flood Authority (LLFA) initially raised objection to the proposal on the basis of inadequate infiltration testing and sustainable urban drainage (SUD) solution. The SUD solution was amended to reflect the first stage objection. Following amendment the LLFA removed their objection subject to conditions securing a detailed SUDs scheme, ongoing maintenance and the submission of a verification report.

Community Housing – it is understood from Savills' covering letter dated 12 March 2019 that the affordable homes (68 for Affordable Rent and 32 for Discounted Market Value sale) are to be provided across two sites - Ashwells Field and land at Bellfield Road, High Wycombe - another current planning application.

I also understand from the case officer that the proposal is for all 68 homes for Affordable Rent to be provided on the Bellfield Road site, with the 32 for Discounted Market Value sale to be on Ashwells Field. The housing service preference would be for a mix of rented and low cost housing on both sites. However, as the Bellfield site is an accessible location for facilities in High Wycombe and the stated overall provision is for 45% bedspaces for affordable housing (and therefore above policy level) this is considered to be a useful benefit.

There is a need for affordable housing in the District, particularly affordable housing for rent and if the proposal meets all of the planning requirements then it is supported.

Environment Agency (south-east) – Comments received 17 January 2018. No comment.

County Archaeological Service – Requests that the whole of the proposed development area to be assessed through trial trenching. If planning permission is granted it may harm a heritage asset of significance so a condition should be applied to require the developer to secure appropriate investigation, recording publication and archiving of the results in conformity with the NPPF para. 141. Therefore, no objection subject to an appropriate condition.

Rights of Way and Access – No objection is raised subject to relevant conditions and S106 sums securing contributions towards footpath improvements in the vicinity of the site.

- a. Kings Wood – S106 - £210,000.
- b. CWY/14/1 – Site to Horse and Jockey - £14,000
- c. East Side of site – permissive right of way – provide on-site – 2m wide asphalt with concrete edging.
- d. CWY/15/1 - Site to Hammersley Lane – S106 £24,500 or S278. (Granite to dust)
- e. CWY/15/1 - provide on-site – 3m wide asphalt with concrete edging.
- f. HWU/50/1 – Site to Cock Lane on AVIVA land - S106 £36,000 or S278. (Asphalt with thermoplastic coloured surfacing).
- g. HWU/49/1 – Cock Lane to Herbert Road - S106 £39,900 or S278 – (Crushed Lime Stone).
- h. CWY/14/1 – Cock Lane to Ashwells - 2m wide asphalt with concrete edging.

Bucks County Council Education Department - can confirm that we would require a financial contribution to provide additional primary school facilities arising from the above development in accordance with BCC's adopted S106 policy.

Primary schools across High Wycombe are currently at capacity with projections indicating a need for additional capacity. A breakdown of the contribution is shown below:

Contribution Calculation

Ashwells Field Cock Lane Tylers Green	Houses			Total
	2 Bed	3 Bed	4+ Bed	
Number of dwellings	20	66	16	102

School Phase	Pupil yield rates per 100 dwellings				Pupils estimated from development				Build Cost per pupil	Total Education Contribution
	Houses			Average	Houses			Total		
Primary Places	2 Bed	3 Bed	4+ Bed	Average	2 Bed	3 Bed	4+ Bed	Total	£14,915	£559,313
Total Contribution	22.1	38.8	46.7	36.8	4.4	25.6	7.5	37.5		£559,313

[Officer Comment – it is noted that the above contribution is based on the original quantum of development and mix. A revised quote has been sought].

Control of Pollution Environmental Health – no object subject to a condition securing electrical vehicle charging points within the development to reduce the impact on the High Wycombe Air Quality Management Area (i.e. London Road).

Urban Design – At the first stage consultation the Council’s Urban Designer raised significant objection in respect of the proposed layout in terms of connectivity (vehicular, pedestrian and cycle), parking, capacity for street tree planting and the amenities of future occupiers. The plans were amended to address these concerns. In response the amended plans the Council’s urban designer concluded that the illustrative master plan demonstrates that 109 units can be accommodated on the site whilst satisfying the requirements of the Development Brief. The remaining detailed design issues are capable of being dealt with via condition, or at the Reserve Matters stage. Conditions have been requested in respect of:

- a) A limitation on the height of dwellings backing onto the properties in Greenridge.
- b) Alterations to the carriageway widths in the two squares to widen them. It is considered that this is capable of being addressed at the Reserved Matters stage.
- c) The distribution of unallocated parking requires further work. It is considered that this is capable of being addressed at the Reserved Matters stage.
- d) Informatives are recommended in respect of pedestrian priority (particularly at the first junction in the site), distribution of unallocated parking and inefficiencies in the parking layout.

Crime Prevention Design Advisor – no comment received. (Officer Note: as application is in outline it will be possible for the Crime Prevention Design Advisor to influence the proposal at the Reserved Matters Stage).

Natural Environment Officer (Ecology + Arboriculture) – The Council's ecology and arboricultural officer raised a number of concerns in the first stage of consultation in respect of:

- the absence of bio-diversity accounting,
- the introduction of gabions at the entrance to the site, which could comprise a barrier to wildlife,
- the approach to SUDs (inclusion of swales and ponds), and,
- the impact on a number of trees on the site due to road alignments and pressure for pruning/felling.

Following amendments to the scheme the majority of the core issues were overcome and it is acknowledged that the situation for the retention of existing trees and planting of new trees has improved significantly. Concerns were raised in respect of:

1. The absence of bio diversity accounting.
2. The absence of ponds (Officer Note: swales have now been included).
3. The need to be mindful of the steepness of the bank adjacent to Cock Lane to ensure that it does not form a barrier to wildlife (Officer Note: can be addressed at the Reserve Matters stage).
4. Clarity is required for how the remaining underdeveloped areas of grassland will be developed (Officer Note: this is capable of being addressed via condition).

Natural Environment Officer (Landscape) – In landscape and visual terms, the parameter plans and accompanying illustrative master plans demonstrate that 109 units can be accommodated on the site whilst satisfying the requirements of the Development Brief. The remaining detailed design issues can be dealt with at the Reserve Matters stage.

In more detail the comments can be summarised as follows:

- The retained trees on the eastern boundary will provide a sylvan back drop. (Officer Note: capable of being controlled at Reserved Matters stage).
- Protective fencing required for retained vegetation. (Officer Note: capable of being controlled at Reserved Matters stage).
- Proposed green lane provides good opportunities for large scale structural planting to break up views from the west. (Officer Note: capable of being controlled at Reserved Matters stage).
- Structural street tree planting required to break up the development. (Officer Note: capable of being controlled at Reserved Matters stage).
- The open spaces will provide opportunities to enjoy views out of the site.
- Good pedestrian and visual connections between open spaces.
- Housing fronting onto green spaces will provide natural surveillance.

Listed Building & Conservation Officer - The site shares its northern boundary with the adjacent former school (now residential), the principal building of which is Grade II listed. The proposals are acceptable in terms of their impact on the setting of the listed building: there is no functional relationship between the application site and the former school buildings. At most it provides a pleasant backdrop to the school grounds. The landscape plan illustrates new planting along this boundary which will provide screening, reducing any impact further.

Thames Water –

Waste Water – Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of the development. A Grampian style condition has been requested to address the matter.

Surface Water – surface water should be addressed on-site. Where a developer proposes to discharge to a public sewer the prior approval of Thames Water is required.

Potable Water – The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water have requested a condition be imposed on any planning permission granted until an impact and mitigation study has been approved.

Other Matters – an informative has been requested reminding the developer of the need to divert the main that currently crosses the site. No development within 5 metres of the water mains on adjacent land and no pilling other than in accordance with an approved method statement.

Bucks Berks Oxon Wildlife Trust – no comment received.

Bucks County Fire Officer – consideration needs to be given to the provision of water supplies for firefighting and access for fire vehicles. Water supply matters are addressed at the Building Regulations stage.

Community Officer – The master plan mentions the play areas. Community would like to see more specific plans for the play facilities. Clarification is needed. (Officer Note: this is capable of being secured via condition)

Chiltern Conservation Board – the Chilterns Conservation Board commented on the application as originally submitted and as revised. Their comments can be summarised as follows:

- Burying of powerlines is supported and should be secured.
- Density should not exceed 25dph.
- Widening of Cock Lane will be detrimental to its Chilterns character. Cock Lane is unsuitable for upgrading.
- The site forms part of an important green infrastructure link between eastern and north High Wycombe. This should be retained.
- Management of the undeveloped area will need to be addressed at the Reserved Matters stage.
- Impact on the AONB should not be limited to visual impact.
- The Land Use Consultants approach to landscape impact is comprehensive. It takes account of AONB policies and the CCB would conclude here that some weight and regard must be given to setting and the relationship of density, dwelling height (design coding), green infrastructure and habitat connectivity. CCB recommends that suitable planning conditions are attached to limit density, maintain green infrastructure connectivity, remove overhead powerlines and control lighting.
- the documentation does not set out to address earlier points with regard to landscape impact, scale of development green infrastructure networks and the cumulative impact of development.

Bucks County Council Strategic Planning – No comment received.

The Chiltern Society –

- Object to the conditions requested by County Highway Authority.
- Object to the footpath through Gomm's wood being upgraded to a bridleway on ecological grounds.
- The package of measures sought by Buckinghamshire County Council Strategic Access officer seem to stray beyond what should be provided. The focus should be with the site and public transport.
- Object to widening of Cock Lane due to loss of semi-rural character.
- Object to widening to create school drop off area.

The Ramblers Association – No comment received.

Representations

Circa seventy representations have been received over the course of two rounds of public consultation. The representations include submission from the Penn and Tylers Green Residents Society, the Ashwell's Forum, Tylers Green Middle School and the adjacent developers. The representations can be summarised as follows:

Principle:

- Affordable housing arrangements require clarification. No indication where affordable housing will be located.
- Support the provision of affordable housing across the Ashwell's and Bellfield Road sites.
- It is stated that the total amount of affordable housing by bedspace will be 45% across the two sites, however there is no information provided on the split.
- Development needs to provide a range of tenures and typologies that respond to local needs, in terms of family sizes and lifestyles, and provide decent homes of the right quality and at prices people can afford. Info. supporting these needs has not been provided. No consultation with the local community to establish what would be an appropriate housing mix.
- Number of dwellings sought cannot be accommodated.
- The application does not provide a vehicular link to the AVIVA land. Parcel 9 in the Development Brief. It is shown on the illustrative master plan, but not the parameter plan. The parameter plan should be amended and a condition imposed requiring details to be submitted and implemented prior to beneficial occupation.

Design:

- Poor quality pastiche design that fails to enhance the character of Tylers Green.
- In order to overcome original objections re: back to back distances, the proposal results in six repetitive perimeter blocks produces a stock answer to residential planning, resulting in the estate 'feel' of the masterplan that we should be seeking to avoid.
- There is little evidence of a strong concept driving the masterplan, for example by adopting a more structured approach to the creation of the village street, with more extensive frontages that clearly define meaningful open space in between. The masterplan as proposed just has more of the same with little relief, as you move through a repetitive assembly of standard house types. Ashwells deserves better.
- Application needs to be reviewed against the aims and aspirations of the recently appointed 'Building Better, Building Beautiful' commission.
- Some of the confusion and concern about the character and identity of the Ashwells development might have been avoided by the availability of a Design Code.
- Scheme lacks any coherent vision.
- There should be no street lighting on the new development.
- DAS refers to removal of rear parking courts, but parking courts remain.
- The proposal does not achieve its aim of avoiding an 'estate feel'. The images provided in the Brief either fail to follow the local vernacular, are a pastiche or both. They do not enhance the character of Tylers Green.
- Landmark buildings are not present in the illustrative masterplan.
- Discrepancies in the DAS regarding the use of materials. There is reference to clay tiles (p.52), coloured concrete tiles (p. 54) and stone (p.52).
- Northern Section of site will need to be redesigned to take account of Copse and rerouting of pumped foul water main.
- This is a street light free area.
- Three references in DAS to non-existent design code.

- The DAS refers to road types by multiple names.
- It was stated that parking courts should be removed, but the NE parcel contains a parking court.
- Chalk Pit is not bounded by continuous frontage development which would enclose all sides of the space.
- How will self-build plots be regulated.
- Concern about merging Tylers Green with High Wycombe and Loudwater.

Green Infrastructure:

- Encroachment into the Copse in the northern section of the site. Encroach beyond post and wire fence. Copse is undersized by circa 11%. Unclear whether the fence boundary is to serve as the development site boundary.
- Impact on copse of pumped foul water main.
- Chalk Pit – not topographically suitable for wider community activity.
- Improved screening for properties in Carter Walk (privet, laurel etc.).
- CWPC have asked to be consulted on the future stewardship of green spaces.
- Objection to the rerouting of the footpath through the copse on the following grounds:
 - Invasion of the privacy of the nearby housing to the north.
 - Effect on wildlife in the copse
 - There is an existing path outside of the copse that can continue to be used.
- Adjoining residence would like to be involved in future maintenance of the copse.
- Wycombe District Council have a statutory duty under section 40 of the NERC Act 2006 to conserve biodiversity and the NPPF requires bio-diversity gain.
- Loss of a habitat for a gold crest bird.

Amenity:

- Concerned about the impact on privacy and light for properties in Green Ridge and require strict guidelines in place regarding the 7 self-build units.
- Additional screening required for properties in Ashwells and Greenridge.
- Request that the seven houses to the rear of Greenridge are moved.
- There is no shop, no café, no village hall or church room, no live/work units. This will promote use of private cars.
- Would like assurances that there will be no construction at weekends.
- Skate park for older children.

Highways:

- Cock Lane is unfit and unable to take any additional traffic. Additional houses and widening of Cock Lane will encourage additional and non-local traffic.
- New access road should be built first and all construction traffic should use that to limit impact on the surrounding road network.
- If the road [Cock Lane] were to be widened to allow for two lanes of traffic and a pedestrian footpath along the full length of Cock Lane, I would withdraw my objection.
- TGMS expresses concern due to increased traffic and construction traffic. Restrictions need to be in place to prevent site traffic passing the middle school during school pick-up and drop-off times.
- Do not agree with any widening of Cock Lane beyond the new access to Ashwell's. No justification on basis of:
 - Demand generated by the development.
 - Predicted traffic flows.
- No actual flow calculations in the Addendum document, just the original Jan 2018 Transport Assessment report.
- Widening of Cock Lane could potentially lead to a flood or some 700 vehicles per hour.
- Object to two way access onto the existing Ashwell's.
- Wycombe District Council have not demonstrated that they have a viable method of reducing the doubling of traffic volume that Cock Lane widening would cause.

- A Transport Assessment is required from both the Gomm Valley and Ashwells developments before a decision can be made about Cock Lane.
- Cock Lane has a good safety record so there is no safety justification for widening it.
- Appendix E of the Transport Assessment forecasts that out of 60 trips only 26 will be through the single lane section that Buckinghamshire County Council wants to widen. This falls to 7 vehicles per hour if only the existing Ashwell's development is surveyed.
- Scant evidence that traffic calming reduces traffic volumes only reduces speed and improves safety.
- Traffic calming on New Road likely to be circumvented by traffic taking slightly different routes.
- Traffic calming will make vehicles start/stop and accelerate thereby exacerbating air pollution in the area.
- Wycombe District Council are unable to explain why:
 - Cock Lane needs to be widened for safety reasons;
 - That increased traffic from the development justifies the work to Cock Lane; and,
 - Traffic calming measures can't prevent an increase in traffic.
- Confusing reference to street hierarchy in the DAS (March 2019) – multiple use of different methodologies for the same thing.
- Confusing reference to a bus service. This is not envisaged in Ashwells.
- DAS (March 2019) makes reference to traffic calming – there is no indication where this will be.
- No foot or cycle route adjacent to Cock Lane.
- No foot/cycle link to the North/South walk/cycle route on Gomm Valley.
- Parking based on Wiltshire standard. Results in a high parking standard than required by County Highway Authority.
- Discrepancy in the number of parking spaces indicated. DAS suggests 254. The Housing Mix and Parking' plan states 224. Buckinghamshire County Council standards suggests a need for 247 spaces; 225 allocated and 22 unallocated.
- There are a lot of garages, which should be removed from the available parking as they are rarely used for that purpose. MfS (8.3.40) suggests only 45% of garages used for parking. Carports would be preferable.
- Provision of garages and houses between perimeter blocks does not match. It does not make sense for an occupier of one perimeter block to park in any adjacent perimeter block.
- Insufficient parking. Parking required for walkers, cyclists and people visiting the playground.
- Insufficient parking leading to overflow into Ashwells.
- Object to lay-by parking adjacent to Sandpits boundary. Likely to become a regular default parking space for local residents at cost of green buffer for Sandpits residents.
- Long sinuous route to dwellings in northern corner of the site. Advise route is taken along one side of the chalk pit.
- If as stated bin lorries will only collect from adopted roads some of the houses that front onto unadopted roads will be required to drag their bins some distance.
- Bins only collected from adopted roads. This will lead to lengthy bin drag distances for dwellings in the northern corner of the site.
- Yellow lines may be required on the bend on New Road.
- Cock Lane widening: The suggestion that it needs to be widened down the whole length until it connects to the Gomm Valley development or the top of the lower 2 lane section of Cock Lane is based on a wholly inappropriate assessment of the direction of traffic flow from the site (calculating 28 vehs / hour heading south in the AM peak [vs 221 v / hr current baseload] whereas the percentage heading south from the existing Ashwells estate (11%) would indicate just 5 vehs / hr - certainly not justification for widening which would then have the appalling effect of attracting in an extra 700 v / hr past our Middle School (according to BCC's own numbers). The adverse effects of this flood of out-of-area vehicles far outweighs any insignificant effect from the development's extra 5 v / hr down Cock Lane which is anyway inherently safe as it is (no accidents at all in the last 5 years in the single lane section that BCC wants widened).
- Traffic flow past the middle school could increase to 1317 veh/hr.

- Minimal accidents on Cock Lane in the last 5 years and none in the narrow section. This supports the view that Cock Lane is safe.
- Cock Lane currently acts as a natural traffic calming route.
- Ashwell's, taken on its own, will not result in a material impact on Cock Lane.
- Concern over the traffic calming measures in New Road. These measures could result in traffic rerouting.
- Traffic calming measures will require street lighting.
- Transport Assessments from both Ashwells and Gomm Valley are required before a decision can be made as to whether Cock Lane should be widened.
- Impact of widening Cock Lane on the Middle School – safety.
- The Spine Road needs to be addressed as a cross boundary issue.
- Inconsiderate parking at the junction of Cock Lane and New Road.
- Traffic calming on New Road is not supported:
 - Unlikely to deter traffic passing through the village
 - Not needed as there is no justification for widening Cock Lane.
 - Need illumination on an unlit road. This is contrary to the dark character of New Road.
- Roads in a terrible state of disrepair that the proposal will only make it worse.
- Visibility splays for the Cock Lane access are insufficient.
- The traffic model has been run without Gomm Valley reserve site.
- The access road stops short of the Gomm Valley boundary.
- The parking TGMS is poor and the proposed improvements are not enough.
- Construction traffic will park in Ashwells and Greenridge.
- Local roads need zebra crossings to help people cross.
- Needs a greater focus on walking, buses and cycling.
- Proposed school parking/turning area should be sensitive to the rural location.
- Ashwell's is dangerous in snowy weather and should be added to the gritting schedule.
- The current proposal does not address the highway capacity issues by ensuring that the transport requirements of the new development are met through new road provision rather than relying on the existing network.
- If the road is not widened no bus routes can come down the road.
- Cock Lane increasingly reaches full capacity at peak times with stand still traffic stretching from the single track road down to London Road.
- The pick-up and drop-off measures for TGMS were not subject to consultation and are not agreed. The proposals provide for parking restrictions outside TGMS. These parking restrictions are welcome provided that they are properly consulted on, planned and implemented and that adequate provision is made for parking/dropping off elsewhere.
- The proposals also provide for a "drop off area" within Kings Wood car park along with a new pedestrian refuge within a newly widened section of Cock Lane. Neither Kings Wood carpark nor the area to the south of TGMS is within the ownership of the applicants. The owners must be consulted and terms agreed.
- Due to the need to cross Cock Lane the proposed drop off area is unlikely to be used solely for drop off.
- It is unclear why a drop off area on the east side of Cock Lane has been discounted.

Infrastructure:

- Not clear where money collected for education will be directed.
- There should be equitable S106 contributions with the Gomm Valley site to the south.
- Ashwell's is circa 20% of the Gomm Valley and Ashwell's development and therefore contributions should be on that basis.
- Footpath to Horse and Jockey PH needs considerable improvement.
- Support approach to school parking.
- Pumped mains sewer is required to be rerouted. There is no indication where this will go. May impact on numbers.

- No location is shown for the electricity sub-station.
- HV cables should be buried.
- The proposal to move the PRow along the southern boundary of the Ashwell's properties forgets about the pumped sewer running under the footpath.
- AVIVA remain unclear on the strategy to ensure that the Ashwell's planning application is making its fair and reasonable contribution towards the Reserve Sites infrastructure package.
- Increased pressure on hospitals, doctor's surgeries, school places and congestion on roads.

Other Matters:

- Road should be taken to boundary to parcel 9 to allow comprehensive development and any potential ransom issues.
- Gomm Valley and Ashwell's applications should have a joint legal agreement.
- Sale values need to be published to ascertain if they address local needs.
- No separate sustainability statement submitted with the application – unacceptable for a development of this size.

General Points:

- Careless and error strewn application.
 - Reference made to AXA land. This should be updated to AVIVA.
 - Scale bar and north point non-existent.
 - Reference Semmington Brook
 - Reference to 'wetlands and traditional water meadow'
 - The illustrative masterplan indicates 109 houses; the note on p.43 states 108 houses; car parking calculations are based on 102 houses. Numbers have clearly not been checked for consistency.
 - The seven self-build houses shown on the 'Self Build and Custom Build Units' plan include a pair of semi-detached houses. It is difficult to see how this would work.
 - If the roads area of 0.9ha is part of a total site area of 7.6ha, then either the net residential (3.8ha) or the POS (3.8ha) figure is wrong.

18/05002/R9ROUTE

Scale 1/2500



Location Plan

□ Red Line Boundary



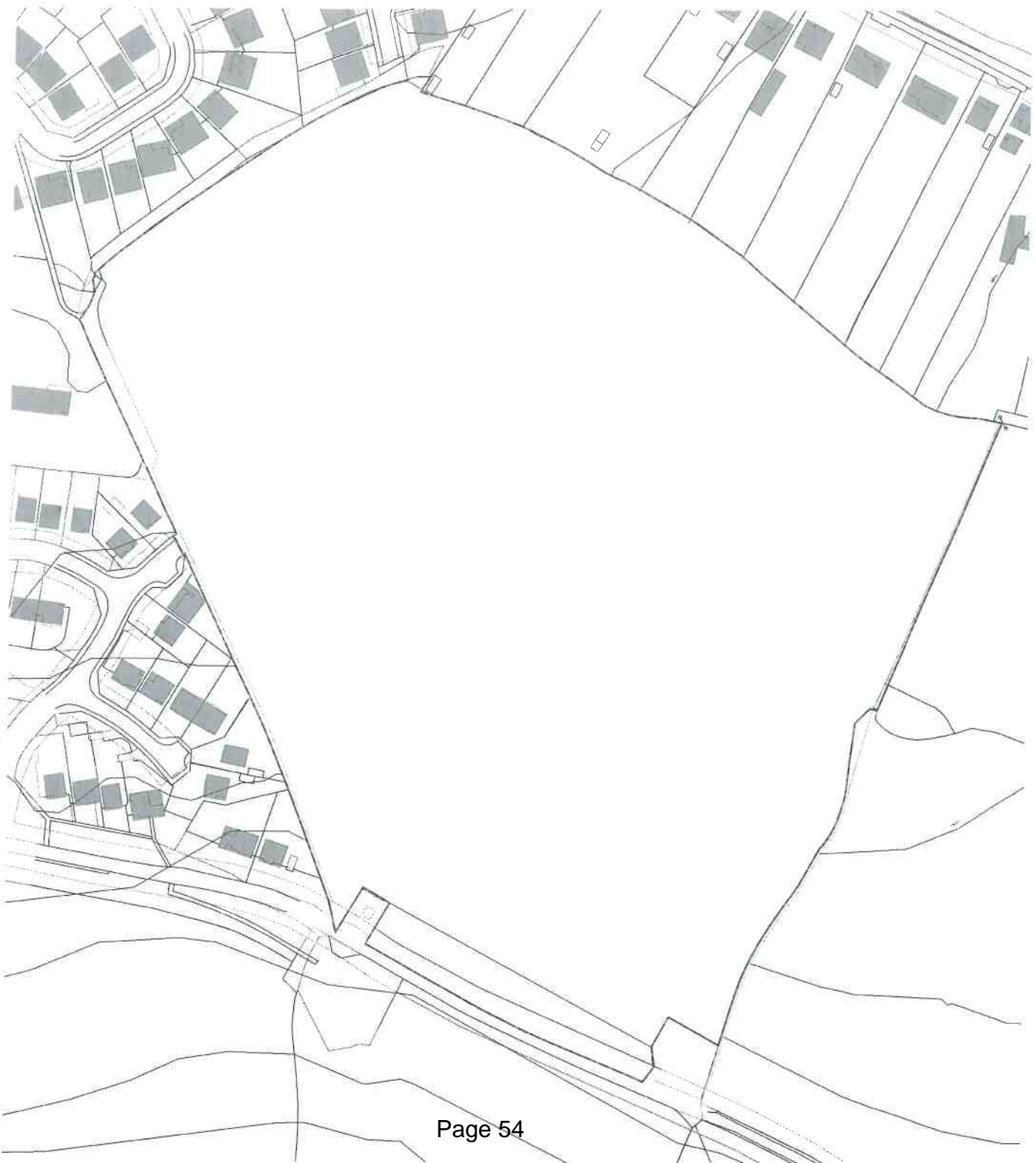
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Location Plan

Client: Walsingham District Council, Property Services
 Project: Ashwell - High Walsingham
 Ref: MSBN 344/04
 Date: 20 Dec 2017
 Location: Norfolk, UK
 Scale: 1:1000

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Illustrative Masterplan

Accreditation Schedule

- 54 x 2b - 93sqm
 - 59 x 3b - 87sqm
 - 5 x 5b - 93sqm
 - 1 x 4b - 127sqm
 - 5 x 4b - 142sqm
 - 8 x 4b - custom built units (263sqm)
- 109 Units Total

Parking Schedule

- 267 spaces
- Unallocated = 43
- Allocated = 224

- 1 Parked with grey areas and trees, area
- 2 Self build, light build for a small car in the middle
- 3 New junction and access road from Clark Lane
- 4 Asphalt access road
- 5 Access to parking
- 6 Access to parking
- 7 Car for the pedestrian green route
- 8 Shared bus stop
- 9 Public right of way
- 10 Policy accessible road
- 11 Access to Ash parcel
- 12 Access to parking
- 13 Proposed Parking



1:10,000 1:10,000

Illustrative Masterplan

Weymouth District Council, Planning Services

ASHLEY, High Wycombe

MSBN 3144/04 March 2013

MSBN 3144/02

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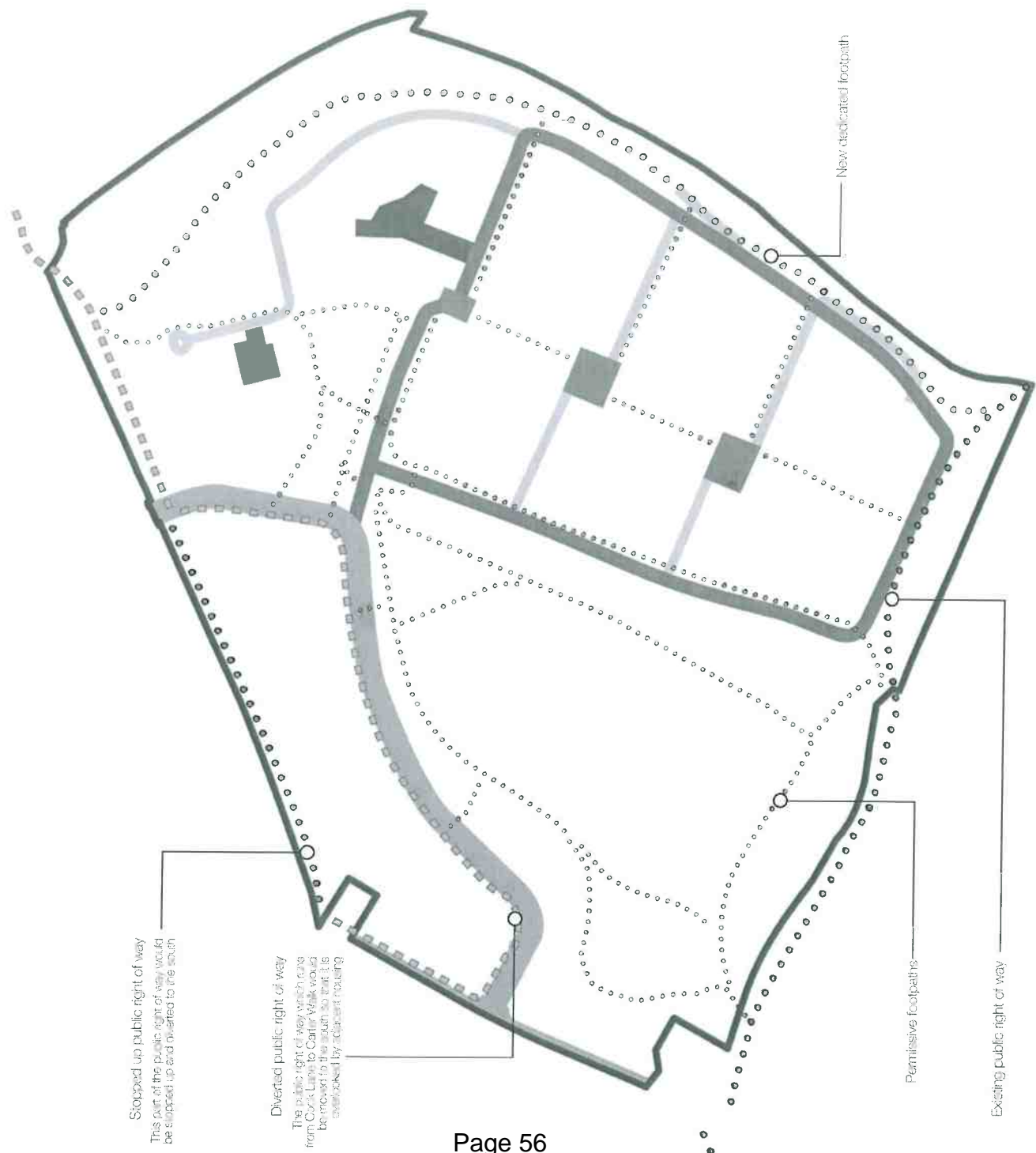
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Stopped up public right of way
This part of the public right of way would be stopped up and diverted to the south

Diverted public right of way
The public right of way which runs from Clark Lane to Carter Walk would be moved to the north so that it is overlooked by adjacent housing

Permissive footpaths

Existing public right of way

New dedicated footpath

Key

-  Access Road
-  Primary Road
-  Secondary Road
-  Shared Surface
-  Paving
-  Existing public right of way
-  Diverted public right of way
-  Stopped up public right of way
-  New dedicated footpath
-  Permissive footpaths



SCALE (m)
0 20 50 100
1:1000 (A2)

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Movement

- Parameter Plan
- Client: Wymondham District Council, Priority Services
- Project: Ashville, High Wycombe
- Date: MSBN 514404 - March 2018
- Location: Ashville, VT
- Project No: P0001
- Scale: 1:1000 (A2)

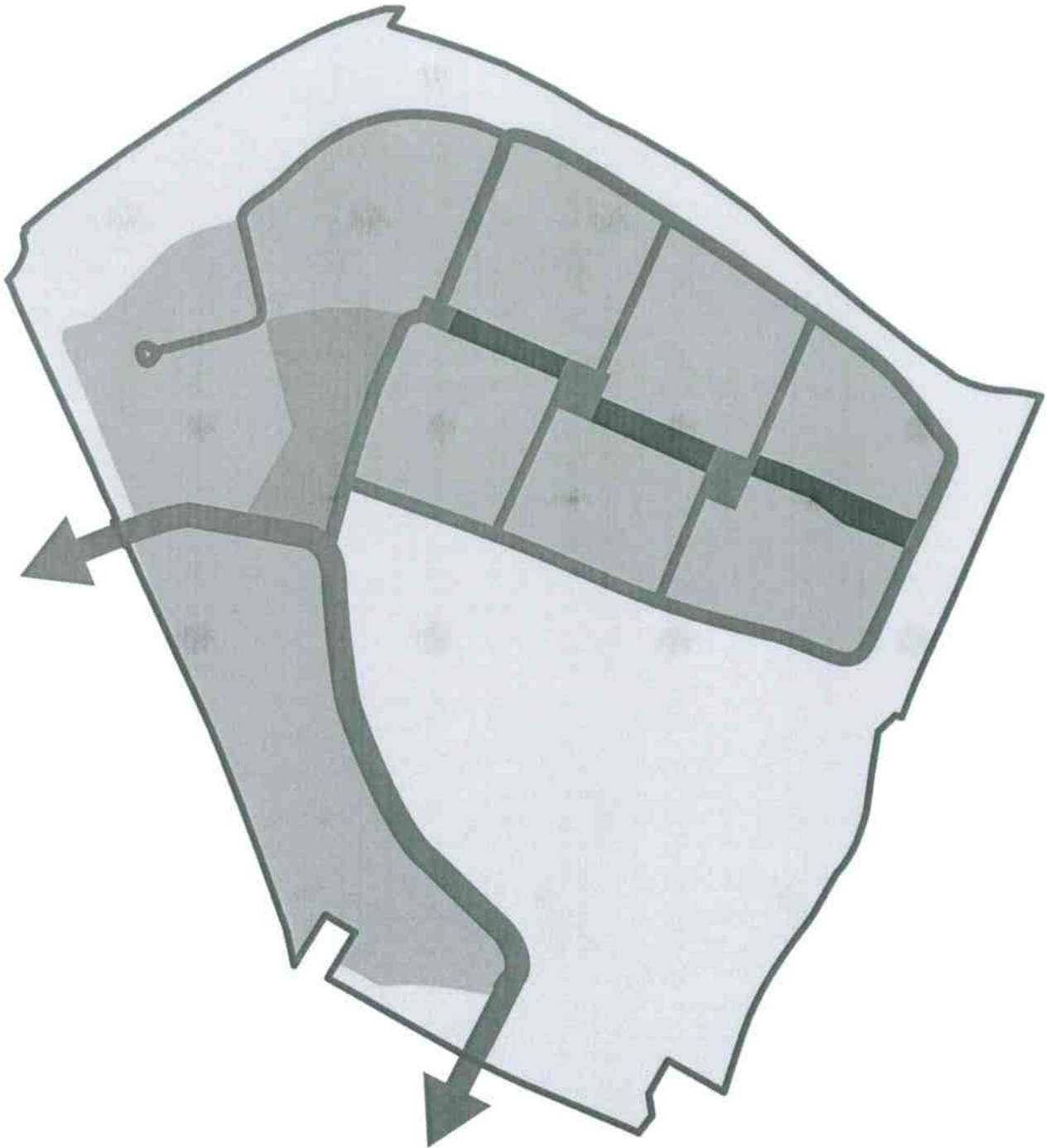
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 LN6 9RH

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urban@lincoln.ac.uk

Key

- Net Residential (3.8 Ha)
- POS (3.8 Ha)
- Parkland and Parkland Edge
- Hillside Park
- Green Avenues
- Road Network (0.9Ha)
- Site Boundary (7.6Ha)



SCALE (m)



1:10,000 (1:2)

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Land Use

Parameter Plan

Area: Wymond's District Council Property Services

Location: Ashwell, High Wycombe

Project: MSBN SH44/04

Reference: PP-02

Date: 15/03/2018

Author: [Name]

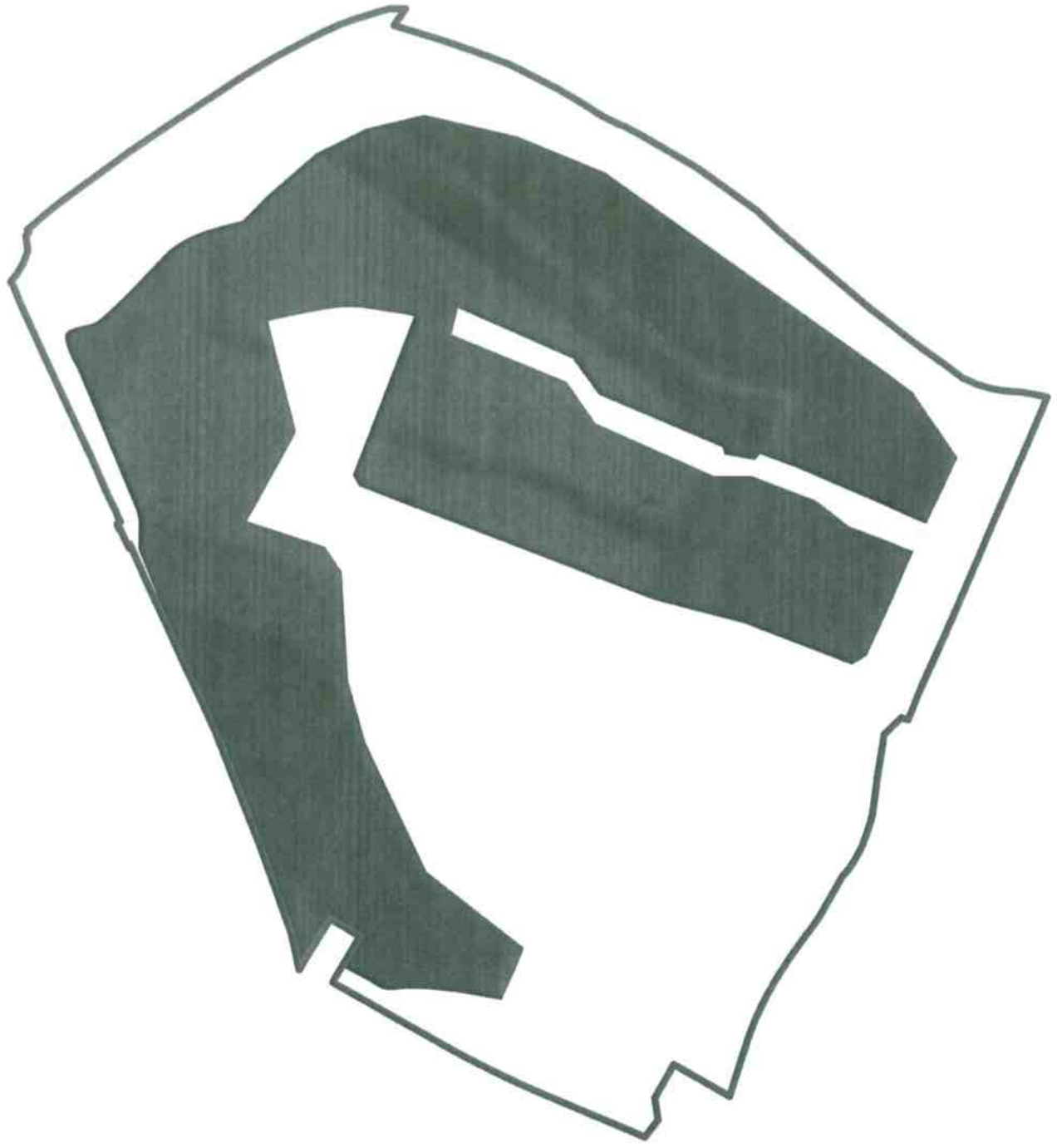
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Key

- Up to 2.5 Storeys



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Building Heights

Parameter Plan

Client: Wyoming District Council Property Services

Project: Ashwille - High Wycombe

MSBN 344401

March 2019

Location: High Wycombe, VT

Scale: 1:10,000

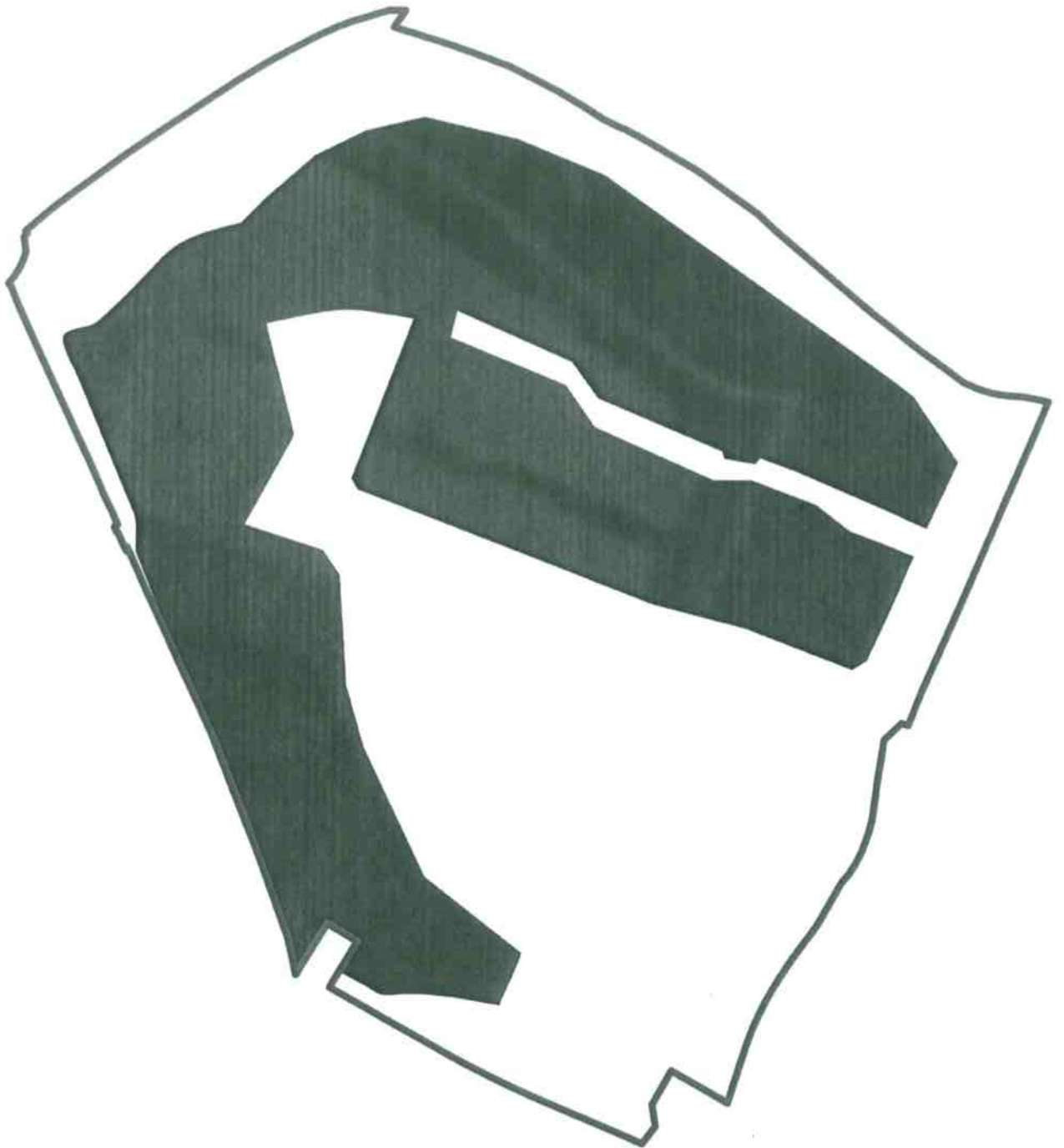
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Key

● Density: 29 dph



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Density

Parameter Plan

Site: Wycombe District Council, Property Services

Plot: Adwells, High Wycombe

Num: M6BN 344/04

Date: March 2018

Drawn by: [Name] / [Initials]

Checked by: [Name] / [Initials]

Self Build and Custom Build Units

— Custom Build
6 x 4b Units - 20'seqm

— Self Build
6 x 3b - 80'seqm
1 x 3b - 90'seqm



1 Drawing to be used for illustrative purposes only. Subject to
further standard and technical studies.

1 IN

1 10/01/2019

Illustrative Masterplan

Client: Wycombe District Council, Property Services

Project: Ashwells, High Wycombe

Plans: MSBN 244404

Contract: IMPC04

Location: VT

Contract: CO

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Housing Mix and Parking

Accommodation Schedule

- 64 x 2b - 63sqm
- 56 x 3b - 80sqm
- 6 x 3b - 90sqm
- 1 x 4b - 127sqm
- 8 x 4b - 142sqm
- 6 x 4b - custom build units (230sqm)

109 Units Total

Parking Schedule

267 spaces

- ▲ Unallocated = 40
- ▲ Allocated = 227

Note: Chalk Pt. retained and incorporated into open space

Drawing to be used for illustrative purposes only. Subject to further design and technical studies.



Housing Mix Plan

Client	Wycombe District Council, Property Services
Location	Ashwell, High Wycombe
Plan No.	MSB 344A04
Issue	Jan 2019
Drawn by	VT
Checked by	VT
Scale	1:200

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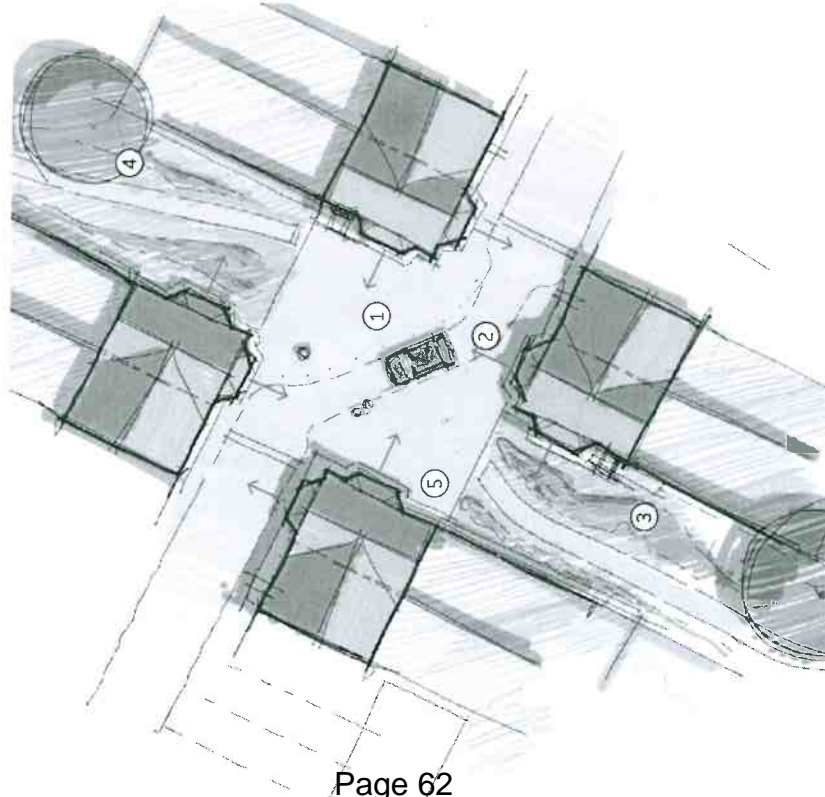
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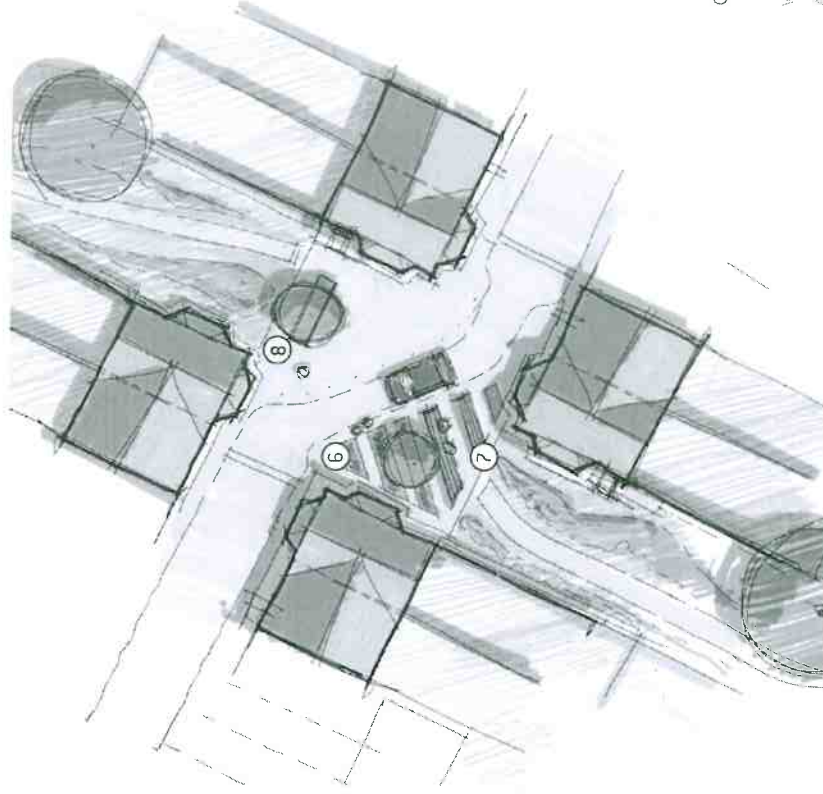
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Option A - 'Clean' Shared Space



Option B - Planting & Street Furniture



1. Shared surface materials
2. 3m single carriageway with 0.5m buffer either side demarcated with bollards for larger vehicles
3. Wildflower planting with mown grass either side of the footway
4. Large tree positioned to avoid RPZ conflict
5. Bay windows overlook the space
6. Lavender planting in raised beds
7. Benches integrated into raised beds
8. Raised bed with fastigiate tree planting

Concept Sketch

Wycombe District Council, Priority Saverills

Aswells, High Wycombe

Ref: MSBN 34-404

Date: March 2018

Scale: SK001

Author: CC

Rev: 01

Client: CC

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PROJECT NAME ASHWELLS HIGH WYCOMBE		DRAWING TITLE PROPOSED COCK LANE ACCESS VISIBILITY SPLAYS	
CLIENT WYCOMBE DISTRICT COUNCIL		DRAWING NO. 17-121-114	
SCALE 1:250 @A1	DATE NOV-17	DRAWN BY HJM	CHECKED BY SRB
TOWN TN	CONSULTANT MLB	APPROVED SRB	DRAWING NO. 17-121-114

Agenda Item 6.

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 decision: 21/11/18

1. Summary

- 1.1. Planning permission is sought to add a first floor to a bungalow.
- 1.2. This application was considered at a meeting of the Planning Committee on 24 April 2019. The application as originally presented to the Committee was recommended for refusal.
- 1.3. In weighing and balancing the issues before them members are perfectly entitled to reach a different view to that of their officers. That is what occurred in this case and members resolved that they were minded to approve the application subject to it being brought back before the Committee at a future date to allow public speaking to take place should anyone who has objected to the proposal wish to speak.

2. The Application

- 2.1. Planning permission is sought to add a first floor to a bungalow.
- 2.2. 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 en-suite and dressing room, a further bedrooms and family bathroom.
- 2.3. 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.
- 2.4. 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
- 2.5. 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.
- 2.6. This application was considered at a meeting of the Planning Committee on 24th April 2019. The application as originally presented to the Committee was recommended for refusal as it was considered by officers' fails to respect the character and appearance of the existing dwelling by virtue of its design, scale and appearance.
- 2.7. Also by virtue of its proximity to the front boundary, its scale and appearance and its orientation, it was considered to fail 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 was also considered to appear over dominant and overbearing, to the detriment of the residential amenities of that dwelling, and result in loss of privacy.

- 2.8. In weighing and balancing the issues before them members are perfectly entitled to reach a different view to that of their officers. That is what occurred in this case and members resolved that they were minded to approve the application subject to it being brought back before the Committee at a future date to allow public speaking to take place should anyone who has objected to the proposal wish to speak.
- 2.9. Should members be minded to approve the application, a list of suggested conditions is attached as Appendix C to this report.

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 is 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 of the Conservation Area.

Recommendation: Refuse Permission
--

- 1 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.

- 2 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)

- 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 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 6. 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 it 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 in favour of the relentless extension of houses as there are very few modest sized homes remaining in the village making it very difficult for 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

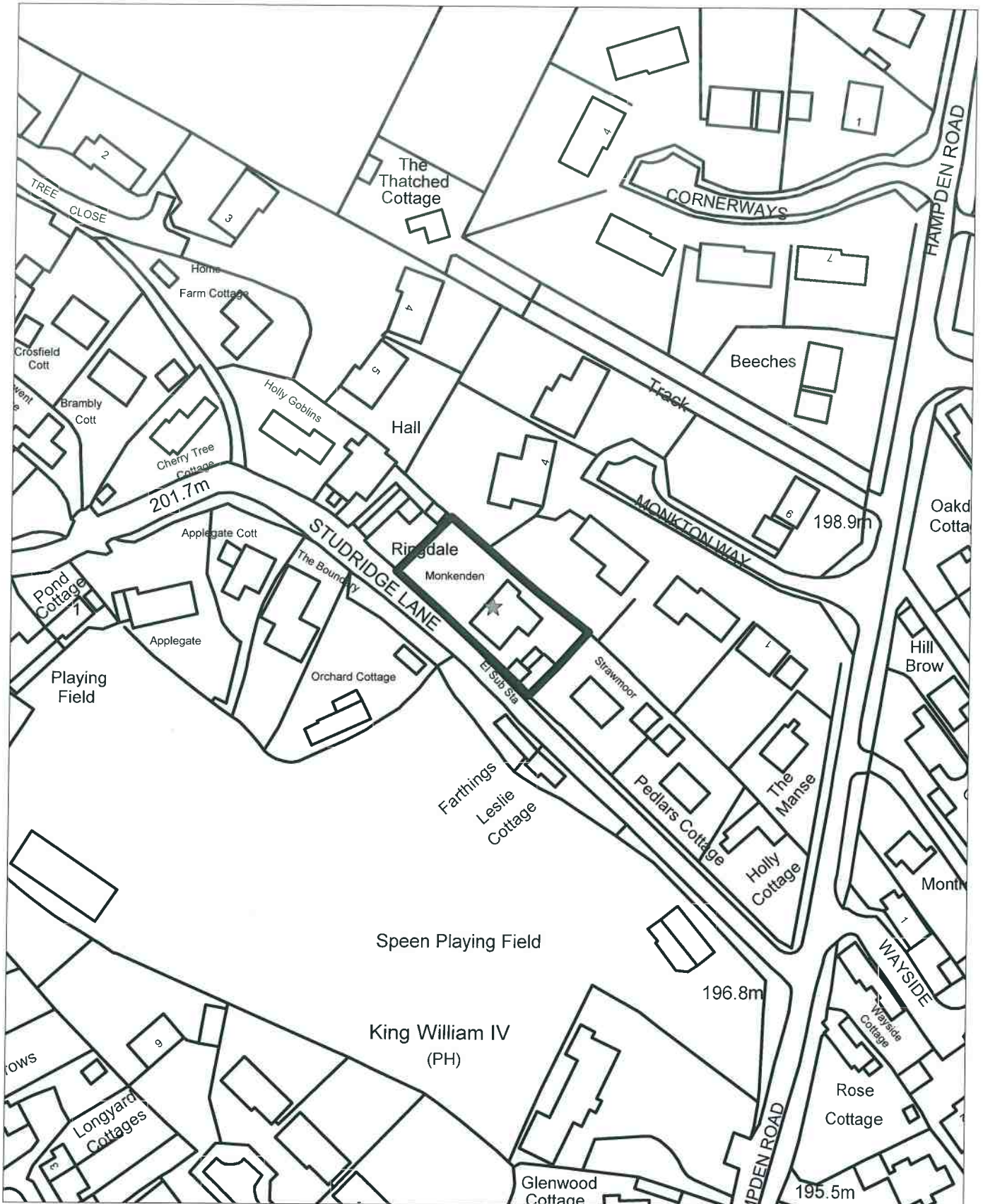
- Loss of privacy
- Scale and height of the proposal
- Loss of view
- The proposal would not enhance the character and appearance of the original property.
- Contravention of Green Belt and Conservation Area policy.
- Insufficient parking.
- Right to light
- Precedence for future similar development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

1 letter 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.

Agenda Item 6. Appendix B

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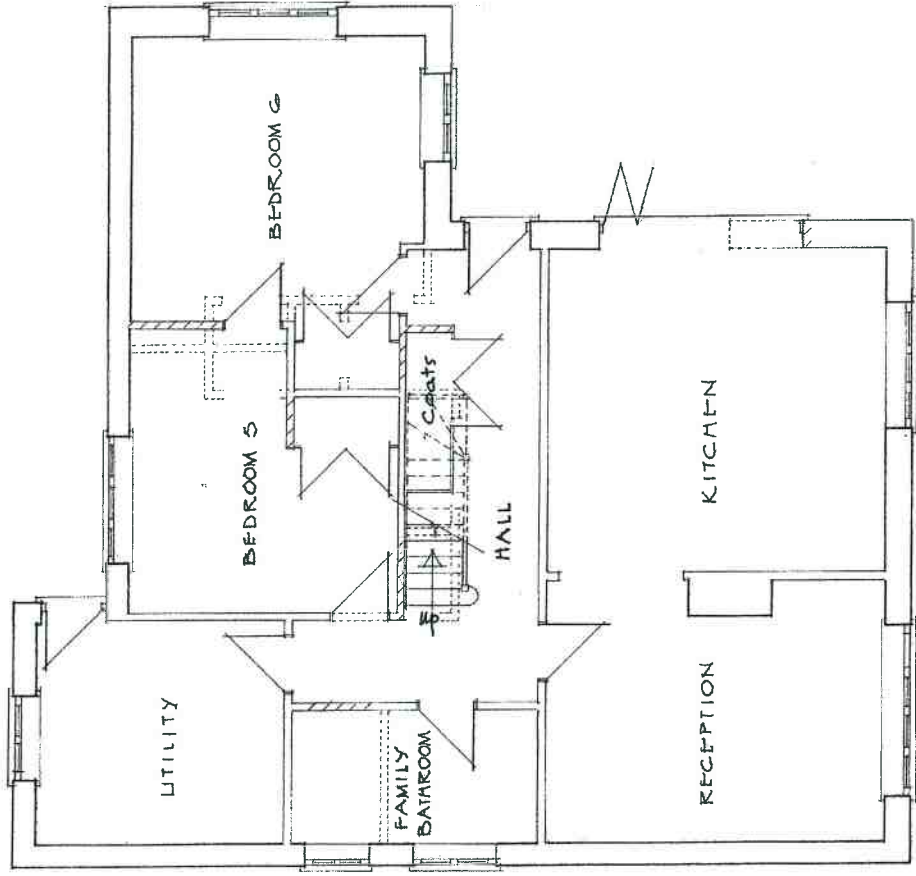
Client
MS. J. LONG AND
MS. L. SAIRLEY

Job Title
MONKENDEN
SPEEN

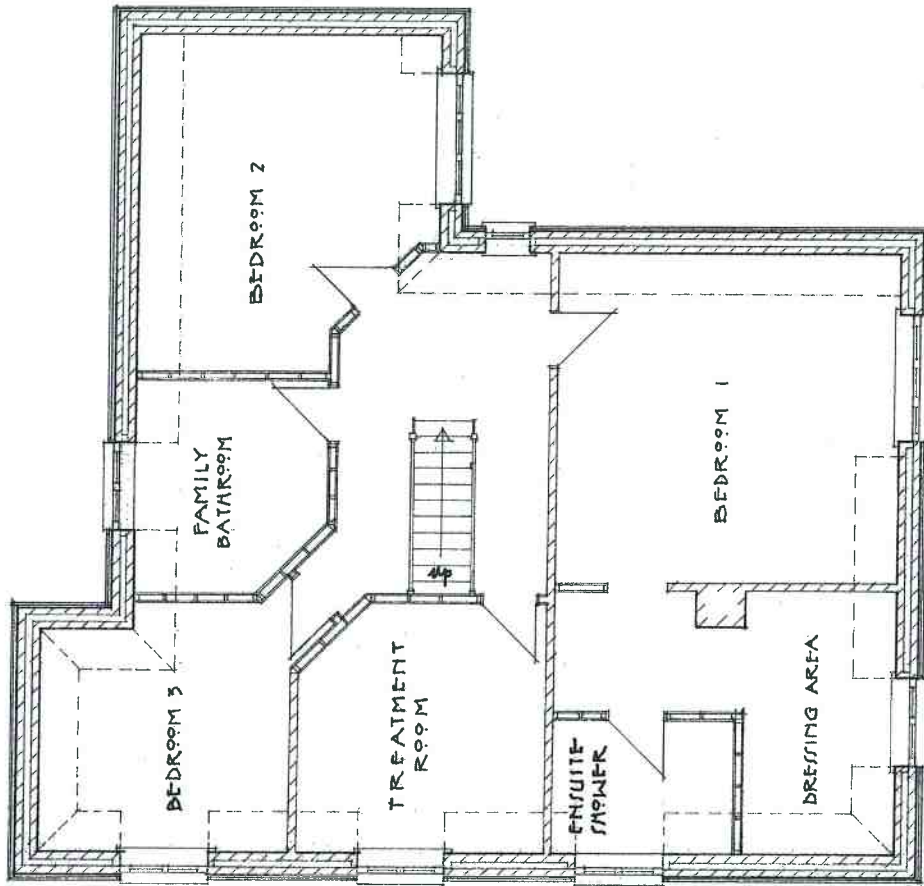
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Scale 1:50

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MS. J. LONG AND			
MS. L. SHIRLEY			
Job Title			
MONKENDEN SPEEN			
Drawing Title			
PROPOSED FIRST FLOOR			
Scale 1:50			
Date		Drawn by JAHS	
FEB. 2019			
Drg. No.		Rev.	
19/005-1		A	

100 x 140mm A2

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Client
**M.S. LONG AND
M.S. L. SHIRLEY**

Job Title
**MONKENDEN
SPFFN**

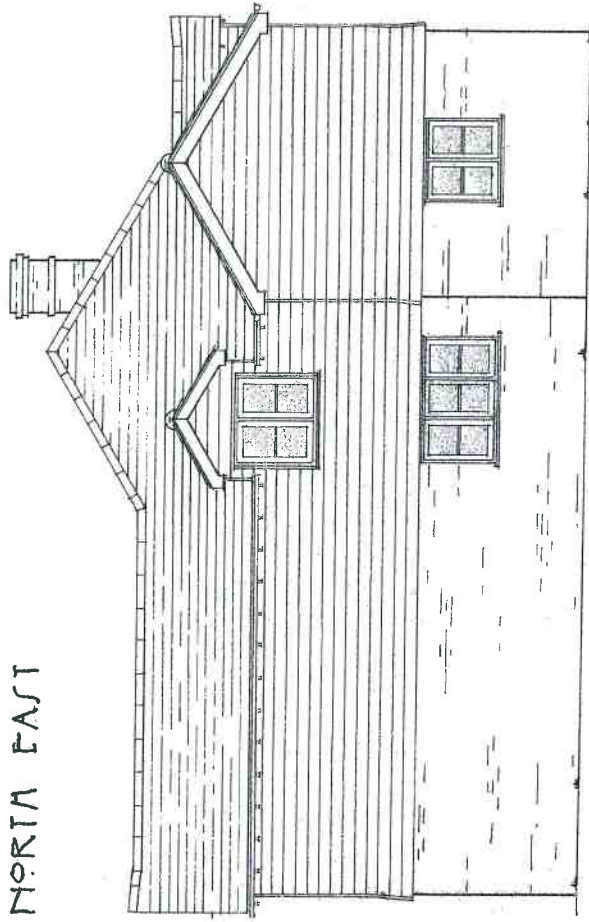
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NE + SW ELEVATIONS**

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Date **FEB. 2019** Drawn by **JAMS**

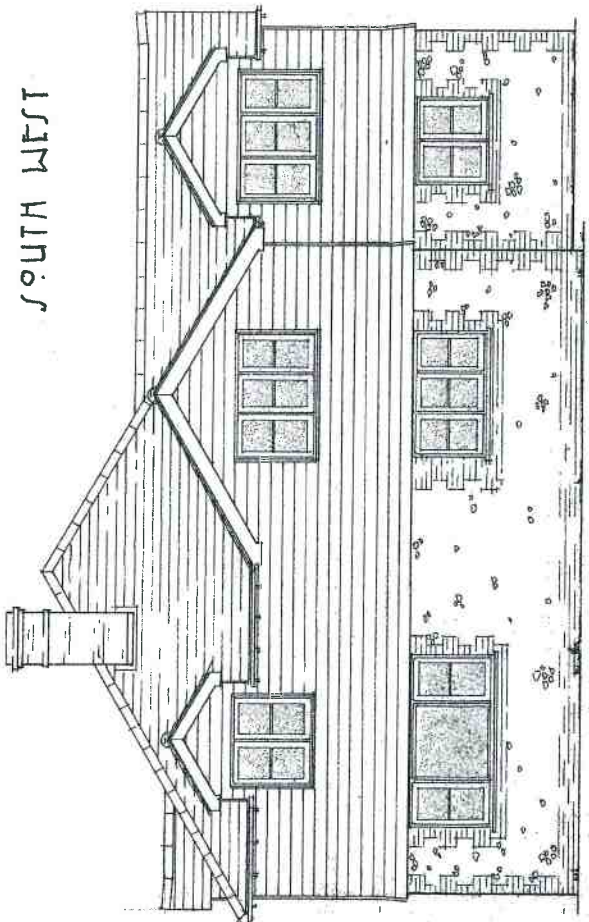
Dwg. No. **19/005 -2** Rev.

NORTH EAST



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feather edge weatherboard
stained dark brown

SOUTH WEST

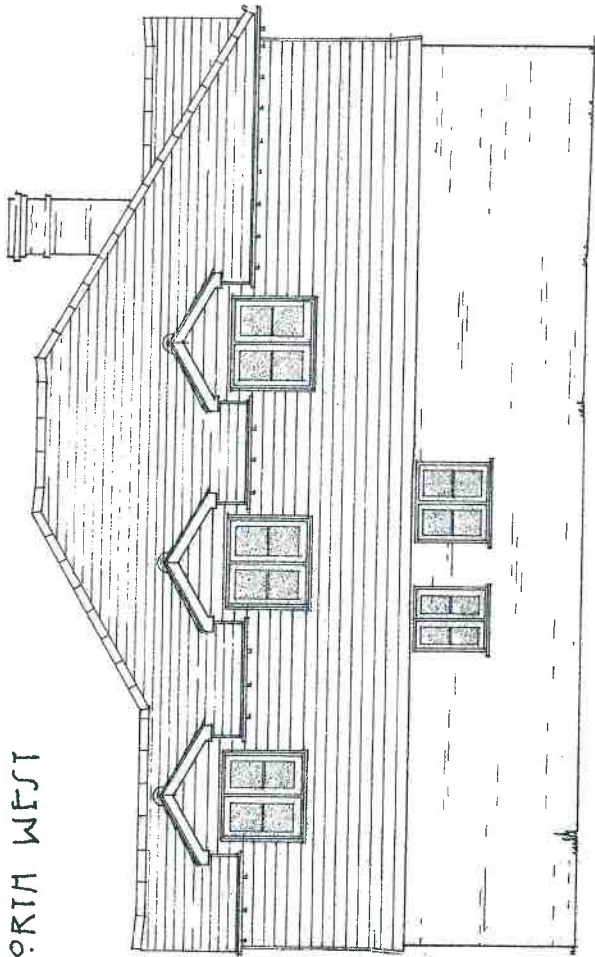


Slate laged to 30° pitch

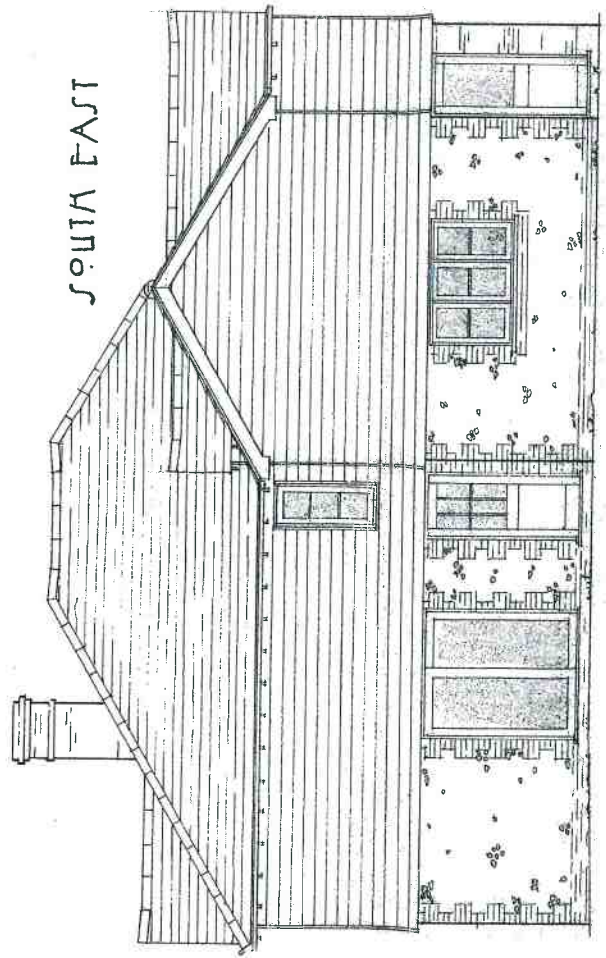
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NORTH WEST



SOUTH EAST



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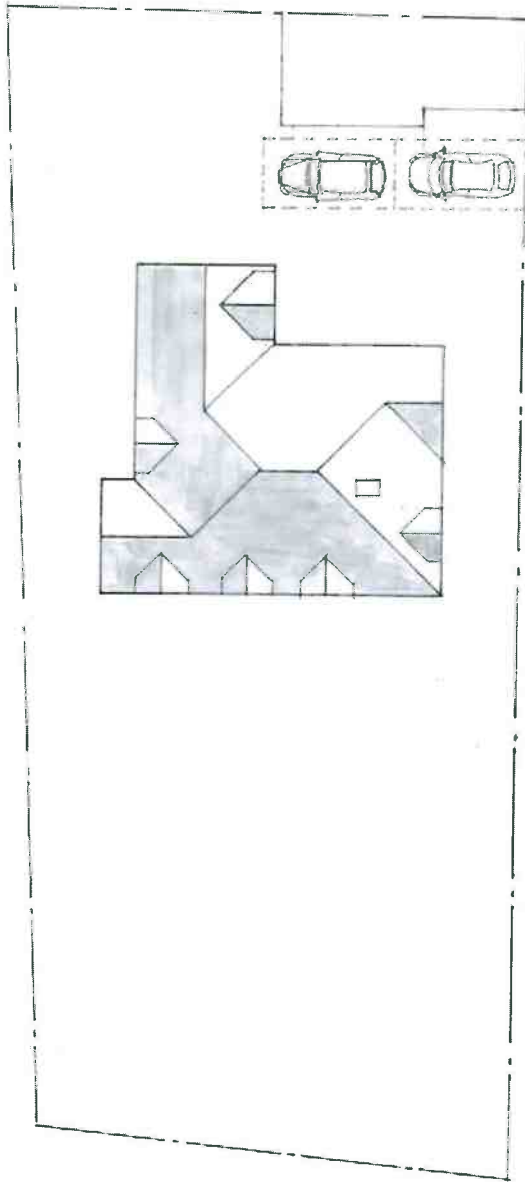
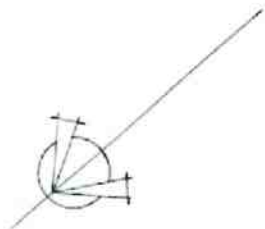
Client
MS. S. LONG AND
MS. L. SHIRLEY
Job Title
MONKENDEN
SPEEN

Drawing Title
PROPOSED
N.W.+S.E. ELEVATIONS

Scale 1:50
Date FEB. 2019 Drawn by JAH
Dwg. No. 19/005-3
Rev.

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Client

MS. J. LONG AND
 MS. L. SHIRLEY

Scale
 1-200

Metres
 0 5

Drawing No
 19/005-4
 Drawn on A3 paper by JAHIS
 Date FEB. 2019

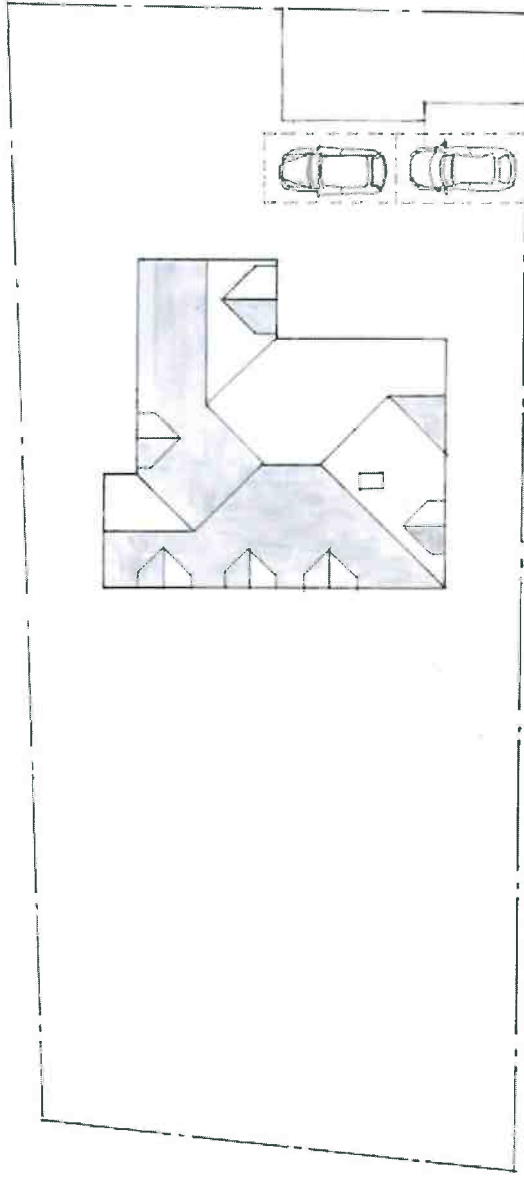
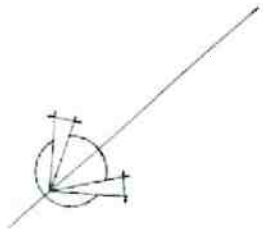
Rev.

Property Title

MONKENDEN, SPEEN
 BLOCK PLAN

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FOURSQUARE

Client
**MS. J. LONG AND
 MS. L. SHIRLEY**

Metres
 0 5
 Scale
1-200

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19/005-4
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Rev.
 Property
MONKENDEN, SPIEN

Title
BLOCK PLAN

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MS. L. SHIRLEY

Job Title

MONKENDEN
SPEEN

Drawing Title

RELATIVE
RIDGE HEIGHTS

Scale 1:200

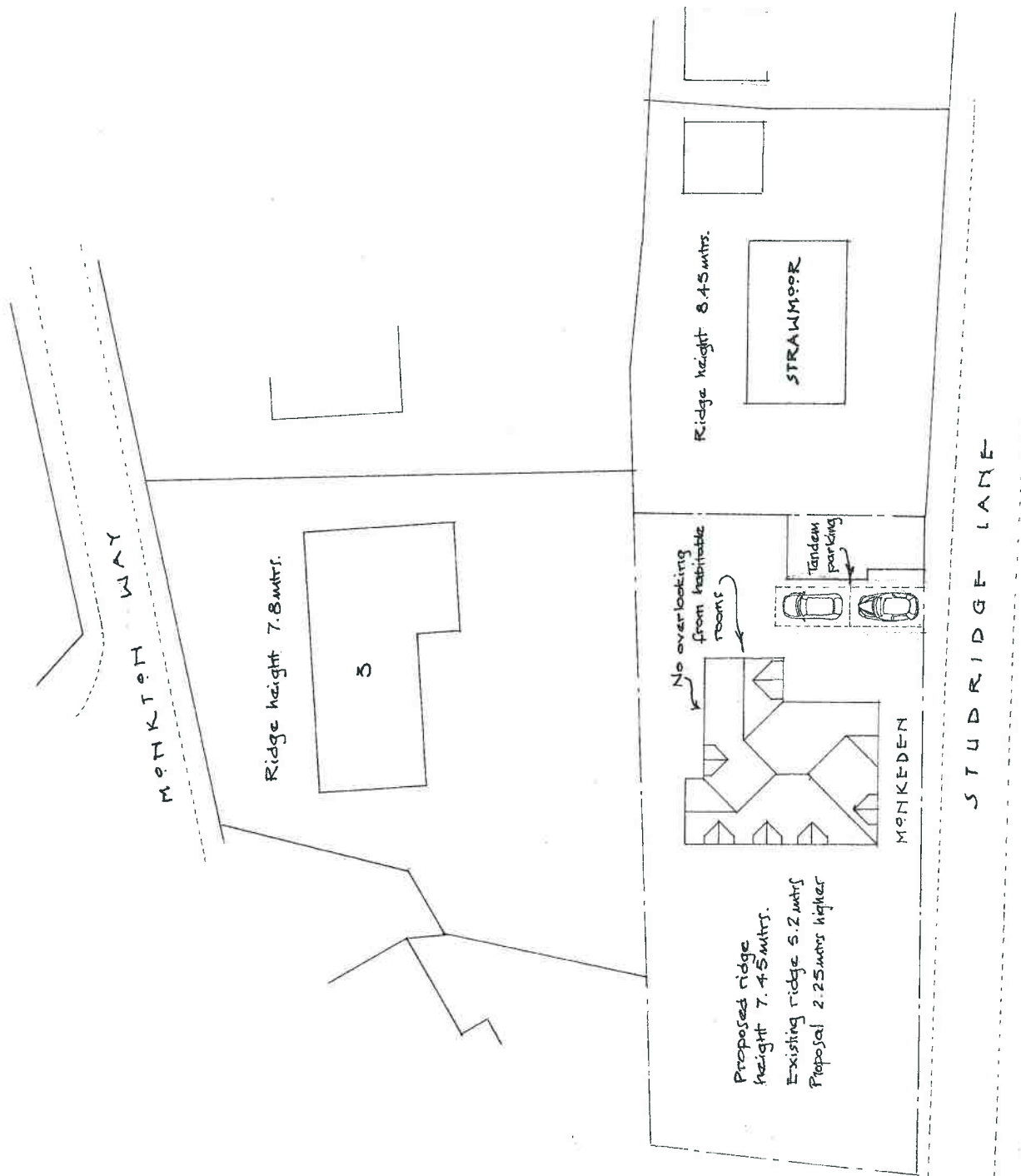


Date FEB. 2019 Drawn by JARS

Dr. No. Rev.

19/005-6

120 x 180mm A2



Agenda Item 6. Appendix C

18/07520/FUL

Suggested conditions if Members are minded to approve the application.

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).
2. The development hereby permitted shall be built and retained in accordance with the details contained in the planning application hereby approved and plan numbers 19/005-1 Rev A, 19/005-2, 19/005-3, 19/005-4, 19/005-6, 19/005-7, 17/016-1 and 17/016-2 Rev A unless the Local Planning Authority otherwise first agrees in writing.
Reason: In the interest of proper planning and to ensure a satisfactory development of the site.
3. Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before the construction of the new walls or the laying of the roof tiles takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason: To secure a satisfactory external appearance.
4. No further windows, doors or openings of any kind shall be inserted in the flank elevations of the development hereby permitted without the prior, express planning permission of the Local Planning Authority.
Reason: To safeguard the privacy of occupiers of the adjoining properties.
5. Prior to the initial occupation of the development hereby permitted additional parking spaces shall be provided in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority. That scheme shall show a total provision of 3 parking spaces on the site. The parking area shall not thereafter be used for any other purpose.
Reason: To enable vehicles to draw off and park clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

Agenda Item 7.

Contact: Stephanie Penney DDI No. 01494 421823
App No : 19/05221/FUL App Type : FUL
Application for : Construction of second floor & creation 4 x studio flats
At St Marks House, 1 Station Road, Bourne End, Buckinghamshire, SL8 5QF
Date Received : 15/02/19 Applicant : UK Lux One SPV 1 Ltd
Target date for decision: 12/04/19

1. **Summary**

- 1.1. It is considered that the proposed extension would result in an acceptable form of development which would not harm the character of the area or street scene.
- 1.2. The proposed development provides suitable amenity space and parking for the future occupiers. While the proposal will have an impact on the amenity of the residents to the rear, it is officer's opinion that this is not at a level which would justify a refusal.
- 1.3. The application is therefore recommended for approval, subject to conditions.

2. **The Application**

- 2.1. This application seeks permission for the four additional residential units through an extension at second floor level. The extension accommodates two studio flats and 2 x 1-bed flats, to result in a total of 17 units.
- 2.2. The proposed second floor would essentially provide an additional storey to the layout approved on the 13 unit scheme (approved under a prior notification application). However, this additional storey is accommodated within a mansard roof.
- 2.3. The existing building was previously a B1 use. However, under the prior notification process, three applications have been permitted for 13, 15 and 17 flats. The only matters for consideration under this prior notification application were related to transport and highways, contamination risks and flooding risks. These notification procedures related to the change of use only, no external works are permitted under this procedure.
- 2.4. Currently accommodation is over three floors: basement, ground and first floor.
- 2.5. Therefore, whilst the number of units is greater than the scheme for 13 (which the applicant will be implementing) the overall number of units is no greater than that permitted under one of the other prior notification application for 17 units.
- 2.6. The application is accompanied by:
 - a) Planning Statement
- 2.7. The application was amended following submission. The original scheme proposed an additional height to the eaves of 2.5m (wall height). The overall increase in height was 1.5m but that is due to the inclusion of a shallower roof.
- 2.8. The Agent was advised that this was unacceptable as the additional 'wall' height would significantly affect the amenities of the dwellings to the rear.
- 2.9. The scheme was therefore amended to follow pre-app advice. The increase in wall height has been reduced to 0.5m and the overall increase in height by 0.5m.

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 the applicant was provided with pre-application advice. The application submitted did not follow this advice. However, the applicant was provided the opportunity to submit amendments to the scheme/address issues.

4. Relevant Planning History

- 4.1. 19/05222/FUL. Construction of second floor creating 5 x studio flats. Application withdrawn.
- 4.2. 18/07440/FUL. External alterations to building including changes to windows and doors, relocation of a car parking space and creation of a lightwell with associated landscaping. Application permitted
- 4.3. 18/07772/PNP3O. Prior notification application (Part 3, Class O) for change of use of existing building falling within Class B1(a) (Offices) to Class C3 (Dwellings) to create 17 residential units. Details approved.
- 4.4. 18/07270/PNP3O. Prior notification application (Part 3, Class O) for change of use of existing building falling within Class B1(a) (offices) to Class C3 (dwellinghouses) to create 17 residential units. Details refused.
- 4.5. 18/07269/PNP3O. Prior notification application (Part 3, Class O) for change of use of existing building falling within Class B1(a) (offices) to Class C3 (dwellinghouses) to create 15 residential units. Details approved.
- 4.6. 18/07268/PNP3O. Prior notification application (Part 3, Class O) for change of use of existing building falling within Class B1(a) (offices) to Class C3 (dwellinghouses) to create 13 residential units. Details approved.
- 4.7. 17/07544/FUL. Erection of 4 x single storey temporary Portakabin buildings in existing car park for use as meeting rooms for a period of 52 weeks and associated alterations to car parking. Application withdrawn.

5. Issues and Policy considerations

Principle and Location of Development

ALP:

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

DSA: DM1 (Presumption in favour of sustainable development)

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

- 5.1. The development permitted under Class O does not include any building operations in connection with the residential conversion. However, planning permission has been granted for external alterations under 18/07440/FUL.
- 5.2. Case law exists which allows planning applications for extensions to be submitted at the same time or after a prior approval. The change of use has now commenced on site. Therefore the extension only (i.e. 4 additional units) is to be determined in accordance with the development plan and other material circumstances.
- 5.3. The application site is located within a residential area. The loss of an employment use is not a matter for consideration given the approved prior approval. In addition the resultant number of 17 units is the same number approved under a previous prior approval.
- 5.4. The principle is therefore accepted.

Transport matters and parking

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

CSDPD: CS16 (Transport),

DSA: DM2 (Transport requirements of development sites)

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

- 5.5. The site is located in Residential Zone B. 15 car parking spaces have been provided and a secure cycle storage facility is indicated on the site plan.
- 5.6. BCC Highways has advised that the submitted scheme does not result in a material increase in movements in comparison to the approved development.
- 5.7. Transport and highways is a consideration when determining prior notification applications. The following paragraphs are an extract of the assessment of the previous approvals:
- 5.8. The existing offices have an extensive parking area, to the north of the building, which has a number of parking spaces. The proposed development is located in residential parking zone B. For developments of more than 10 dwellings a dwelling with 4 or less habitable rooms requires 1.5 spaces. The proposed units are shown to have no more than 4 habitable rooms. This would give a total requirement of 19.5 spaces.
- 5.9. The property is situated along Station Road, a class 'A' road subject to a 30 mph speed limit in the vicinity of the site.
- 5.10. The existing access for the main car park would be utilised as well as a smaller secondary access for one parking space to the south of the site. In accordance with guidance contained within Manual for Streets, visibility splays of 2.4m x 43m are required in both directions from the proposed access points commensurate with a speed limit of 30mph. Adequate visibility splays can be achieved which can be secured by condition.
- 5.11. The current parking arrangement would be retained and a total of 15 parking spaces have been proposed to serve the site. This falls short of the 20 spaces that would be required. In addition the existing parking spaces are not of adequate size measuring just 2m in width. Amended plans were requested to show the appropriate size (2.8m x 5m) in a layout that allows for 6m clearance behind each space.
- 5.12. As stated in my previous comments, in accordance with Buckinghamshire Countywide Parking Standards (BCPS) a residential parking space is required to be 2.8m x 5m in dimension. If the existing spaces currently on site were brought up to adopted standards, parking provision on site would be reduced by 4 spaces.

After conducting a site visit, I noted that all the bays are already marked out excluding the bay numbered 14 on the site plan to the rear of the building. It is clear that whilst they are below this standard, these spaces have been marked out and used for what would appear to be a considerable amount of time. It is not a case that the bays have been laid out recently for the purposes of this application. There are also corresponding aerial photographs available online which demonstrate the existing parking layout being well used. I noted that all manoeuvring takes place within the site curtilage and so the parking arrangement would not pose a highway safety concern.

Although not ideal, I recognise that the retention of 15 existing bays would be more beneficial to both future users of the site and local residents compared to the implementation of 11 bays that meet BCPS dimensions.

In this instance, due to the fact that the existing parking arrangement has been implemented and in use for a prolonged period of time and that the spaces are

functional and would not pose a highway safety concern, I consider that keeping the existing car parking arrangement is acceptable. Notwithstanding this, the Local Planning Authority may want to consider whether this would pose an amenity issue for future residents.

Mindful of the above, the Highway Authority raises no objections to this application

- 5.13. In view of the above, there are no objections in respect of parking, or other highway safety matters arising from this current application.

Raising the quality of place making and design

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

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

DSA: 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)

- 5.14. The matter for consideration is the mansard roof. All other external alterations have been approved i.e. changes to windows and doors, relocation of a car parking space and creation of a lightwell with associated landscaping (18/07440/FUL).
- 5.15. The site is located within a mixed use area of varying designs and heights. Immediately to the rear of the site is a three storey building.
- 5.16. The mansard roof design is considered acceptable and will enhance the character of the building and area. The additional storey is not out of keeping with local distinctiveness, given the varying forms and adjoining development.
- 5.17. Appropriate dormers have been proposed and designed so that they are in proportion to the roof and in keeping with the existing windows.
- 5.18. It is considered necessary to condition details of materials to ensure the roof does enhance 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)

Housing intensification SPD

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

Existing occupiers

- 5.19. In relation to intensification and noise and disturbance, a refusal cannot be substantiated given the resultant number of units does not exceed the prior approval.
- 5.20. The main impact will be the additional height to the properties to the rear.
- 5.21. Fieldhead Gardens is located to the rear of the site (to the west). Approximately 9m at the closest distance. It is however considered that no. 40 is the most affected given that no. 40 directly overlooks the existing building.
- 5.22. The occupiers of no. 40 will be affected in relation to dominance and the potential of the proposal to be overbearing in appearance. However, the dominance and resulting overbearing appearance is not considered significant enough to justify refusal, in Officer's opinion. This is due to an overall increase in both the eaves and overall height of just 0.5m and the separation distance.
- 5.23. No. 40 has habitable room windows overlooking site. The scheme does propose a number of windows, within the mansard roof, to habitable rooms. In particular there are two habitable windows directly facing the rear of no. 40. However, the scheme does indicate that these windows will be obscurely glazed.

- 5.24. The approved scheme, under the prior notification, does also included habitable windows at first floor level facing no. 40 Fieldhead gardens, approximately 11m window to window. Overlooking is not a matter for consideration under the prior approval applications. This is because the windows are existing and overlooking is an existing relationship, albeit from a business use which is perhaps limited to overlooking during the daytime.
- 5.25. While it could be argued that overlooking exists at present, the proposed scheme would increase the number of windows. Accordingly, it is considered necessary to condition that the windows (within the mansard roof) are obscurely glazed.

Future occupiers

- 5.26. In terms of the internal layout, the approved scheme results in internal unit sizes ranging from 26 sqm to 67 sqm. The proposed floor areas range from 26 sqm to 37sqm. The internal floor areas are therefore comparable to the prior notification scheme.
- 5.27. No dedicated private amenity space has been provided. However, consideration is given to the permitted schemes, which also do not have private amenity space.
- 5.28. While private amenity space is not a matter for consideration under the prior approval applications, the overall number of units does not increase.
- 5.29. An area for bin storage is proposed and is in the same location as previously approved.

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)

- 5.30. The site is located within flood zone 1, development is considered appropriate and a flood risk assessment is not considered necessary.
- 5.31. In terms of surface water drainage, the footprint and extend of hardstanding is not increasing.

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)

- 5.32. Following the Adoption of the Delivery and Site Allocations Plan (July 2013) and in particular policy DM18 (Carbon Reduction and Water Efficiency) it would have previously been necessary to impose a condition to secure the required 15% reduction in carbon emissions as well as reducing future demand for water associated with the proposed dwelling. However, this was superseded in October 2016 by ministerial policy to transfer the issue to Building Regulations. Normally it is only considered necessary to condition water efficiency. However, given that the number of units does not exceed the prior approval, this is not considered necessary.

Weighing and balancing of issues – overall assessment

- 5.33. 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.
- 5.34. 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

5.35. As set out above it is considered that the proposed development would accord with the development plan policies and would not have a materially greater impact than the development which has already been accepted under the prior approval procedure.

Recommendation: Application Permitted

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).
- 2 The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers 7242/PL/LP O; 7242/PL/PH1 O; 7242/PL/PH2 O; 7242/PL/PH3 O; 7242/PL01 O; 7242/PL02 O; 7242/PL03 O; 7242/PL04 O; 7242/PL05 O; 7242/PL06 O; 7242/PL07 O; 7242/PL08 O; 7242/PL09 O; 7242/PL10 O; 7242/PL11 O; 7242/PL12 O; 7242/PL13 O; 7242/PL14 O; 7242/PL15 O; 7242/PL16 O; 7242/PL17 O; 7242/PL18 O and 7242/PL19 O unless the Local Planning Authority otherwise first agrees in writing.
Reason: In the interest of proper planning and to ensure a satisfactory development of the site.
- 3 Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before any work to the external finish of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason: To secure a satisfactory external appearance.
- 4 The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.
Reason:
To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.
- 5 Notwithstanding any other details shown on the plans hereby approved, the two second floor windows to be inserted in the rear facing elevation of unit 15 (as indicated on drawing number 7242/PL/11/O) shall be glazed in obscure glass. The windows shall thereafter be retained as such for the life of the development, without the prior, express planning permission of the Local Planning Authority.
Reason: In the interests of the amenity of neighbouring properties.

INFORMATIVE(S)

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

applications/agents of any issues that may arise in the processing of their application. In this instance the applicant was provided with pre-application advice. The application submitted did not follow this advice. However, the applicant was provided the opportunity to submit amendments to the scheme/address issues.

Agenda Item 7. Appendix A

19/05221/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Lee

First comment: In the event that the officer is minded to approve, I would like this application together with the additional application 19/05222/FUL is brought to the Planning Committee for discussion.

This would appear to be over development of the site and the increase in height would seriously affect neighbouring properties.

Second comment: After further view of this revised application I would still like this application to be brought to the Planning Committee for consideration.

Parish/Town Council Comments/Internal and External Consultees

Wooburn and Bourne End Parish Council

First Comment: Strongly object. The creation of a second floor will strongly impact the privacy of the neighbours in Fieldhead Gardens and is overdevelopment with inadequate parking spaces which will result in residents parking on the main road which will further impede traffic flow. This is an example of greediness by the developer as the number of units had already been increased from thirteen to fifteen. We support the neighbours' comments regarding the loss of light and privacy.

Second Comment: Objection. We support our previous comments. The amended plans do not resolve the original objections and concerns of the neighbours, namely the loss of light and privacy of the residents of Fieldhead gardens that a second floor will overlook. The development is not in keeping with the local street scene, and the fact that there is less than one parking space per unit means that some residents will park on the highway which will impede traffic flow. This is overdevelopment.

County Highway Authority

Comments: No objections

Control of Pollution Environmental Health

Comments: I have no objection to this application.

Representations

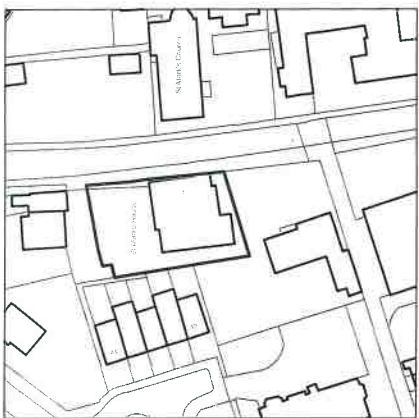
13 letters of objection received:-

- Overlooking
- Overshadowing
- Loss of privacy
- Inadequate parking
- This is different to an office development as parking problem will be in the day and evening.
- Insufficient manoeuvring space on site.
- The amended scheme does not alter the objections previously raised

Agenda Item 7. Appendix B

19/05221/FUL
Scale 1/1250





Ref: / / / / /
AMENDED
 / / / / /

<p>DO NOT SCALE THE DRAWING WRITTEN DIMENSIONS ONLY TO BE USED ALL DIMENSIONS ARE IN METRES ALL DIMENSIONS TO BE VERIFIED ON SITE ANY INCONSISTENCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY</p>	<p>Job Ref: 7242</p>	<p>p-ad H. Neal deCHER Notting Hill Gate, London, W9 7TH t: 0208-4590172 e: hneal@p-ad.co.uk</p>	<p>p-ad</p>
	<p>PLANNING</p>	<p>Title Location Plan & Block Plan</p>	<p>Number 7242/P/LP</p>
	<p>St Marks House Station Road, Bourne End, Woodburn Green SL8 5QF</p>	<p>Drawn by LD</p>	<p>Rev 0</p>

Ref: *14/01466/01*
AMENDED

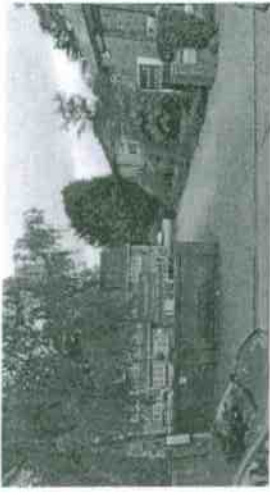


bird's-eye view



Street-level view

ROAD SCALE DRAWING NOT TO BE USED FOR CONSENT TO BUILD ALL DIMENSIONS ARE IN METRES ALL DIMENSIONS GIVEN IN BRACKETS ANY DIMENSIONS NOT REPORTED TO BE TAKEN AS APPROXIMATE	Job No: 7242 PLANNING St Mark's House Station Road, Bourne End, Woodburn Green BS9 5DF	p-od 14/01466/01 Planning Ref: 14/01466/01 0 2030 41500 122 0 2030 41500 122 0 2030 41500 122	p-od 14/01466/01 Planning Ref: 14/01466/01 0 2030 41500 122 0 2030 41500 122 0 2030 41500 122
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Satellite view



View 5



View 6

AMENDED

DON'T SCALE DRAWING WRITE INSTRUCTIONS TO S. LTD ALL DIMENSIONS IN METERS ALL DIMENSIONS TO BE GIVEN ON SITE BY THE CONTRACTOR'S MEASUREMENT		p-ad Planning Station Road, Bourne End, Woodburn Green SL8 5QF	7242 7242/PLPH 2	p-ad Planning Station Road, Bourne End, Woodburn Green SL8 5QF	7242/PLPH 2
DON'T SCALE DRAWING WRITE INSTRUCTIONS TO S. LTD ALL DIMENSIONS IN METERS ALL DIMENSIONS TO BE GIVEN ON SITE BY THE CONTRACTOR'S MEASUREMENT		p-ad Planning Station Road, Bourne End, Woodburn Green SL8 5QF	7242 7242/PLPH 2	p-ad Planning Station Road, Bourne End, Woodburn Green SL8 5QF	7242/PLPH 2

Prof: *Amended*
AMENDED



Front elevation



Side elevation

<p>OUR FILES BEAR THE FOLLOWING PARTS TO BE REVISIONS ONLY TO BE USED ALL DIMENSIONS ARE PER PLAN/SECTION AND ACCORDING TO THE DRAWING OF THE ARCHITECT'S OFFICE</p>	<p>Job Ref: 7242</p>	<p>p-ad</p>	<p>p-ad</p>	
	<p>PLANNING</p>	<p>St Marks House Station Road, Bourne End, Westham Green SL8 5DF</p>	<p>Task: Photos</p>	<p>1: 0208 4590172 e: info@p-ad.com.co.uk</p>
		<p>Client: LD</p>	<p>Scale: /</p>	<p>Drawn by: 7242/PL/ PH3</p>
				<p>Rev: O</p>

SCALE BAR (meters)

1:1200 @ A3



St Mark's Church

TO BE IMPLEMENTED IN CONJUNCTION WITH 18/07772/PNP30

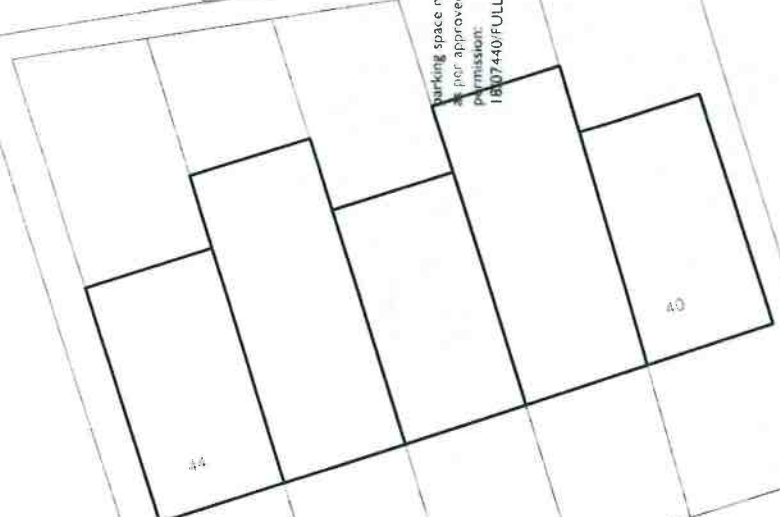
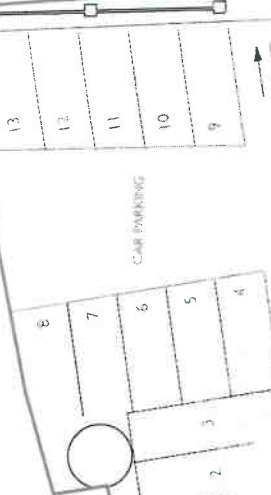
STATION ROAD

Refuse / recycling location on collection days

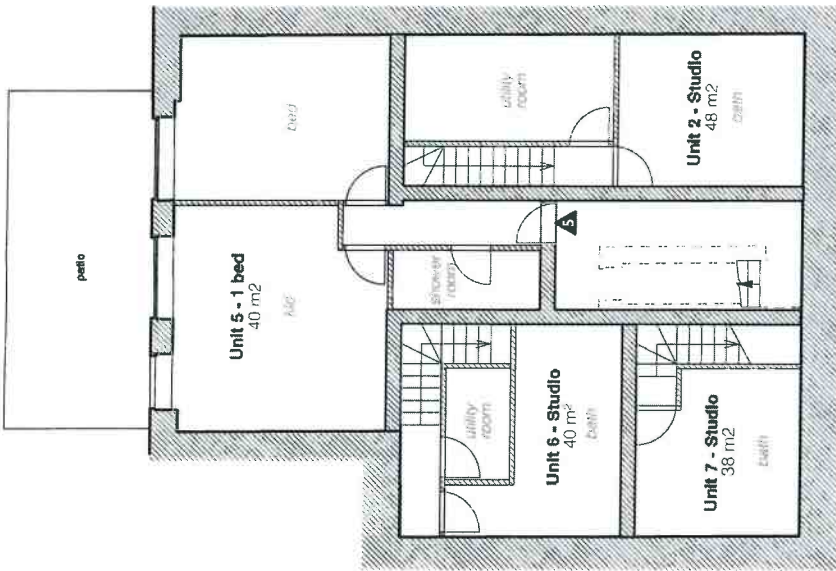
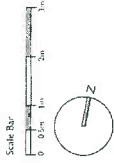
lightwalks 31 per approved permission: 18/07440/FULL

17 x bicycle spaces (secure and covered)

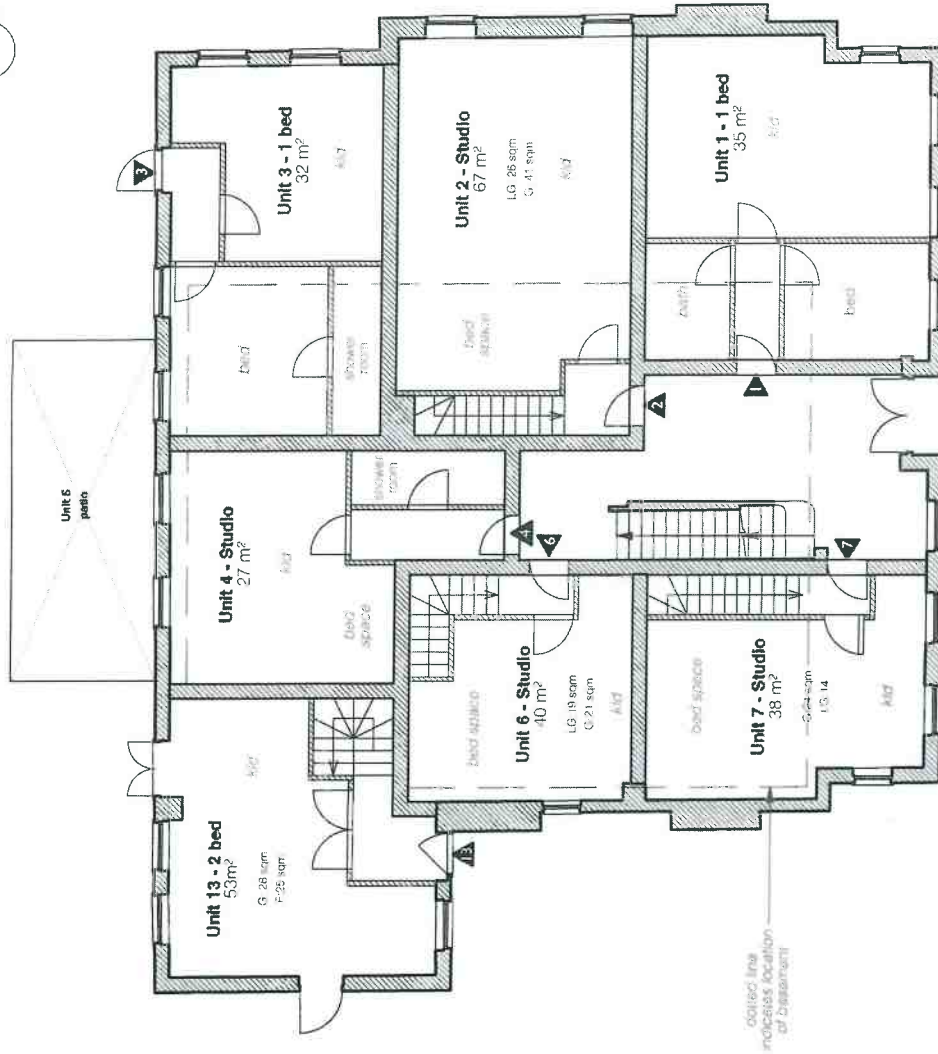
parking space no. 15 as per approved permission: 18/07440/FULL



DO NOT SCALE DRAWING WRITE DIMENSIONS ONLY TO BE USED ALL DIMENSIONS IN METRES ALL DIMENSIONS TO BE COORDINATE AND NOT TO SCALE UNLESS SPECIFIED FOR CLARIFICATION PURPOSES		Job Ref 7242	P-pad	11 a/k/a Kings Hill Close, Luton, W9 7TH	1: 0306 430172 e: hallo@p-pad.co.uk
PLANNING		St Mark's House Station Road, Bourne End, Wooburn Green SL8 5QF	Existing site plan	1:200 @ A3	7242/PL/01
Ref: AMENDED					



BASEMENT PLAN



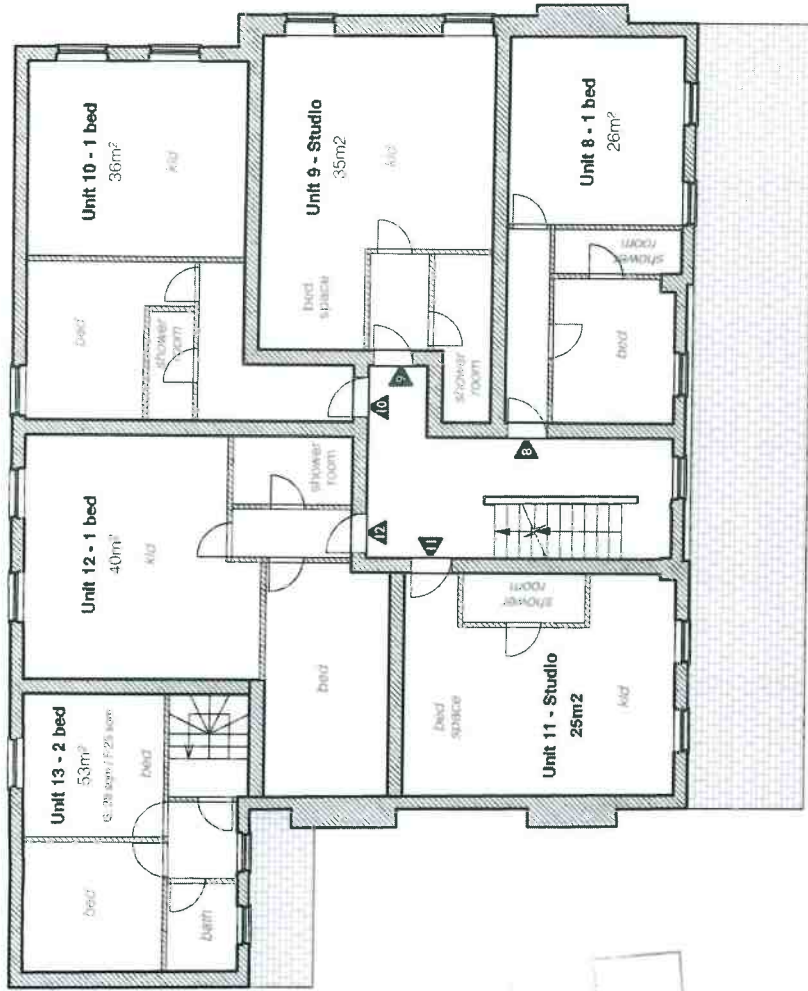
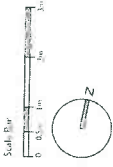
GROUND PLAN



Ref: **AMENDED**

FOUND PLAN DRAWING WRITE DIMENSIONS ONLY (DO NOT USE ALL DIMENSIONS ARE IN MILLIMETRES) ALL DIMENSIONS TO FACE UNLESS OTHERWISE SPECIFIED TO BE SUBJECT TO SURVEY	Job Ref: 7242	P=od	N=Ref: 4-CMR Nailing Hill CofE, London, W8 7TH	I: 0208-4390172 • info@p-od.co.uk	P-od
	PLANNING	St Marks House Station Road, Bourne End, Wooburn Green SL8 5QF	Title Existing Basement plan & Ground Floor	Drawn by ID	Scale 1:100 @ A3

NOTE: Office building currently being converted to residential flats 18/0772/PNP30

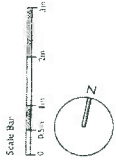


FIRST FLOOR

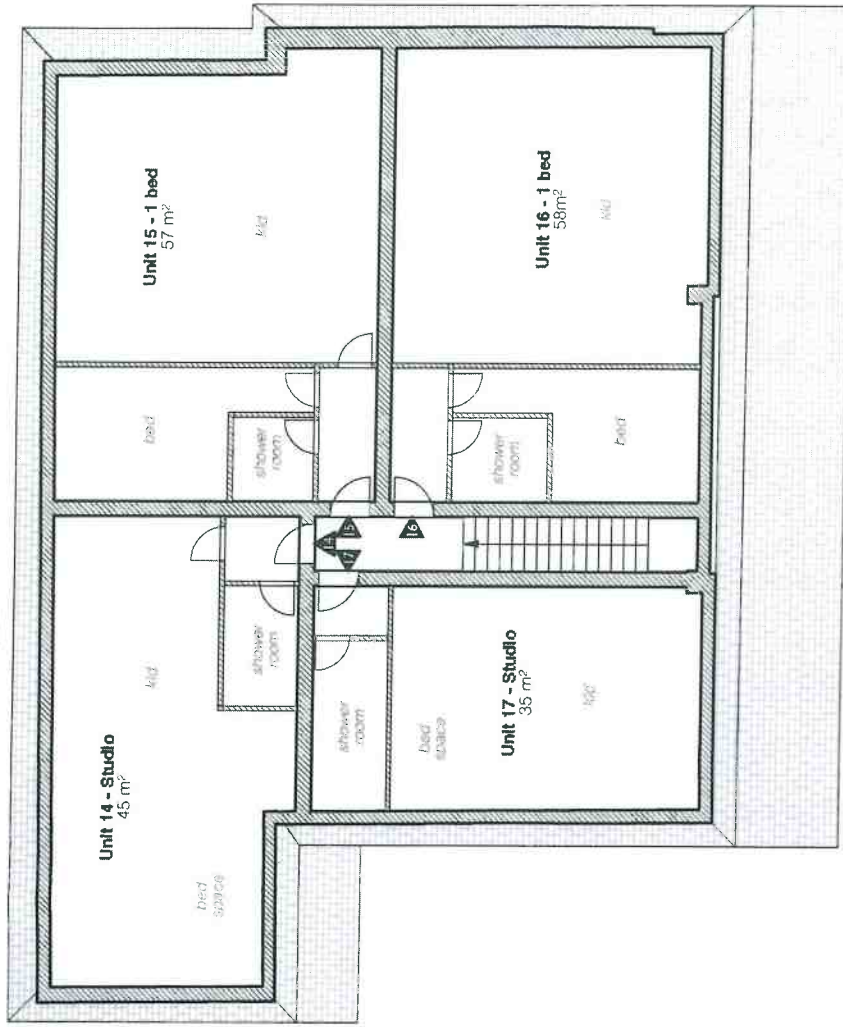
Ref: *Amended*
AMENDED

NOTE: Office building currently being converted to residential flats 18/0772/PNP/30

100% TO BE SHOWN DIMENSIONS ONLY TO SCALE ALL DIMENSIONS ARE IN METRES ALL DIMENSIONS TO FACE UNLESS OTHERWISE SPECIFIED ANY DIMENSIONS TO BE SHOWN TO THE ARCHITECT'S RESPONSIBILITY	Job Ref: 7242 PLANNING	p-od H. Hall Planning, Hill Court, London, W11 7TH. e. hall@p-od.com	P-od t. 0206 4590172 e. hall@p-od.com
	St Marks House Station Road, Bourne End Woodburn Green S1B 5QH	Title: Existing First Floor Scale: 1:100 @ A3	Drawn by: LD Checked by:



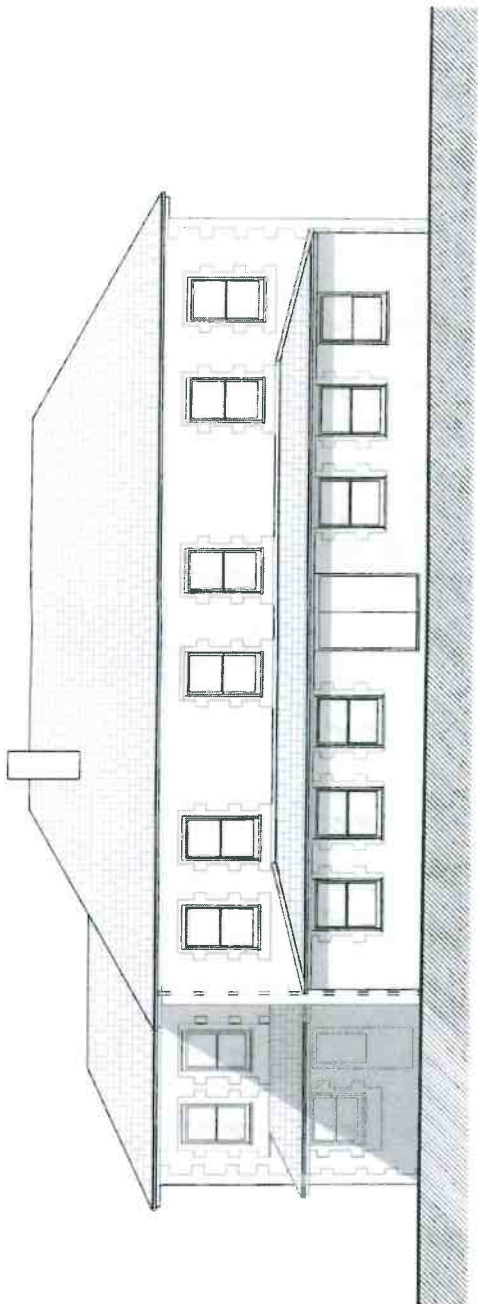
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AMENDED



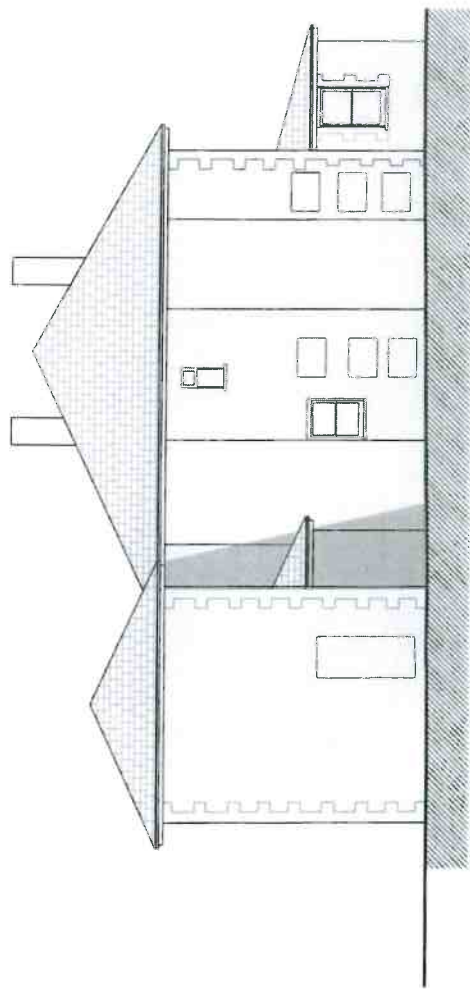
SECOND FLOOR

NOTE: Office building currently being converted to residential flats 18/0772P/04

ROAD/PLANNING 18/0772P/04 PLANNING St Marks House Station Road, Bourne End, Woodburn Green SL8 5GF	Job Ref: 7242 Title: Existing Second Floor Drawn by: LD Scale: 1:100 @ A3	p-od H. J. O'Connell Planning & Design 100A-100B, 100C Station Road, Bourne End, Woodburn Green SL8 5GF	p-od H. J. O'Connell Planning & Design 100A-100B, 100C Station Road, Bourne End, Woodburn Green SL8 5GF
	Title: Existing Second Floor Drawn by: LD Scale: 1:100 @ A3	Job Ref: 7242 Title: Existing Second Floor Drawn by: LD Scale: 1:100 @ A3	Job Ref: 7242 Title: Existing Second Floor Drawn by: LD Scale: 1:100 @ A3

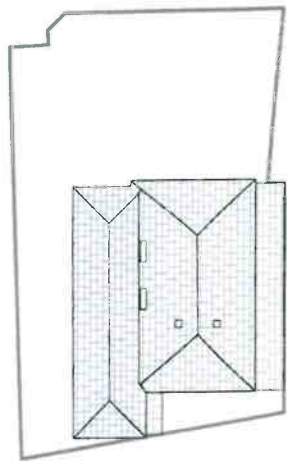


Existing front elevation 1



Existing side elevation 2

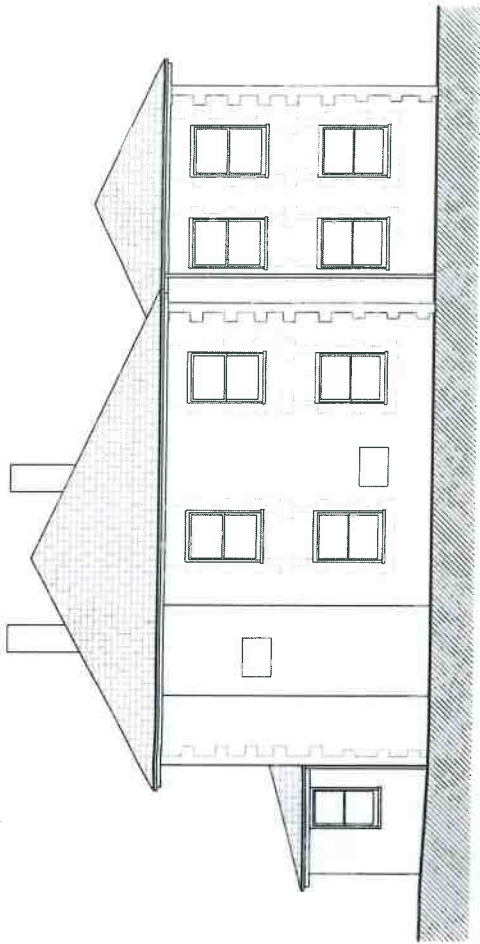
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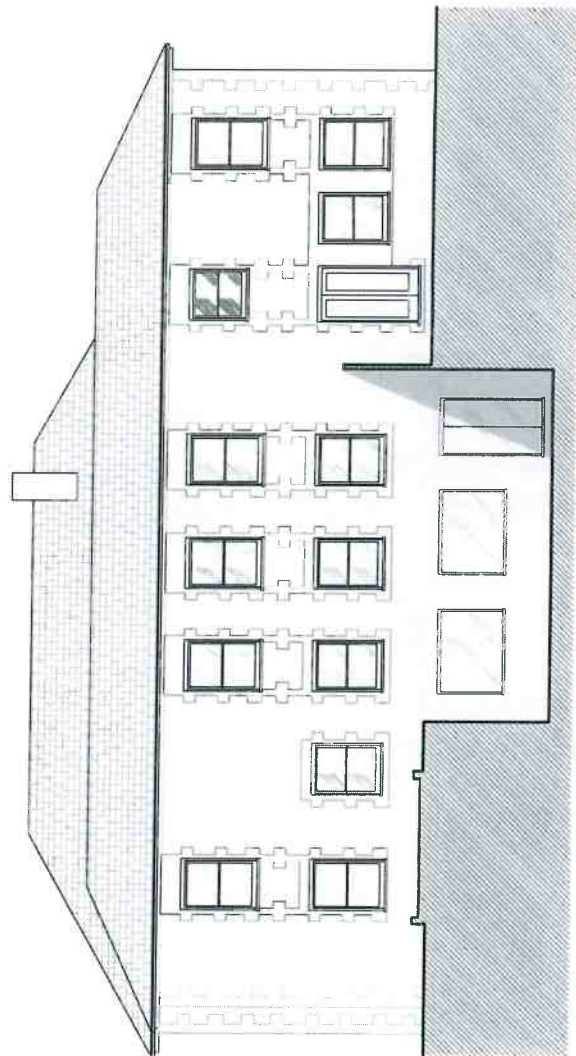
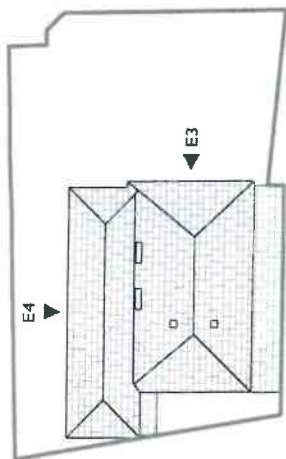
E2

E1

<p>EXISTING ELEVATIONS ONLY TO BE USED ALL DIMENSIONS ARE IN METRES ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS TO THE LATEST EDITIONS</p>	<p>Job Ref: 7242</p>	<p>p-ad</p>	<p>0208-550172 hollie@p-ad.co.uk hollie@p-ad.co.uk</p>
	<p>PLANNING</p>	<p>1:100 @ A3</p>	<p>p-ad</p>
<p>St Mark's House Station Road, Bourne End, Westbury Green, SL9 5QJ</p>	<p>Title: Existing Elevations 1</p>	<p>Drawn by: LD</p>	<p>Rev: 0</p>



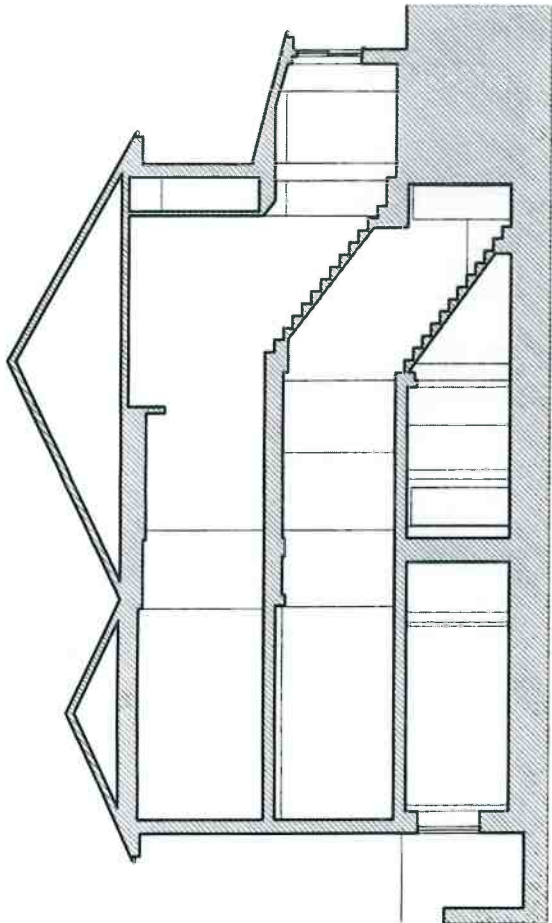
Existing side elevation 3



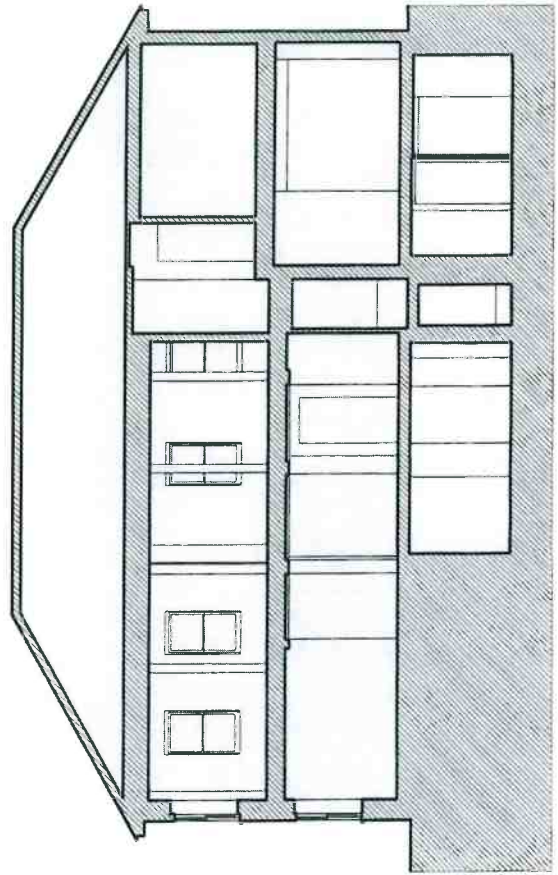
Existing rear elevation 4



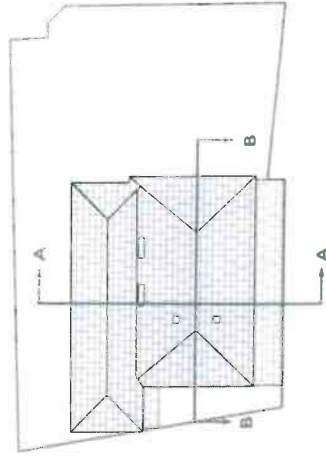
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	PLANNING	Title		
	31 Marks House Station Road, Bourne End, Woodburn Green UB8 3GF	LD	7242/PL/06	Rev
				0



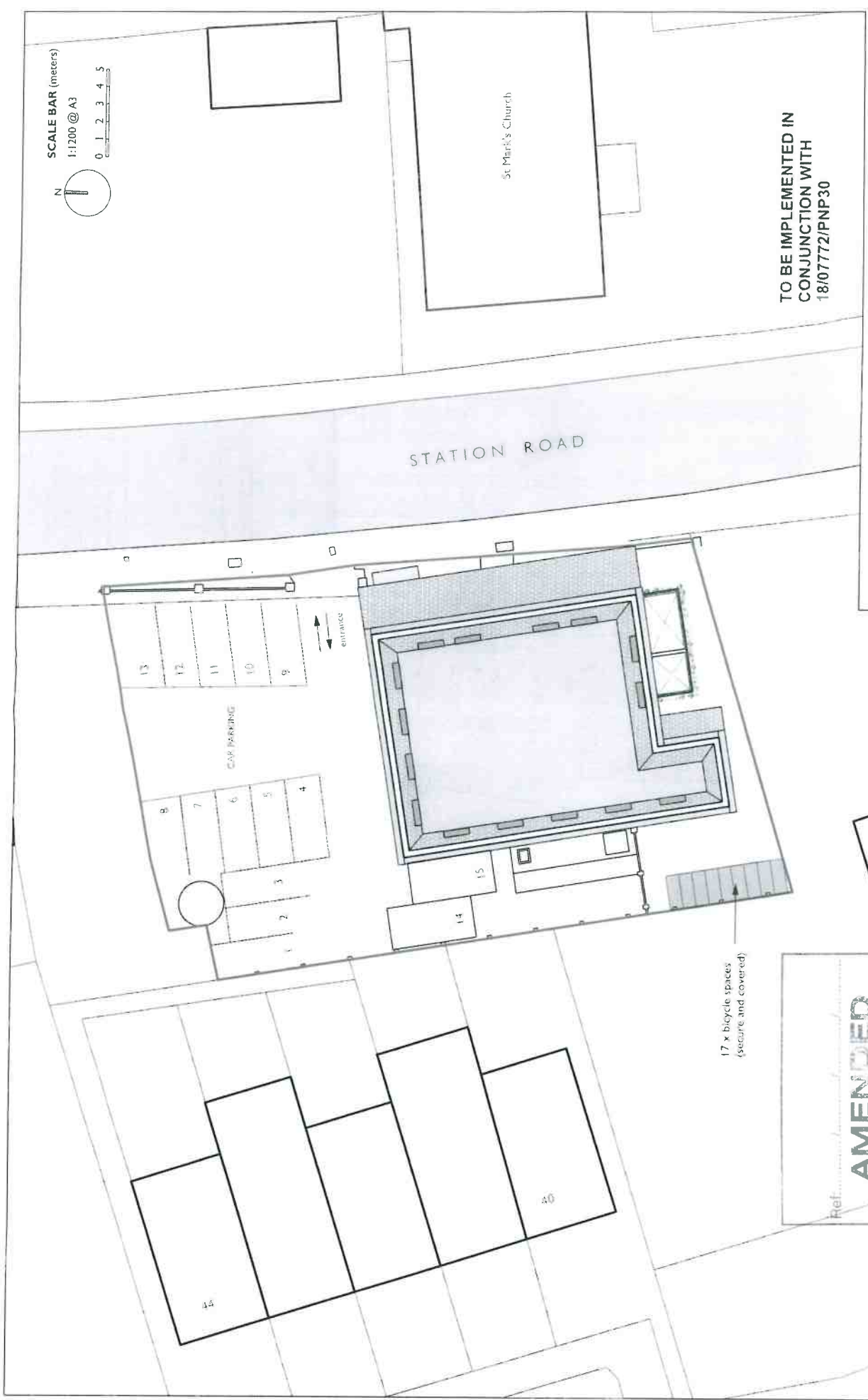
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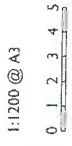
Existing section BB



<p>GENERIC PRELIMINARY WORKING DRAWINGS ONLY TO BE USED ALL DIMENSIONS ARE IN METERS (M) ALL DIMENSIONS TO BE VERIFIED ON SITE ANY VARIATIONS MUST BE REPORTED TO THE ARCHITECT IMMEDIATELY</p>	<p>Job Ref: 7242</p>	<p>p-ad</p>	<p>0200-490172 info@p-ad.co.uk info@p-ad.co.uk</p>	<p>P-ad</p>
	<p>PLANNING</p>	<p>St Marks House Station Road, Bourne Elm, Wotton Green, S18 5GF</p>	<p>Existing Sections</p>	<p>7242/PL/07</p>
	<p>Scale: 1:100 @ A3</p>	<p>LD</p>	<p>Number</p>	<p>0</p>



SCALE BAR (meters)
1:1200 @ A3



St Mark's Church

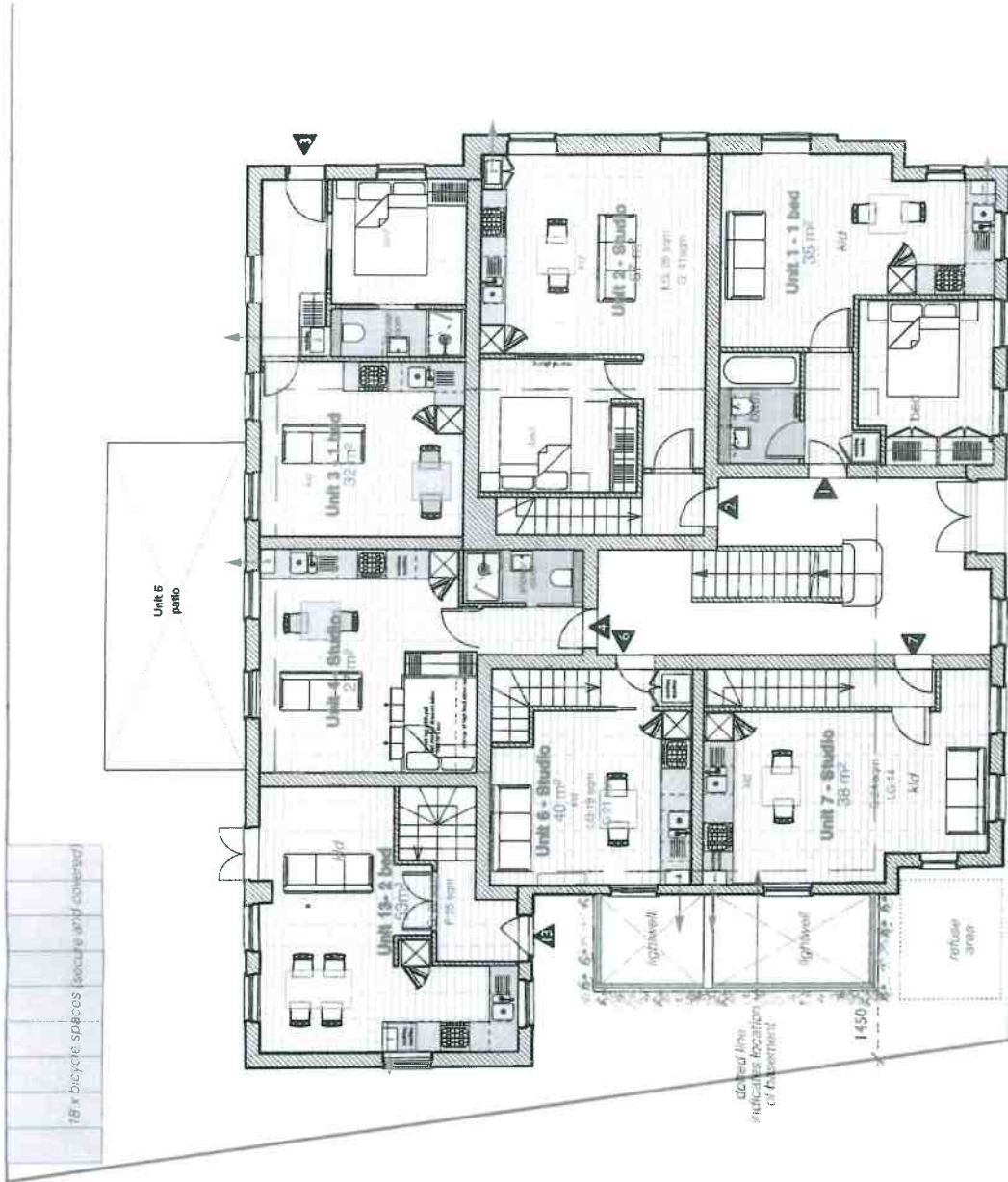
STATION ROAD

TO BE IMPLEMENTED IN CONJUNCTION WITH 18/07772/PNP30

17 x bicycle spaces (secure and covered)

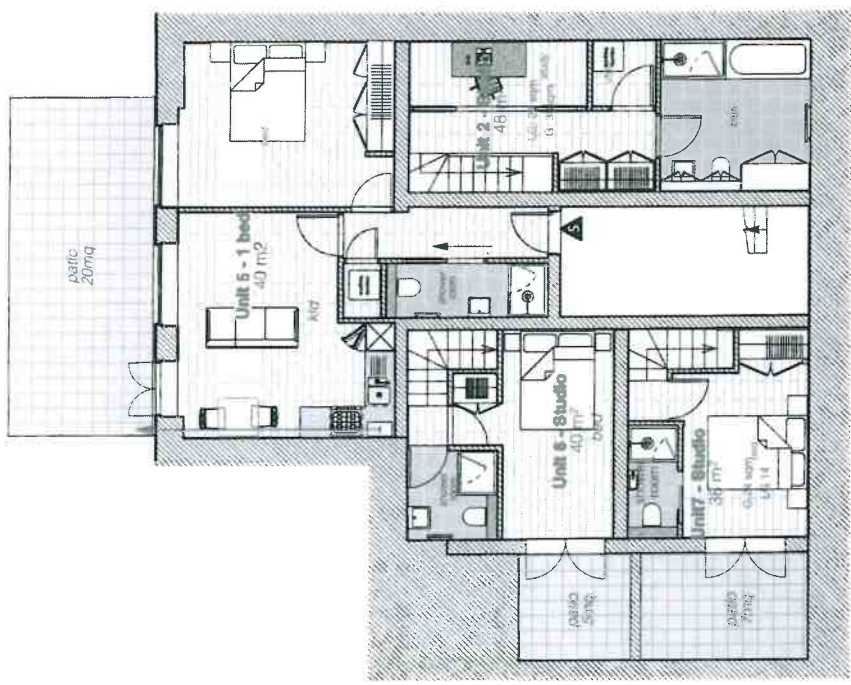
Ref. **AMENDED**

<p>DO NOT SCALE DRAWINGS WRITTEN DIMENSIONS ONLY TO BE USED ALL DIMENSIONS ARE IN METERS ALL DIMENSIONS TO BE SHOWN ON THIS AND ALL DIMENSIONS TO BE SHOWN ON THIS DRAWING ARE TO BE SHOWN ON THIS DRAWING TO THE NEAREST MILLIMETER</p>		<p>Job Ref: 7242</p>	<p>p-ad</p>
<p>PLANNING</p>	<p>14 4th Fl Hobling Hill Gate, London, W8 7TH</p>	<p>0208-4390172 e: hallo@p-ad.co.uk</p>	<p>p-ad</p>
<p>St Marks House Station Road, Bourne End, Wooburn Green, SL8 5QF</p>	<p>Type LD</p>	<p>Proposed site plan</p>	<p>7242/PL/ 8</p>
<p>Scale 1:200 @ A3</p>	<p>Drawn by</p>	<p>for</p>	<p>O</p>



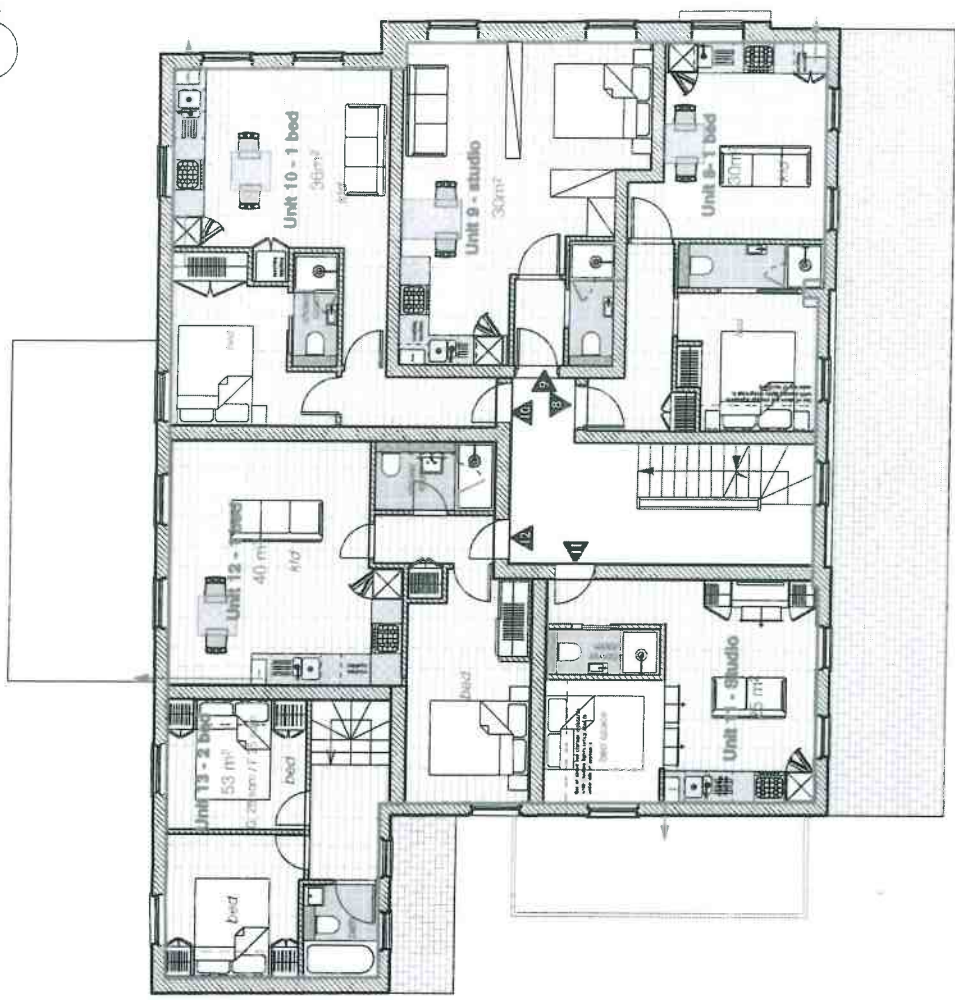
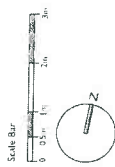
GROUND FLOOR

REVISED



BASEMENT

<p>FOR THE DRAWING: WRITTEN SPECIFICATIONS TO BE USED ALL DIMENSIONS ARE IN METERS (FEET) ALL DIMENSIONS TO BE VERIFIED ON SITE ANY INCONSISTENCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY</p>		<p>Job Ref: 7242</p> <p>PLANNING</p> <p>St Mark's House Station Road, Bourne End Wooburn Green SL8 5DF</p>	<p>p-ad Planning 1, 0282450012 100, Hill Court, London, W8 7TH e: info@p-ad.co.uk</p>	<p>p-ad</p>
<p>Title: Existing Basement plan & Ground Floor</p>	<p>Drawn by: LD</p>	<p>Scale: 1:100 @ A3</p>	<p>Number: 7242/PL/ 9</p>	<p>Rev: 0</p>



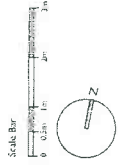
internal area 215 sqm

FIRST FLOOR

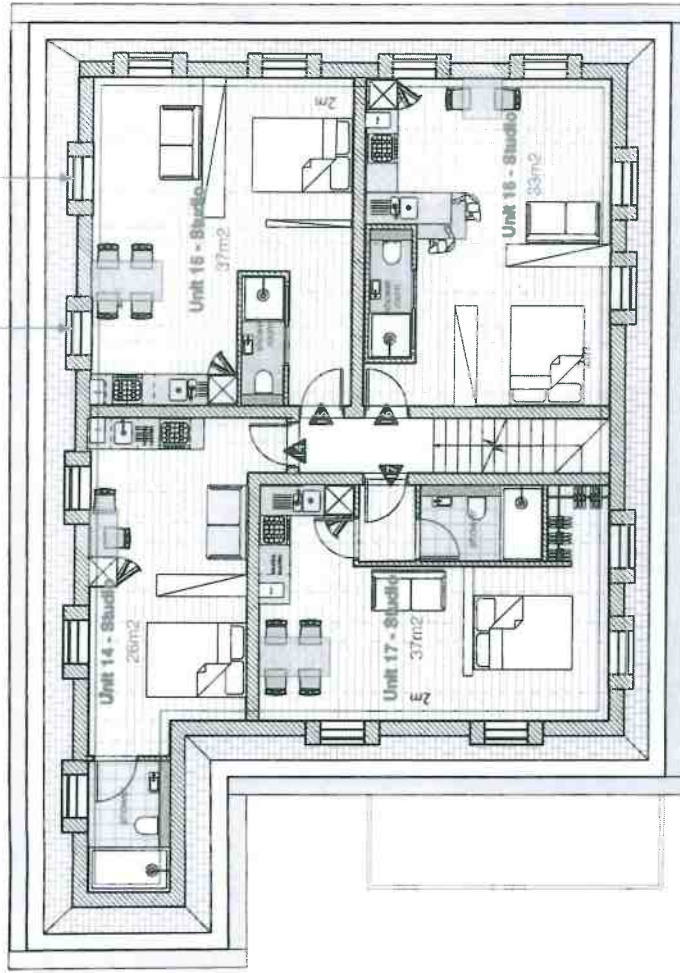


Ref. **AMENDED**

<p>DO NOT SCALE THE DRAWING WRITTEN DIMENSIONS ONLY TO BE USED ALL DIMENSIONS ARE IN MILLIMETRES ANY INCONSISTENCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY</p>		<p>Job Ref: 7242</p>	<p>p-ad Planning St Marks House Station Road, Bourne End, Woodburn Green SL8 5QF</p>	<p>p-ad M. Ad. & CAP Hunting Hill Court, London, W6 7JH t: 0208 4585172 e: info@p-ad.com</p>
		<p>Task: Existing First Floor</p>	<p>Drawn by: LD</p>	<p>Scale: 1:100 @ A3</p>
			<p>Number: 7242/PL/10</p>	<p>Rev: 0</p>



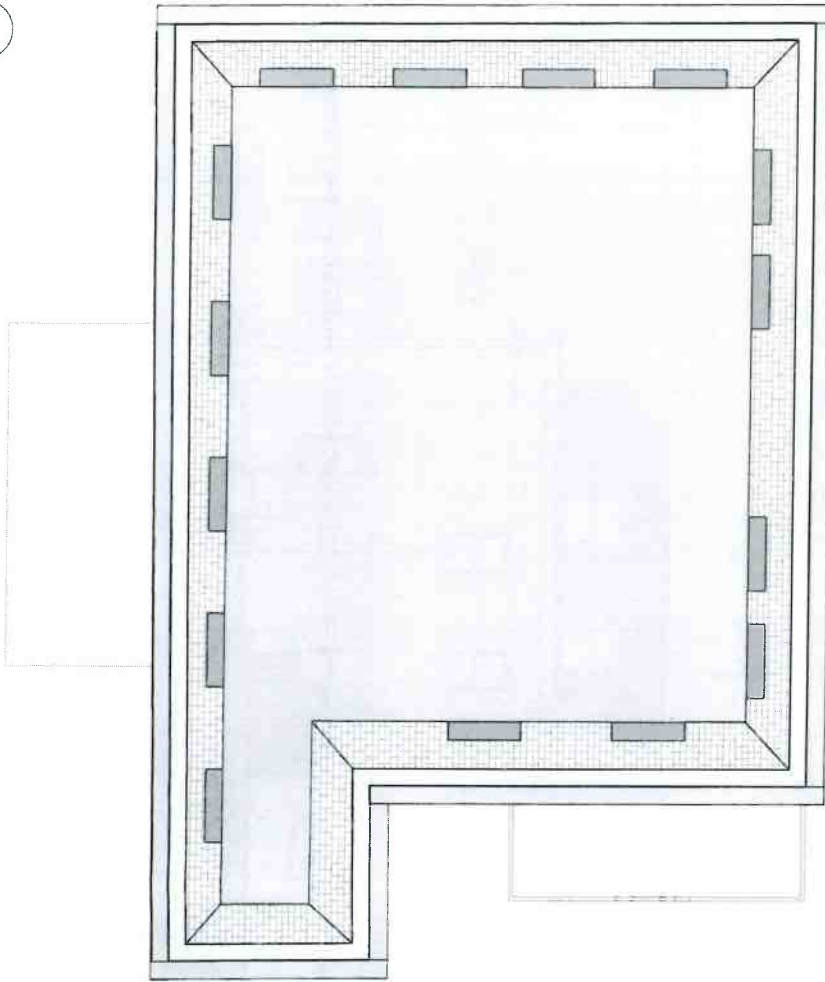
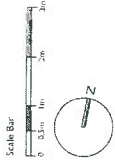
frosted glass



internal area 141 sqm

Ref: *AMENDED*

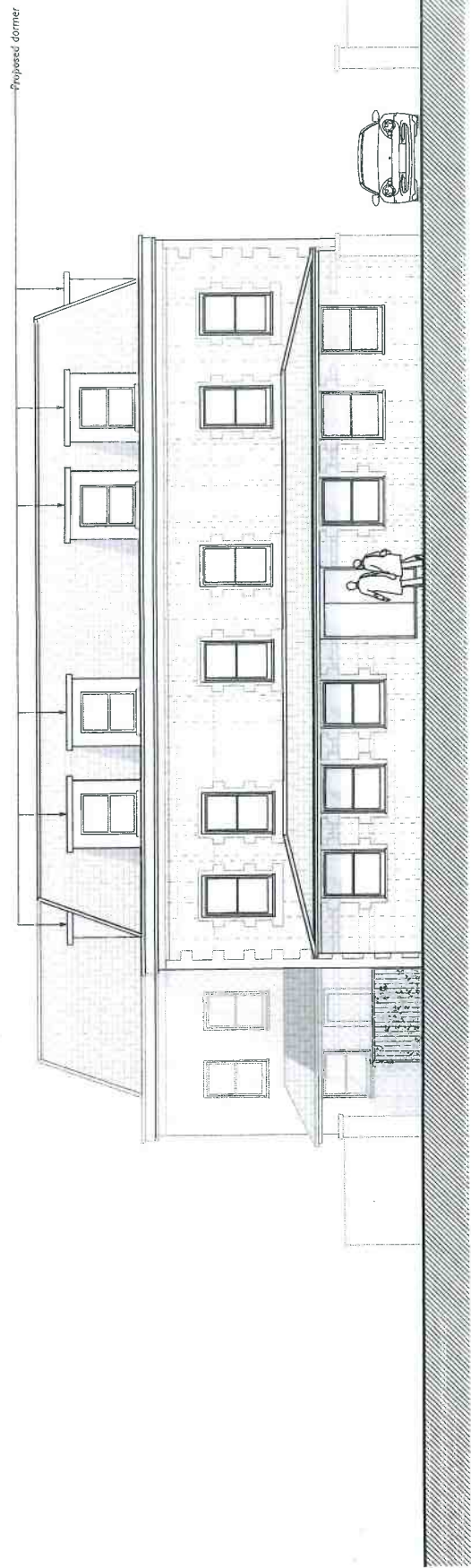
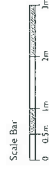
(DO NOT TAKE THE DRAWING WITHOUT PERMISSION ONLY TO BE USED ALL DIMENSIONS ARE IN MILLIMETERS ALL DIMENSIONS TO BE VERIFIED ON SITE AND RECORDED IN THE AS-BUILT DRAWING TO THE ARCHITECT'S PERMISSION	Job Ref: 7242	p-ad H. A. B. & C. G. K. Newing Hill Gate, London, W8 7TH • hello@p-ad.com	p-ad t: 0206-4390172 e: hello@p-ad.com
	PLANNING	Title: Proposed Second Floor	Drawn by: LD
St Mark's House Station Road, Bourne End, Wooburn Green SL5 5GF		Scale: 1:100 @ A3	Mark No: 7242/PL/11



ROOF PLAN

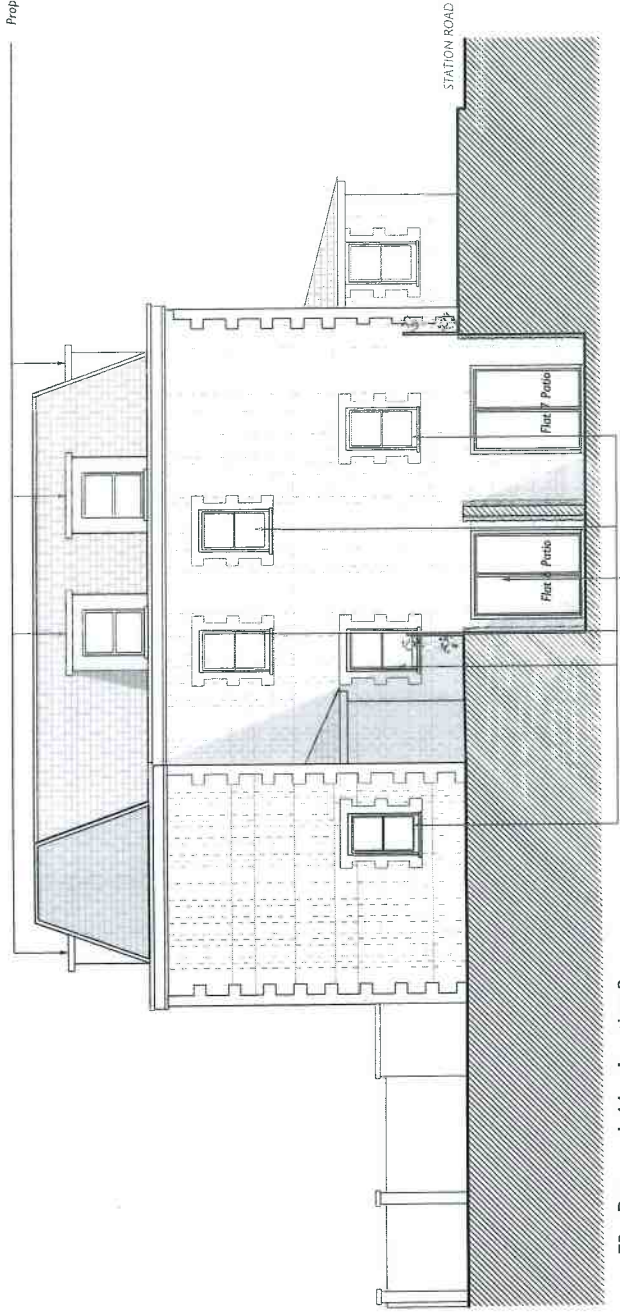
Ref: *7242*
AMENDED

DO NOT SCALE THE DRAWING WRITE ALL DIMENSIONS ONLY TO BE USED ALL DIMENSIONS ARE IN MILLIMETRES ALL DIMENSIONS TO BE VIEWED ON SITE ANY INCONSISTENCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY	Job Ref: 7242	p-ad Holding: 768 Green, London, W8 7TH # 768green.co.uk	H. Field, M. Cole 02084499127	p-ad
	PLANNING St Marks House Station Road, Bourne End, Woodburn Green UB8 3GF	Title Proposed roof plan	Drawn by LD	Scale 1:100 @ A3



E1 - Proposed front elevation 1

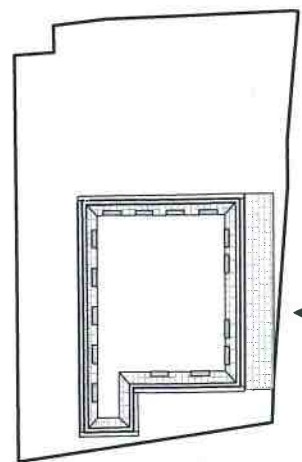
Proposed dormer



E2 - Proposed side elevation 2

Approved by app ref:18/07440/FUL

AMENDED

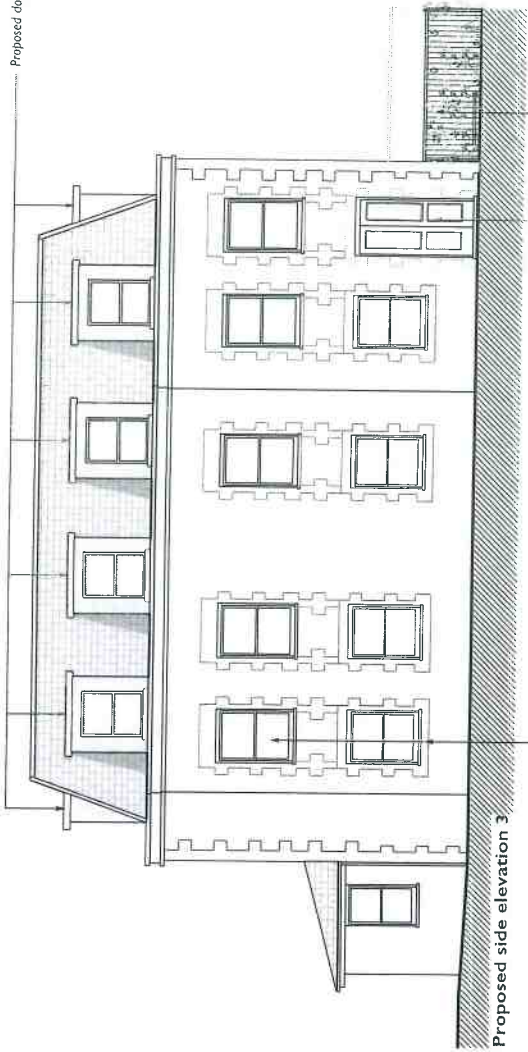


E2

E1

		Job Ref 7242 PLANNING	
Mr. Paul deCassis Neilling Hill Court, London, W8 7TH t: 0208 4490172 e: paul@p-ad.co.uk		Title Proposed Elevations 1	
DO NOT SCALE THE DRAWING WRITTEN DIMENSIONS ONLY TO BE USED ALL DIMENSIONS ARE IN METRES ALL DIMENSIONS TO BE VERIFIED ON SITE ANY DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY		Drawn by LD	
Scale 1:100 @ A3		Number 7242/PL/13	
Rev 0			

Proposed dormer

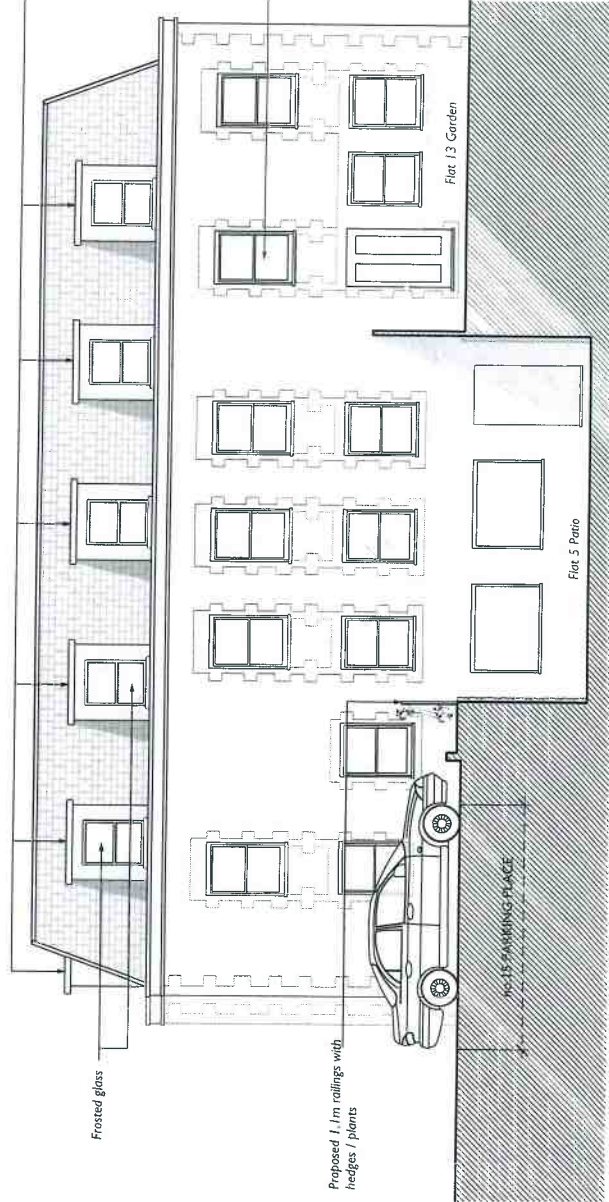


Proposed side elevation 3

alteration approved by application Ref: 18/07440/FUL
Proposed 1.1m railings with hedges / plants

Proposed timber sash windows to match existing

Proposed dormer



Proposed rear elevation 4

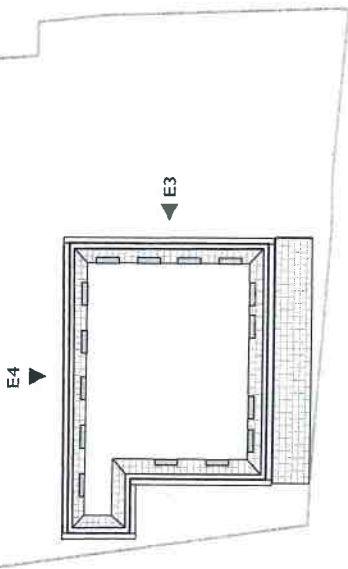
alteration approved by application Ref: 18/07440/FUL

Proposed 1.1m railings with hedges / plants

Frosted glass

Flat 13 Garden

Flat 5 Patio



E4

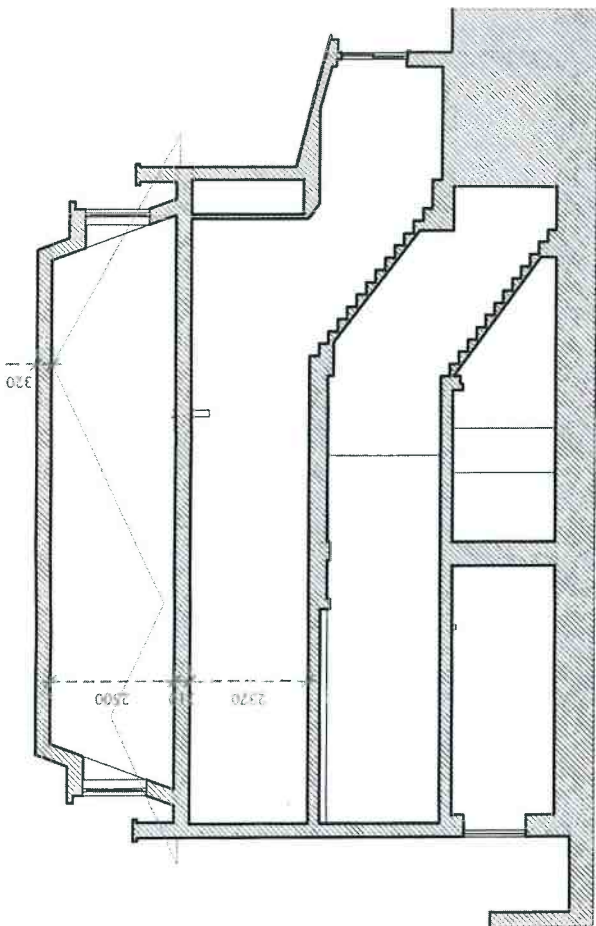
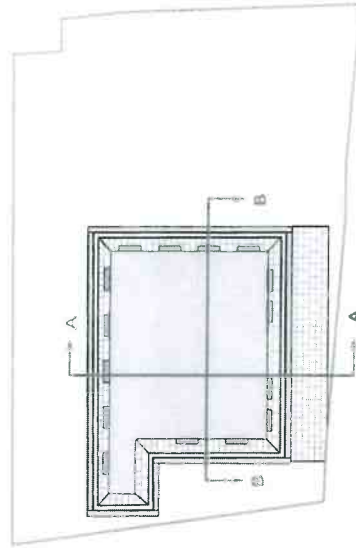
E3

<p>DO NOT SCALE THE DRAWING WRITTEN DIMENSIONS ONLY TO BE USED ALL DIMENSIONS ARE IN MILLIMETRES ALL DIMENSIONS TO BE VERIFIED ON SITE ANY INCONSIDERENCES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY</p>		<p>Job Ref: 7242</p> <p>PLANNING</p> <p>St Mark's House Station Road, Bourne End, Woodburn Green SL8 5JF</p>	<p>p-ad N. Hill & Co. Ltd Making Hill Cafe, London, W8 7TH t: 02084590372 e: hello@p-ad.com.co.uk</p>
Title	Scale	Proposed Elevations 2	Number
Drawn by	LD	1:100 @ A3	7242/PL/14
			O

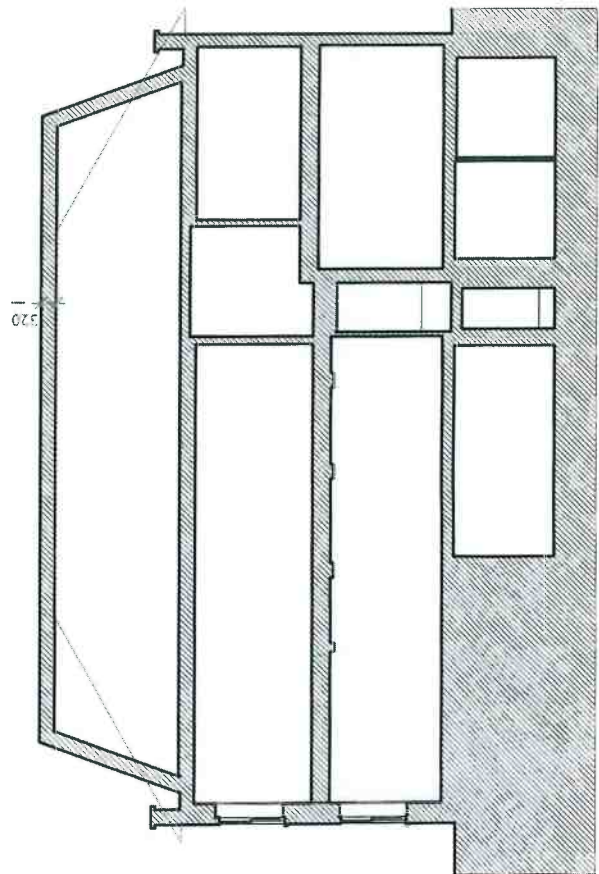


Existing roof profile

Ref: *Amended*
AMENDED

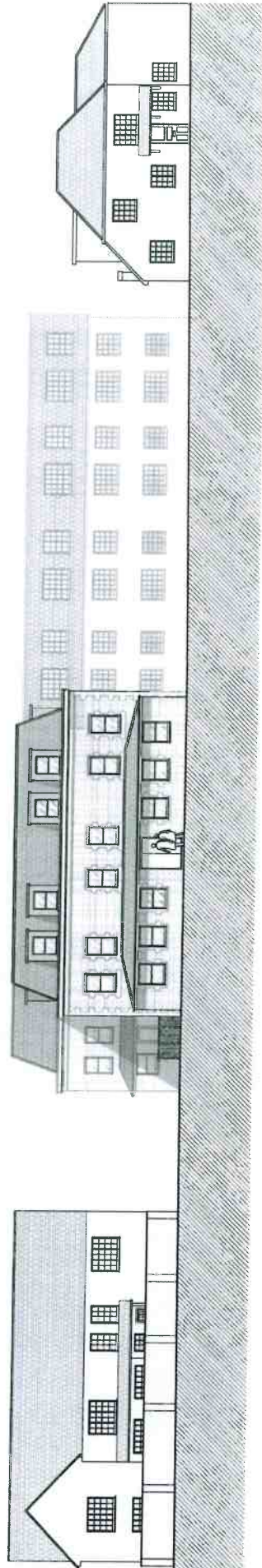


Proposed section AA

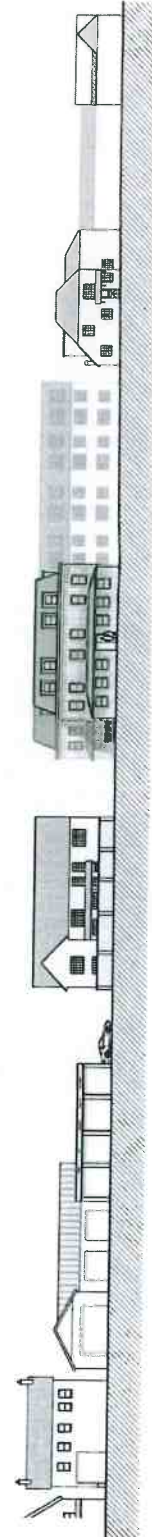


Proposed section BB

DO NOT SCALE THE DRAWING WRITTEN DIMENSIONS ONLY TO BE USED ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED TO BE OTHERWISE ON SITE ANY DIMENSIONS TO BE REPORTED TO THE PROJECT PROPRIETOR	Job Ref: 7242	p-ad HEARST Naming THE GAIN, London, W8 7TH t: 0208-4590172 www.hearstplanning.co.uk	p-ad HEARST Naming THE GAIN, London, W8 7TH t: 0208-4590172 www.hearstplanning.co.uk
	PLANNING	Title: Proposed Sections Drawn by: SAH ID: 1:100 @ A3	Scale: 1:100 @ A3 Date: 7242/PL/15 Rev: 0



PROPOSED FRONT ELEVATION



CONTEXTUAL ELEVATION

Ref: *Amended*
AMENDED

DO NOT SCALE THE DRAWING
 WHERE DIMENSIONS ARE TO BE USED
 ALL DIMENSIONS ARE IN METRES
 ALL DIMENSIONS TO BE USED ON SITE
 ARE TO BE TAKEN FROM THE
 TO THE ARCHITECT'S DRAWINGS

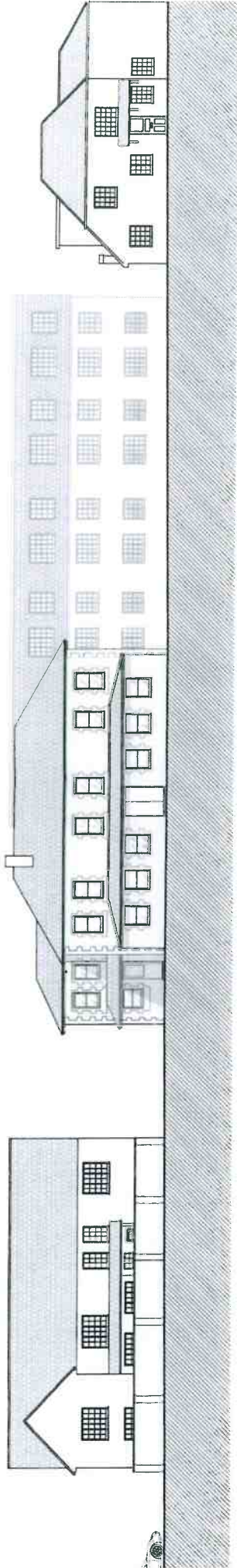
Job Ref: **7242**
PLANNING
 St Marks House
 Station Road, Bourne End,
 Woodburn Green SL8 5QF

p-pad
 N. niall **ARCH**
 Noting Hill Gate, Linnhill, W8 7TH
 t: 0208 4500172
 e: halle@p-ad.co.uk

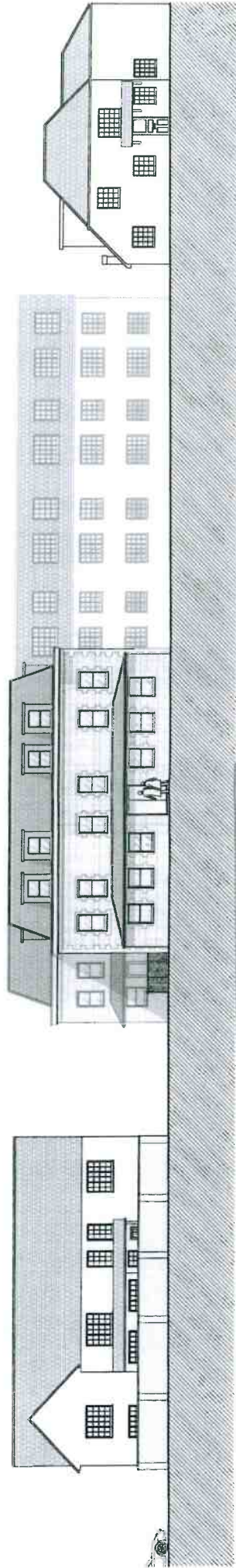
p-pad
 Title: Proposed Elevations
 Drawn by: LD
 Scale: 1:200 (1:500 @ A3)
 Number: 7242/PL/16
 Rev: O



EXISTING FRONT ELEVATION



PROPOSED FRONT ELEVATION

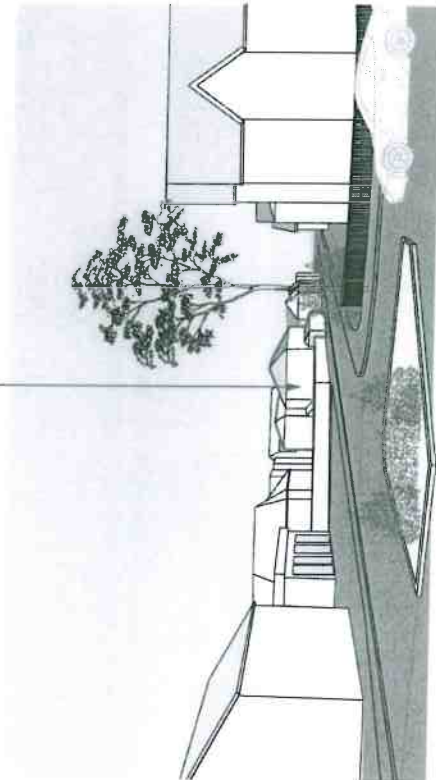


Ref: *7242/PL/17*
AMENDED

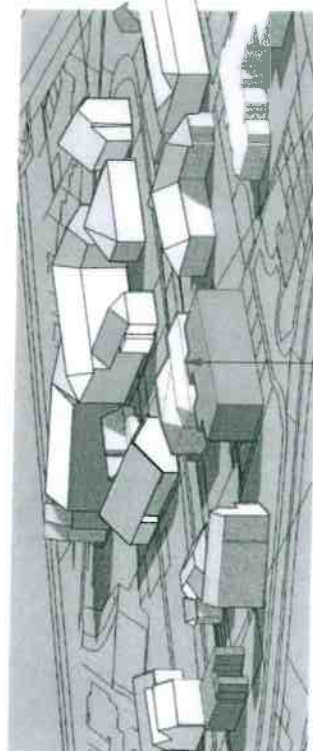
DO NOT SCALE DRAWING WRITTEN DIMENSIONS ONLY TO BE USED ALL DIMENSIONS ARE IN MILLIMETRES ALL DIMENSIONS TO BE VERIFIED ON SITE ANY INCONSISTENCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY	Job Ref: 7242 PLANNING St Mark's House End, Station Road, Bourne End, Woodburn Green S18 5GF	p-ad H. J. P. Ltd. ARCHITECTS Noding Hill Court, London, W5 7TH t: 0208 4290173 e: info@p-ad.co.uk	p-ad Proposed and existing Elevations Title: LD Drawn by: S. J. S. Scale: 1:200 @ A3 Number: 7242/PL/17 Rev: 0

EXISTING

Existing property



view 1



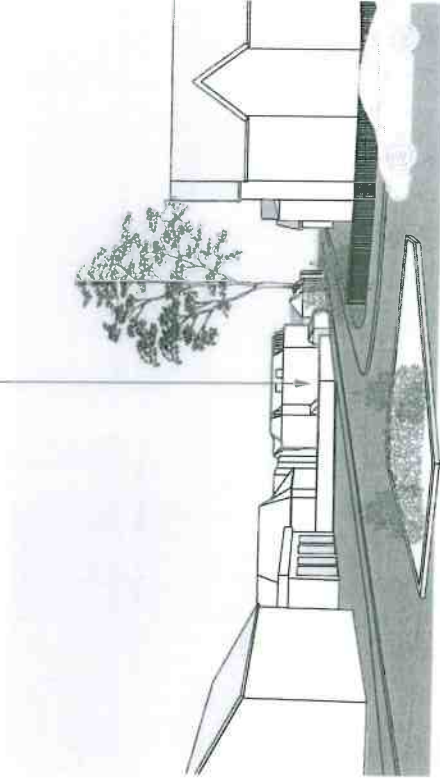
view 2

Existing property

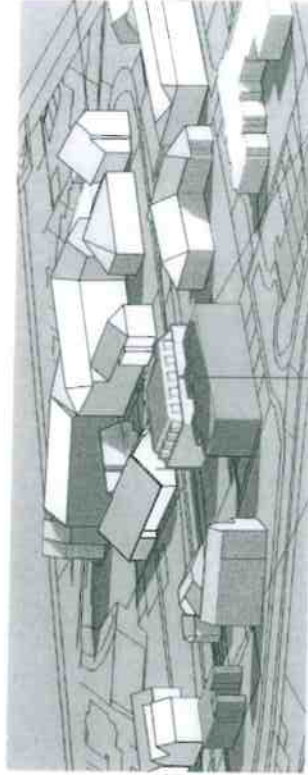


PROPOSAL

Proposal



view 1

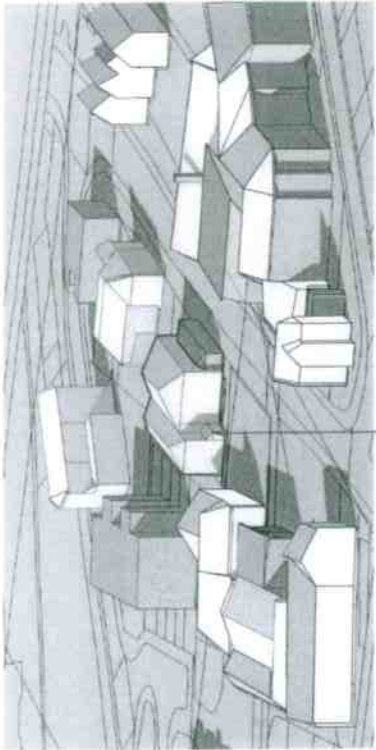


view 2

Proposal

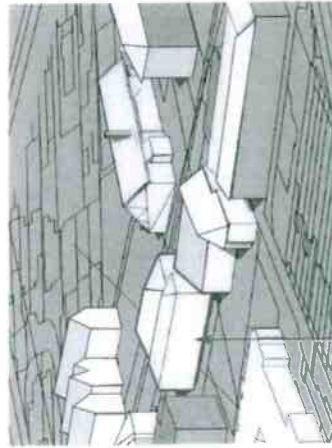
ISOMETRIC PROGNATHIC WITH THE INTENTION TO BE USED ALL DIMENSIONS IN METERS ANY INCONSISTENCIES TO BE REPORTED TO THE ARCHITECT'S OFFICE	Job Ref 7242	p-od	H. Hall Hilling Hill Gate, London, W8 7TH t. 02084590172 e. info@p-od.com	p-od
	SURVEY REQUIREMENTS St Mark's House Spanish Road, Bourne End, Woodburn Green, SL8 5QH	Title street scenes	Scale NTS	Number 7242/PL/18

EXISTING



view 3

Existing property

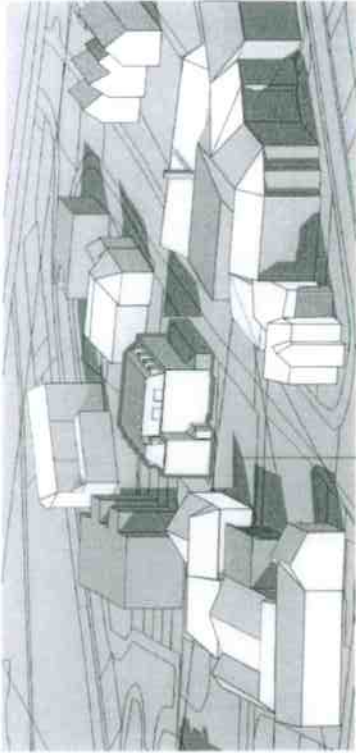


view 4

Existing property

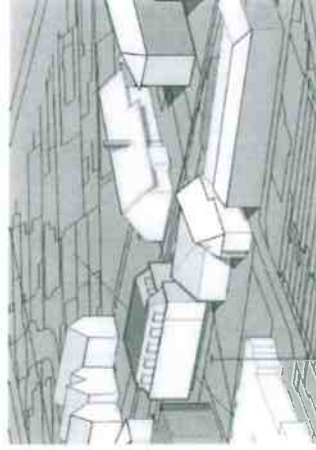


PROPOSAL



view 3

Proposal



view 4

Proposal

<p>DO NOT SCALE THIS DRAWING</p> <p>WRITTEN PERMISSION IS TO BE USED</p> <p>ALL DIMENSIONS ARE IN METERS UNLESS</p> <p>ANY DIMENSIONS ARE TO BE EXPRESSED</p> <p>TO THE CONTRARY OTHERWISE</p>	<p>Job Ref: 7242</p> <p>PLANNING</p> <p>St Marks House Station Road, Bourne End, Wooburn Green S18 5QF</p>	<p>P-ad</p> <p>H. Ford & Co Nothing Hill Gate, London, W8 7TH t: 0203 4590172 e: h.ford@p-akad.co.uk</p>	<p>P-ad</p>
	<p>Title: bird's eye views</p> <p>Drawn by: SMC</p> <p>LD</p>	<p>Number: 7242/PL/19</p> <p>Rev: 0</p>	

Agenda Item 8.

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 26 June.

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 10.

**For Information: Delegated Action Authorised by Planning Enforcement Team
Between 09/04/2019-06/05/2019**

Reference	Address	Breach Details	Date Authorised	Type of Notice
18/00362/OP	Ivanhoe Lancaster Road High Wycombe Buckinghamshire HP12 3NN	Without planning permission the erection of boundary fence	12-Apr-19	No Material Harm
18/00261/OP	Land Adjacent Badgers View Red Lane Chinnor Oxon	Erection of dwelling in breach of planning permission WR/954/61	12-Apr-19	No Material Harm
18/00167/OP	62 Keep Hill Drive High Wycombe Buckinghamshire HP11 1DT	Without planning permission the erection of raised platform	12-Apr-19	No Material Harm
18/00477/MS	The Pines Amersham Road High Wycombe Buckinghamshire	Demolition of existing hospice buildings and the erection of 2 x 2 and a half storey residential blocks containing 14 x 2 bed flats with associated parking, landscaping and bin/cycle storage without complying with condition 5 (landscaping) on planning permission 16/07320/FUL	12-Apr-19	No Material Harm
18/00401/OP	2 Mead Acre Monks Risborough Buckinghamshire HP27 9JN	Demolition of existing garage and erection of 1 x 2-bed detached bungalow with dropped kerb and associated parking not in accordance with planning permission 16/07810/FUL (additional window)	12-Apr-19	No Material Harm
17/00215/OP	UK MATS Edmonds Road 24 - 26 The Row Lane End Buckinghamshire HP14 3JS	Installation of 5 x water tanks on existing concrete base in breach of condition 3 of planning permission 15/06658/FUL	24-Apr-19	No Material Harm

Reference	Address	Breach Details	Date Authorised	Type of Notice
19/00084/OP	Benowyn Park Farm Road High Wycombe Buckinghamshire HP12 4AF	Without planning permission the erection of bounday fence	12-Apr-19	No Material Harm
18/00450/CU	44 Shelley Road High Wycombe Buckinghamshire HP11 2UW	Without planning permission a material change in use of the Land to a mixed use comprising residential use and the sales, repair and storage of motor vehicles	24-Apr-19	Enforcement Notice
18/00411/OP	24 White Hart Street High Wycombe Buckinghamshire HP11 2HL	Installation of illuminated fascia	24-Apr-19	Not in the Public Interest
18/00436/OP	3 Beaconsfield Cottages Hedsor Road Hedsor Buckinghamshire SL8 5EQ	Without planning permission the erection of front porch	17-Apr-19	No Material Harm
19/00054/PR	Unit 2 & 3 The Common Stokenchurch Buckinghamshire HP14 3UH	Illegal felling of Ash tree within a Conservation Area	17-Apr-19	Not in the Public Interest to Pursue Prosecution Action