

Contact: Robert Harrison DDI No. 01494 421641  
App No : 18/05323/R9FUL App Type : R9FUL  
Application for : Erection of 12 business units with associated parking provision  
At West Site, Former Compair Works, Bellfield Road, High Wycombe,  
Buckinghamshire  
Date Received : 09/02/18 Applicant : Wycombe District Council Major  
Projects & Estates  
Target date for 11/05/18  
decision:

## 1. **Summary**

- 1.1. The proposal is considered to be acceptable in principle, contribute to the vision for the Hughenden Quarter and provide employment/economic opportunities in the town. In terms of the proposed design it is considered to have taken the opportunities available for improving the character and quality of the area. Subject to appropriate acoustic design, and conditions limiting the use, the impact on the neighbouring development is considered to be acceptable. With regard to flood and contamination risk the proposal is considered to have improved the situation on the site. The development proposal is considered to accord with Development Plan, emerging policy and NPPF and therefore, subject to suitable conditions, planning permission should be granted.

## 2. **The Application**

- 2.1. The site is located within Bellfield Road Employment Area. To the west of the site is steeply sloping ground that is designated as a biological/geological notification site (High Wycombe Pit). Wrapping around the site to the south and west is a public footpath (HWU/26/1).
- 2.2. The development site is located on the Western side of the Hughenden Quarter and is accessed from Bellfield Road. It is circa 0.52 hectares (1.3 acres) in area and is currently used for the open storage of vehicles. The site is located on a relatively flat plateau of land cut into the hillside. The land to the east is some 2/3 metres lower and has recently been developed and is currently being occupied as an extra care facility. The building ranges in height from 2 to 7 storeys. The land to the west of the site slopes upward steeply towards Gandon Vale. The properties located on land to the west are cut into the hillside; some are split level. The escarpment is traversed by a public footpath, which gives views down on to the application site. To the south of the site is an area of vacant land, which is currently the subject of a separate but conjoined application for 68 residential units (ref: 17/08464/R9OUT). To the south of the site is a bus depot. The area has a mixed commercial and residential character.
- 2.3. The application is in full. Planning permission is sought for 12 business units falling within B1 (office/light industrial), B2 (general industrial) and or B8 (storage and distribution) of the use classes order. 10 units are proposed to be located within the centre of the site and have a floor area of 90sqm (per unit) and offer a kitchenette with WC. Two larger units of 125sqm are proposed to be located on the west side of the site and will be suitable for vehicle maintenance.
- 2.4. The application was amended during the course of its determination in the following ways:
  - a) Reduction in the number of units from 14 to 12
  - b) The site layout was revised.
  - c) The elevational plans were amended.

- d) Inclusion of a site access, which had previously been assessed under a separate application.
- e) The inclusion of an outline drainage strategy to address the Lead Local Flood Authority's (LLFA) concerns.
- f) The inclusion of additional land contamination information to address the Environment Agency and Environmental Health Officer's concerns.
- g) The Design and Access Statement was amended.

2.5. The application is accompanied by:

- a) Planning Statement
- b) A Design and Access Statement
- c) Statement of Community Involvement prepared by Savills;
- d) Heritage Statement prepared by Savills;
- e) Air Quality Assessment prepared by Pick Everard;
- f) Noise Impact Assessment prepared by Spectrum Acoustic Consultants;
- g) Arboricultural Impact Assessment prepared by Hayden's Arboricultural Consultants;
- h) Phase 1 Geo-Environmental Survey prepared by Pick Everard;
- i) Phase 2 Ground Investigation prepared by Pick Everard;
- j) Transport Assessment prepared by Odyssey;
- k) Construction Traffic Management Plan prepared by Odyssey;
- l) Ecology Statement prepared by Grass Roots Ecology;
- m) Flood Risk Assessment prepared by Pick Everard and;
- n) Sustainable Drainage Statement prepared by Pick Everard

Statement of Community Involvement

2.6. The applicant has carried out a community consultation exercise, which included a press release, mail drop to nearby residents and a public exhibition, staffed by the developer team, held at Morrison's. Full details of the public consultation exercise are contained in the Statement of Community Involvement Report. 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

2.7. The Council has agreed with the applicant that the proposal does not represent EIA development under the 2017 Regulations.

### **3. Working with the applicant/agent**

- 3.1. In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approaches decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and works proactively with applicants to secure developments.
- 3.2. WDC works 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.
- 3.3. In this instance, the Local Planning Authority has:
  - Entered into a Planning Performance Agreement to provide pre-application advice;
  - updated the applicant/agent of any issues that arose in the processing of the application and where possible suggested solutions; and,
  - adhered to the requirements of the Planning & Sustainability Customer Charter.

Following amendments to the application it was considered by Planning Committee and determined without delay.

### **4. Relevant Planning History**

## Site

- 4.1. In 2012 outline planning permission was granted for the erection of 13 business units (totalling 3226sqm) for uses falling within use classes B1 (Office – Light Industrial), B2 (General Industrial) and B8 (warehousing) with up to 15% ancillary trade counter floorspace per unit. This planning permission has not been implemented.
- 4.2. 18/05323/R9FUL - To the south of the site is an area of vacant land, which is currently the subject of a separate but conjoined application for 68 residential units.

## Surrounding Sites

- 4.3. The application site comprises part of the Hughenden Quarter, which is identified in the Core Strategy as comprising a key area of change and therefore the wider planning history in this area is of relevance.
- 4.4. In 2016 planning permission was granted for a new public house and restaurant on land to the southeast of the application site (16/06470/FUL). This planning permission has now been implemented.
- 4.5. In 2014 planning permission was granted for extra care accommodation for the elderly (260 units) on land to the east of the application site (14/06590/FUL). This planning permission has been implemented and the site is now largely occupied.
- 4.6. In 2007 planning permission was granted for 672 student rooms on land to the northeast of the application site (07/07566/FUL). The development has been implemented.
- 4.7. The land immediately to the north of the site remains in employment use (B8 and bus depot). The GPDO consent to convert the office space to residential (ref: 14/07743/PAJ) has not been implemented and has now expired.
- 4.8. On the land to the north of Hughenden Avenue (also part of the Hughenden Quarter) planning permission was granted for residential development comprising 97 residential units (ref: 11/05353/FUL) on the north-eastern part of the land. The western part remains in employment use (mixed B1, B2 and B8). On the south eastern part of the site outline planning permission was granted for B1c/B8 use in 2009 (ref: 09/05145/OUT), but this has not been implemented. The land is currently vacant.

## **5. Issues and Policy Considerations**

### **Principle (Loss of Employment Land)**

Adopted Local Plan (ALP): E3 (Employment Areas)

CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS3 (High Wycombe principles), CS11 (Land for business).

DSA: DM1 (Presumption in favour of sustainable development).

Emerging New Local Plan: CP1 (Sustainable Development), CP2 (Spatial Strategy), CP5 (Delivering Land for Business) and DM28 (Employment Areas).

Other Considerations:

- Housing and Economic Development Needs Assessment (HEDNA)
- Housing and Economic Land Availability Assessment (HELAA)

- 5.1. The site falls within the Bellfield Road Employment Area, which is covered by policy E3 (Employment Areas) of the adopted Local Plan. Policy E3 seeks to retain employment areas for employment purposes falling within B1 (Office/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) of the Use Classes Order. Emerging policy, whilst more permissive in terms of sui-generis and community type uses, takes a similar approach. The current proposal, which is purely for employment purposes, conforms to adopted policy and therefore is considered to be acceptable in principle.

## **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)

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

### Fluvial Flood Risk

- 5.3. 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 employment development.

### Ground and Surface Water Flood Risk

- 5.4. The Flood Risk Assessment submitted with the application (Prepared by Pick Everand; dated 6.10.17) correctly identifies that generally the application site is at low risk of surface water flooding (meaning that there is a less than 0.1% chance of surface water flooding in a given year). However, the Council's Strategic Flood Risk Assessment (SFRA) does identify isolated pockets of surface water flooding. The site is relatively flat, but has clearly been significantly altered by earlier manmade interventions. Given the disturbed nature of the site it is not considered to be appropriate to sequentially discount those areas identified as being at risk of surface water flooding as this would have the practical impact of preserving earlier harmful man-made interventions. Instead it is considered to be appropriate to ensure that the site is improved with a good quality Sustainable Urban Drainage strategy, which addresses any existing issues and delivers betterment. Therefore, subject to an appropriate Sustainable Urban Drainage strategy, the proposal in surface water flood terms, is considered to be acceptable.

### Sustainable Urban Drainage

- 5.5. The applicant has submitted a Sustainable Urban Drainage strategy and a revised drainage strategy. The initial iteration of this strategy was objected to by the Lead Local Flood Authority (LLFA) on the basis that it had not demonstrated that the drainage hierarchy had been followed, run-off rates had not been adequately reduced and sustainable urban drainage components had not been incorporated. The strategy was amended to address the Lead Local Flood Authority's (LLFA) concerns. On the basis of the amendments, and subject to conditions securing detailed design and maintenance, the LLFA withdrew their objection. Therefore, subject to appropriate conditions and securing a maintenance strategy, the Sustainable Urban Drainage Strategy is considered to be acceptable.

## **Ecology & Green Infrastructure**

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)

- 5.6. In support of the application a phase 1 habitat survey was prepared by Grassroots Ecology. The survey concluded that the site, which is currently set over to hard standing, is of limited ecological value. The report acknowledges that the wooded bank to the west of the site<sup>1</sup> is of some ecological value (principally for foraging by birds and bats etc.). The strategy advised that development be targeted within the existing hardstanding areas with the wooded bank to the west retained in full. For the purposes of enhancing the ecological value of the site bat and bird boxes are

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<sup>1</sup> Biological Notification site – High Wycombe Chalk Pit – noted for its geological value.

proposed within the developed area. Soft landscaping within the development area also has the potential to offer additional habitat, green infrastructure links and foraging opportunities. The findings of the report were broadly accepted by the Council's ecologist. The wooded bank is covered by application ref: 17/08464/R9OUT and improvement to it will be addressed under the Reserve Matters of Landscaping in connection with that application. The application site can make a net improvement to ecology on the site by controlling lighting to ensure that it minimises its impact on nocturnal foragers and includes bat and bird boxes on the site. Subject to conditions addressing these matters the application is considered to take the opportunities available for preserving and enhancing ecology and therefore is considered to be acceptable in this regard.

### 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), T15 (park and ride).

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

DSA: DM2 (Transport requirements of development sites)

Emerging New Local Plan: DM33 (Managing Carbon Emissions: Transport and Energy Generation)

Interim Guidance on the Application of Parking Standards

Buckinghamshire Countywide Parking Guidance

5.7. The applicant has submitted a Transport Assessment prepared by Odyssey in support of the application, which sets out the applicant's position with regard to the network and local accessibility implications.

### Network Capacity

5.8. The submitted Transport Assessment assesses the impact of the proposed development on the local road network and junctions local to the site. The County Highway Authority has reviewed the data and concludes that the assessment is robust. In their view the proposed development would not unacceptably increase vehicle movements during AM or PM peaks or have a significant impact on local junctions.

### Access

5.9. The current site access is proposed to be improved to allow two way vehicular access along with a pedestrian footpath and street tree planting. The proposed access would serve the proposed development and the residential development to the south. The County Highway Authority have been consulted on the proposed design and raise no objection in highway safety or capacity terms. Therefore, subject an appropriate condition and trigger for delivery of the access, no objection is raised.

### Servicing

5.10. There is adequate scope on site for large vehicles visiting the site to access and egress in a forward gear.

### Parking Provision

5.11. The Council's approach to car parking is set out in the Buckinghamshire Countywide Parking Guidance.

5.12. The site is located in non-residential parking zone 1 (High Wycombe). B1 uses in zone 1 require 1 space per 25sqm. B2 uses in zone 1 require 1 space per 87sqm. B8 uses in zone 1 required 1 space per 130sqm. The application comprises circa 1150sqm of ground floor area and proposes a mix of B1, B2 and B8 uses. Assuming an even mix between the three use classes 23<sup>2</sup> spaces are required. 64 parking

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<sup>2</sup> (384/25) + (384/87) + (384/130) = 22.72

spaces are proposed (circa 5 spaces per unit). Therefore, in the event of an even mix of uses there is a significant over provision of parking on the site. However, in this case, given that:

- a) The mix of uses will not always be even. There may be periods when there are more than 33% of B1 uses and more parking may be required.
- b) There are a large number of small units, which are likely to generate more parking on average than a smaller number of larger units with the same floor plate.
- c) The increasing likelihood that some units will include a trade counter and requirement for visitor parking.

5.13. In view of the above, the proposed over provision of parking is considered to be acceptable.

5.14. The Council's revised parking standards require parking spaces to be 5 x 2.8 metres. The parking plan submitted shows parking spaces at 2.4 x 4.8 metres; the old standard. It is considered that a condition can be imposed on any planning permission granted requiring the submission of a revised parking arrangement. The enlarged parking spaces will serve to reduce the overall quantum of parking. However, given the current level of parking this is considered to be acceptable.

5.15. The applicant has proposed a parking sharing arrangement with the adjacent residential site, which has more limited parking. Whilst such an arrangement may work, it cannot be relied upon and therefore no weight is given to this proposed parking relationship.

5.16. Taken in the round, the application is considered to demonstrate that any future scheme will be capable of delivering acceptable policy compliant levels of parking.

#### Pedestrian

5.17. Being centrally located future employees will have good access to shops and services. Being accessible from a number of residential areas there will be opportunities for non-car based commuting.

#### Cycling

5.18. Cycle parking is identified on the submitted plans. A condition is required to secure details of the cycle parking, which should be covered and provide an opportunity for multi-point bike locking. Subject to appropriate conditions the cycle parking is considered to be acceptable.

#### Public Transport

5.19. The site has good access to the town centres bus network and train station.

### **Environmental issues**

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

CSDPD: CS18 (Waste, natural resources and pollution)

#### Land Contamination

5.20. The application was accompanied by a Phase 1 & 2 Geo-Environmental Desk study by Pick Everand. Given the known man-made disturbance on the site and the potentially historic polluting activities and the potential implications on the town's principle aquifer, the Environment Agency raised a holding objection whilst additional testing was undertaken. A further report was submitted in May 2019. The Environment Agency were re-consulted. On the basis of the new information their holding objection was removed and the application was supported subject to conditions relating to: a contamination watching brief on the site; a methodology for any piling (should it be required); and, a condition prohibiting ground water soakaways on the site. These conditions are considered to be reasonable and compatible with the conditions already requested by the LLFA. Therefore, subject to

appropriate conditions no land contamination objection is raised.

#### Ground Gas

5.21. Concerns were initially raised by the Council's Environmental Health Officer (EHO) in respect of the potential for landfill gas to be emitted due to historic uses on the site, which was not fully assessed in the Phase 1 and 2 Geo-Environmental study. In response to the EHO's comments additional testing was undertaken by Curtins to further inform the gas risk on the site. The findings were reported in May 2019. The Council's EHO was consulted and concluded that the risk was low and there was no requirement for gas remediation measures. In tune with the Environment Agency a condition was requested securing a watching brief in respect of future contamination. Therefore, the proposal is considered to be acceptable in respect of the risk from ground gas.

#### Lighting

5.22. Given the ecological sensitivity/potential of the land to the west and the juxtaposition of the site to residential uses, it is considered to be necessary/reasonable to control the nature and timing of lighting on the site. This matter is capable of being addressed via condition.

#### Bins

5.23. Illustrative material indicates that adequate bin storage is capable of being delivered. Detailed design of bin enclosures is capable of being addressed via condition.

#### 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)  
The Environmental Guidelines for the Management of Highways in the Chilterns

#### Layout, Scale and External Appearance

5.24. The proposal is for ten workshops/offices in the centre of the site with an individual floor area of circa 90sqm. Each unit is some 4.6m high, by 12m long, by 8.5m wide. The units are set out in an island layout that vehicles circulate around. The space in the units is designed to be open plan and flexible to a number of future uses. The entrance aperture to the units will have two optional infills dependent on use: 1) roller shutter; or, 2) entrance door set within a powder coated aluminium frame. Two larger units are also proposed in the north-western part of the site (125sqm), which would be suitable for, although not exclusively proposed for, vehicular maintenance. Each unit is proposed to be made of two distinct elements - a shipping container and a bespoke steel portal enclosure with asymmetric roof. The materials palette includes profiled sheeting such as Marley Eternit Profile 3 and doors/windows of powder coated aluminium.

5.25. The proposed units are considered to have a smart modern commercial appearance, which will respect the mixed character of the Hughenden Quarter and bridge the gap between the residential development to the south and east with the commercial development to the north. Therefore, in respect of layout, scale and external appearance the development is considered to be acceptable.

#### Landscaping

5.26. The site contains no vegetation worthy of preservation that would be lost as a consequence of the development. There is scope for soft landscaping along the

western, southern and eastern boundaries and between parking spaces. Details of the soft landscaping is capable of being secured via condition. Subject to appropriate conditions the soft landscaping is considered to be acceptable.

### **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)

Residential Design Guide SPD

- 5.27. Due to the sites scale and distance to the nearest boundary it will not have a material impact on the amenities of any of the adjoining sites by reason of its impact on light or outlook or due to an overbearing impact.

Noise impact from proposed business units

- 5.28. The proposed development would be located in relatively close proximity to a number of residential developments. There is potential for a degree of disturbance between these uses.

- 5.29. Historically the Hughenden Quarter was in general industrial employment use and therefore would have been subject to noise and disturbance. The vision for its redevelopment was that it would have a mixed commercial and residential character. There has never been the expectation that the Hughenden Quarter would be an intrinsically quiet residential neighbourhood. Nevertheless, it is appropriate to ensure that the proposed development is managed within acceptable limits.

- 5.30. The applicant has submitted a noise impact assessment prepared by Spectrum Acoustic Consultants to address this matter. It sets out that the noise impact is limited and any future conflict principally relates to HGV movements. The applicant does not anticipate any night-time activity, but does not indicate what time limitations are proposed.

- 5.31. The Council's EHO has proposed a number of conditions to control future uses and mitigate potential conflicts with the neighbouring residential uses. These include:

- Hours of use limitations for B2 (general industrial) uses - Monday to Friday - (07:00 – 19:00).
- A requirement for sound insulation for any B2 use.
- Hours of use limitations for B1 (Office/Light Industrial) and B8 (Storage and Distribution) uses Monday to Saturday – (07:00 – 19:00).
- Controls over lighting.

At this stage of the process these hours of use limitations are considered to be reasonable and appropriate. Once the site is developed and the noise impacts are capable of being more accurately modelled and/or the nature of end users is capable of being described, alternative hours of use may be appropriate. However, these would need to be assessed on their individual merits as more information becomes available.

### **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

- 5.32. 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.

- 5.33. 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.
  - c) Provision of charging points for electric vehicles.
- 5.34. Subject to conditions securing the above, the sustainability credentials of the development are considered to be acceptable.

### **Economic and Social Role**

#### **NPPF**

- 5.35. 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) Long term job creation from the activities on the site.
  - c) Added spending power in the local area in the future from economically active employees.

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

#### **Other matters**

- 5.36. The planning authority cannot and must not 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.
- 5.37. In considering other material considerations, the proposal has also been assessed against the policies in the NPPF. The proposal is considered to conform with the policies in the NPPF.

<b>RECOMMENDATION: Application Permitted</b>
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#### **Time Limit and Plans**

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:
  - 18010-P-025 – Red Edge Site Plan.
  - 18010-P-015 – Site Plan.
  - 18010-P-013B – Proposed Elevations and Sections Auto Units.
  - 18010-P-012B – Proposed Elevations and Sections Maker Units.

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.

#### **Limitations**

3. The use of the site shall be limited to employment uses or mixed uses falling within B1, B2 and B8 uses as defined by the Town and Country Planning Act (Use Classes) Order 1987 (as amended).

Reason – to ensure the land is put to an employment use in accordance with its land-use designation. Alternative sui-generis uses, which are akin to employment uses and or serve the employment area may be considered to be acceptable, but would need to be assessed on a case by case basis via a separate planning application.

4. Any unit hereby permitted that is used for any purpose falling within use class B2 (General Industrial Use), as defined in the Town and Country Planning Act (Use Classes) Order 1987 (as amended), shall only be actively used between 07:00 to 19:00 Monday to Friday, with no active use at all on weekends and statutory holidays.

Active use is defined as: the sending or receiving deliveries; operation of machinery; or, the undertaking of noise emitting industrial processes.

Reason: to preserve an acceptable level of residential amenity in the local area.

5. Any unit hereby permitted that is used for any purpose falling within use class B1c (Light Industrial Use), as defined in the Town and Country Planning Act (Use Classes) Order 1987 (as amended), shall only be actively used between 07:00 to 19:00 Monday to Saturday, with no use (or deliveries) at all on Sundays and statutory holidays.

Active use is defined as: the sending or receiving deliveries; or, the undertaking of light industrial processes.

Reason: to preserve an acceptable level of residential amenity in the local area.

### **Amenity**

6. No B2 use (General Industrial), as defined in the Town and Country Planning Act (Use Classes) Order 1987 (as amended), shall commence until a scheme of acoustic insulation for the unit(s) has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the B2 use shall not commence until the approved scheme has been fully implemented.

Reason: to protect the occupants of nearby residential properties from noise disturbance.

7. No floodlighting or other form of external lighting shall be installed unless it is in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Thereafter, no lighting shall be installed other than in accordance with the approved lighting scheme.

Reason: to preserve the residential amenity of the local area.

### **Design**

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

Reason: To secure a satisfactory external appearance.

### **Landscaping and Ecology Management**

9. No development shall take place before a fully detailed landscaping scheme for the site has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:

- Details of all fencing structures;
- Details of all hard surface treatments;

- A planning specification.
- A mix of native shrubs and/or non-invasive naturalistic shrubs at the base of the escarpment.
- Details of the size, type and location of bat and bird boxes to be provided in connection with the development as set out in section 4 of the Ecological Appraisal prepared by Grass Roots Ecology and submitted in respect of application ref: 17/08464/R9OUT.
- Details of an underground planting structure such as strata cell or silva cell to allow the root balls of the proposed trees to expand beyond the confines of the planting beds and extend beneath the compacted soil of the hardstanding area.
- The position of underground services;

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

Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.

10. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees, plants or areas of turfing or seeding which, within a period of 3 years from the completion of the development, die are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.

### **Flooding/SUDs/Water**

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

- Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components.
- Construction details of SuDS components.
- Details of phasing of the drainage network including any temporary control structures.
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 year 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.
- Discharge rate to be restricted from the site as shown on Drawing no. 18002-004 P6.
- Discharge rate from the highway to be as close to greenfield runoff as practicable.
- Details of water treatment from highway surface water runoff prior to discharging into the nearby watercourse.

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.

12. Development shall not begin until a “whole-life” maintenance plan for the site has been submitted to and approved in writing by the local planning authority. The plan shall set out how and when to maintain the full drainage system (e.g. a maintenance schedule for each drainage/SuDS component), with details of who is to be responsible for carrying out the maintenance. The plan shall subsequently be implemented in accordance with the approved details.

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

### **Highways/parking**

13. Prior to first active use of the development, the on-site and off-site highway works shown on drawing 18-002-0001 Rev A shall be laid out and constructed in general accordance with the approved plans. The highway works shall be secured through a S278 Agreement of the Highways Act 1980. For the avoidance of doubt the S278 works shall comprise of footway and junction works on the public section of Bellfield Road.  
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
14. The development hereby permitted shall not be brought into active use until a revised parking and manoeuvring layout has been submitted to and approved in writing by the Local Planning Authority. The revised parking and manoeuvring layout shall incorporate spaces of 2.8 x 5 metres. The parking and manoeuvring scheme shall be laid out prior to the first active use of the development hereby permitted and that area shall not thereafter be used for any other purpose. Reason: to enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway. Ensure the parking spaces are in accordance with the County standard.
15. The development shall be carried out in accordance with the approved Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operatives' vehicles).  
Reason - In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
16. Prior to first use, the facilities for the storage of refuse bins and cycles shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the business units hereby permitted shall not be used until the facilities have been provided in accordance with the approved material.  
The cycle stores shall be sited in the locations indicated on the approved plan ref: 18010-P-025. The stores shall be covered and the bike racks should allow bikes to be locked at multiple points (Sheffield Stands are preferable).  
Reason: To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents.

### **Contamination**

17. In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing within seven days to the Local Planning Authority and development must be halted. Before development recommences on the site a scheme outlining appropriate measures to prevent the pollution of the water environment, to safeguard the health of intended site users, and to ensure that the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation and approved conclusions shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall not be implemented otherwise than in accordance with the approved remediation scheme.  
Reason: to ensure that the potential contamination of this site is properly investigated and its implication for the development approved fully taken into account.
18. Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.  
Reason: To ensure that the proposed piling does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and in response to concerns raised by the Environment Agency.

19. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework.

### **Energy/water/electric vehicle charging**

20. Prior to occupation of the first business unit 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. The charging units shall be maintained in full working order for a minimum period of 5 years.

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.

21. 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 business units hereby permitted shall not be occupied until 15% total Target Fabric Energy Efficiency is achieved. The TFE 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.

22. No business unit 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.

### **INFORMATIVE(S)**

1. In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approaches decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and works proactively with applicants to secure developments.

WDC works 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 Local Planning Authority has:

- Entered into a Planning Performance Agreement to provide pre-application advice;
- Updated the applicant/agent of any issues that arose in the processing of the application and where possible suggested solutions; and,
- Adhered to the requirements of the Planning & Sustainability Customer Charter.

Following amendments to the application it was considered by Planning Committee and determined without delay.

### **Highways**

2. The applicant is advised that the off-site works will need to be constructed under a section 278 of the Highways Act legal agreement. This agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 8 weeks is required to draw up the agreement following the receipt by the Highway Authority of a completed Section 278 application form. Please contact Highways Development Management at the following address for information: -

Development Management  
6th Floor, County Hall  
Walton Street, Aylesbury,  
Buckinghamshire  
HP20 1UY  
Telephone: 01296 382416  
Email: dm@buckscc.gov.uk

### Ecology

3. 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.