



Planning Committee

Date: 26 June 2019
Time: 6.30 pm
Venue: Council Chamber
District Council Offices, Queen Victoria Road, High Wycombe Bucks

Membership

Chairman: Councillor A Turner
Vice Chairman: Councillor N B Marshall

Councillors: Mrs J A Adey, M Asif, Ms A Baughan, S Graham, C B Harriss, A E Hill, D A Johncock, A Lee, H L McCarthy, Ms C J Oliver, S K Raja, N J B Teesdale, P R Turner and C Whitehead

Standing Deputies

Councillors H Bull, D J Carroll, G C Hall, M Hanif, M A Hashmi, A Hussain, M E Knight, Mrs W J Mallen and L Wood

Fire Alarm - In the event of the fire alarm sounding, please leave the building quickly and calmly by the nearest exit. Do not stop to collect personal belongings and do not use the lifts. Please congregate at the Assembly Point at the corner of Queen Victoria Road and the River Wye, and do not re-enter the building until told to do so by a member of staff.

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

Agenda

Item		Page
1.	Apologies for Absence To receive apologies for absence.	
2.	Minutes of the Previous Meeting To confirm the Minutes of the meeting of the Planning Committee held on 22 May 2019 (attached).	1 - 4
3.	Declarations of Interest To receive any disclosure of disclosable pecuniary interests by Members relating to items on the agenda. If any Member is uncertain as to whether an interest should be disclosed, he or she is asked if possible to contact the District Solicitor prior to the meeting.	

Members are reminded that if they are declaring an interest, they should state the nature of that interest whether or not they are required to withdraw from the meeting.

Planning Applications

4.	Planning Applications	
5.	17/05784/FUL - Sir William Borlase Grammar School, West Street, Marlow, Buckinghamshire, SL7 2BR	5 - 22
6.	17/07195/FUL - 15 & 17 New Road, High Wycombe, Buckinghamshire, HP12 4LH	23 - 48
7.	17/08464/R9OUT - West Site, Former Compair Works, Bellfield Road, High Wycombe, Buckinghamshire	49 - 86
8.	18/05323/R9FUL - West Site, Former Compair Works, Bellfield Road, High Wycombe, Buckinghamshire	87 - 108
9.	19/05601/FUL - Garages and Access Road, The Cottages, Bricks Lane, Beacons Bottom, Buckinghamshire, HP14 3XG	109 - 125
10.	19/06031/FUL - Site of 80 Daws Hill Lane, High Wycombe, Buckinghamshire, HP11 1PU	126 - 136
11.	18/08897/OUT - Slate Meadow, Stratford Drive, Wooburn Green, Buckinghamshire	137 - 193
12.	18/07842/FUL - Chequers End Equestrian Centre, Chequers Lane, Cadmore End, Buckinghamshire, HP14 3PQ	194 - 239

Other items

13.	Pre-Planning Committee Training / Information Session	240
14.	Appointment of Members for Site Visits To appoint Members to undertake site visits on Tuesday 23 July 2019 should the need arise.	
15.	Delegated Action Undertaken by Planning Enforcement Team	241
16.	File on Actions Taken under Delegated Authority Submission of the file of actions taken under delegated powers since the previous meeting.	
17.	Supplementary Items (if any) If circulated in accordance with the five clear days' notice provision.	
18.	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: 22 May 2019

Time: 6.30 - 9.27 pm

PRESENT: Councillor A 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, P R Turner and C Whitehead.

Apologies for absence were received from Councillors: M Asif.

LOCAL MEMBERS IN ATTENDANCE

Councillor Ms K Wood
Councillor G Peart

APPLICATION

18/05002/R9OUTE
18/07520/FUL

1 CHAIRMAN'S WELCOME

The Chairman welcomed everyone to the meeting and that he wished the committee's thanks be recorded to the outgoing chairman, Councillor Paul Turner, for the excellent manner in which he had chaired meetings over the last four years.

2 MINUTES OF THE PREVIOUS MEETING

RESOLVED: That the minutes of the Planning Committee meeting held on 24 April 2019 be approved as a true record and signed by the Chairman.

3 DECLARATIONS OF INTEREST

Councillor A Baughan – 18/05002/R9OUTE: Declared that she had been a member of the Gomm Valley/Ashwells Liaison Group and stated that she had not predetermined the application and remained open minded and without prejudice.

Councillor D Johncock – 18/05002/R9OUTE: Declared that he had been the Chairman of the Gomm Valley/ Ashwells Liaison Group, but had not predetermined the decision on this application and had no pecuniary interest/DPI. He noted that the application had also been discussed at Cabinet, however these discussions were caveated in relation to the need for planning permission to be obtained. He always remained neutral when discussion took place at Cabinet and wished to reassure the Committee that he remained open-minded. He stated that he would listen to the debate before coming to a conclusion.

Councillor Adey – 18/05002/R9OUTE: As per Councillor Johncock's declaration regarding being a Cabinet Member above and that she remained impartial and had not pre-determined the application.

Councillor Katrina Wood -18/05002/R9OUTE: Declared that she had an interest and that having obtained legal advice she will speak as the Ward Member to convey the views of her constituents and then withdraw from the Council Chamber for the duration of the Item.

4 PLANNING APPLICATIONS

RESOLVED: that the reports be received and the recommendations contained in the reports, as amended by the update sheet where appropriate, be adopted, subject to any deletions, updates or alterations set out in the minutes below.

5 18/05002/R9OUTE - ASHWELLS FIELD, COCK LANE, TYLERS GREEN, BUCKINGHAMSHIRE

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

An enquiry was raised whether all subsequent reserved matters applications could be automatically brought before the Planning Committee for scrutiny. Officers advised that under the current robust system Members could recommend that appropriate planning applications are brought before the Committee. As such a special procedure was considered unnecessary.

RESOLVED: That the application be approved.

The Committee was addressed by Councillor Ms K Wood, the local Ward Member who addressed the Committee and withdrew from the Council Chamber before the Committee Members began debating the Item.

The Committee was addressed by Mr Simon Fitton, Ms Jacqueline Davies and Cllr Peter Miller (Chepping Wycombe Parish Council) in objection and by Mr Neil Rowley of Savills on behalf of the applicant.

6 18/07520/FUL - MONKENDEN, STUDRIDGE LANE, SPEEN, BUCKINGHAMSHIRE, HP27 0SA

Having heard the issues raised in public speaking, Members had a full discussion during which reasoning in favour of granting this particular application were expressed which included that Monkenden would be more in character than other existing properties, that the street scene is varied and the harm that would be caused by the proposed development is quite minimal, that the house to the rear is more bulky than the proposal, and that the proposed development enabling the provision of care for the applicant's child (who is of ill health) is a special consideration.

In weighing and balancing all of the issues before them members are perfectly entitled to reach a different view to that of their officer's recommendation.

Following a full discussion and having listened to the issues raised in public speaking Members voted in favour of a motion to approve the application subject to the proposed conditions set out in the update sheet with Condition 6 amended as described below

RESOLVED: that the application be approved subject to an amendment to Condition 6 in respect that obscure glazing would only be required on the family bathroom.

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

The Committee was addressed by Mrs Neil Stratton in objection and Mrs K Bythell on behalf of the applicant.

7 19/05221/FUL - ST MARKS HOUSE, 1 STATION ROAD, BOURNE END, BUCKINGHAMSHIRE, SL8 5QF

In weighing and balancing all of the issues before them members are perfectly entitled to reach a different view to that of their officer's recommendation.

Members voted in favour of the motion that they were minded to refuse the application.

It was suggested that the Cabinet Member for Planning write to the Minister for Housing, Communities and Local Government to highlight the concerns of the Committee regarding Permitted Development rights which allowed the change of use of office buildings to residential without the need for full planning permission. The Cabinet Member agreed and would do so in consultation with officers.

RESOLVED: Minded to Refuse. To allow the detailed wording of the reason for refusal to be prepared the Committee delegated the decision to refuse the application to the Head of Planning & Sustainability, the refusal to reflect their concerns that the proposal represented a step too far; the bulk of the roof is too great, it is intrusive, unneighbourly and has an overbearing impact of the adjoining property.

The Committee was addressed by Ms Sharon Monks and Parish Councillor Miriam Blazey (Wooburn and Bourne End Parish Council) in objection and by Mr Mark Thompson of Savills on behalf of the applicant.

8 PRE-PLANNING COMMITTEE TRAINING / INFORMATION SESSION

Members noted that the next Pre-Planning Committee Information / Workshop Session would be held on Wednesday 26 June at 6.00pm to discuss how Planning Committee(s) might operate in the new Unitary Authority. This would help inform workstreams currently preparing for transition. It was noted that if members were unable to attend the session that they could provide written input for officers to consider.

RESOLVED: That the details of the pre-Committee information / workshop session to be held on Wednesday 26 June be noted.

9 APPOINTMENT OF MEMBERS FOR SITE VISITS

RESOLVED: That in the event that it was necessary to arrange site visits on Tuesday 25 June 2019 in respect of the agenda for the meeting on Wednesday 26 June 2019, the following Members be invited to attend with the relevant local Members:

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

10 DELEGATED ACTION UNDERTAKEN BY PLANNING ENFORCEMENT TEAM

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

11 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.

12 MESSAGE TO CHAIRMAN

On behalf of the Committee Councillor Paul Turner congratulated the Chairman on his successful first meeting.

Chairman

The following officers were in attendance at the meeting:

Mrs T Coppock	Planning Solicitor
Mrs J Durkan	Senior Democratic Services Officer
Mr P Miller	Technical Officer
Mr A Nicholson	Development Manager
Ms S Penney	Principal Development Management Officer

Agenda Item 5.

Contact: Lucy Bellinger DDI No. 01494 421525

App No : 17/05784/FUL App Type : FUL

Application for : Erection of new sports hall building including changing rooms, lockers, toilets and 2 classrooms/studios with teachers offices, removal of three tennis courts to enable relocation of grass pitch, new multi-use games area and re-arrangement of parking spaces adjacent to the Chapel.

At Sir William Borlase Grammar School, West Street, Marlow, Buckinghamshire, SL7 2BR

Date Received : 23/03/17 Applicant : Sir William Borlase Grammar School

Target date for decision: 22/06/17

1. **Summary**

- 1.1. The approval of planning permission is recommended subject to a number of planning conditions which are necessary to ensure that the development is acceptable in planning terms.
- 1.2. The development is acceptable because:-
 - It would safeguard the amenity of neighbouring residents
 - It would provide adequate car parking, vehicle access and manoeuvring space to serve the development
 - It would not harm the character and appearance of the Marlow Conservation Area or impact on the setting of listed buildings
 - It would retain important trees and provide appropriate replacement tree planting for those to be removed
 - The overall character and quality of designated green space would be maintained
 - The development would not increase the risk of flooding

2. **The Application**

- 2.1. Planning permission is sought for a new sports hall building which would also incorporate a classroom and fitness room. The building would be located on part of a grass area, known as Home Meadow, behind the existing cluster of school buildings which are focused to the southern end of the school grounds.
- 2.2. The proposal would also involve the creation of a parking area to the west side of the new sports hall. Vehicle access will be provided by a driveway along the west side boundary of the school site. Existing parking to the side of the chapel would be retained but in a different layout. The existing vehicle access onto West Street would be used.
- 2.3. The proposal would necessitate the rearrangement of sporting facilities on the existing school playing fields comprising:
 - Relocation of a grass football pitch to the northern portion of the school grounds following the removal of three existing tennis courts
 - Creation of a new multi-use games area just north of the new sports hall building
- 2.4. The school site is located within large grounds on the northern side of West Street within the Marlow Conservation Area. The original school building is Grade II* listed. The school is bounded by residential properties and there is a public right of way which cuts through the school grounds linking Oxford Road with Quoiting Drive.

There are also two private residential properties that sit within the middle of the school grounds.

- 2.5. The scheme has been amended several times since it was first submitted. The description of the development has changed and amended plans been submitted.
- 2.6. The applicant has carried out a community consultation which has included meetings with local residents and councillors. The Council has consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on our web site.

3. Working with the applicant/agent

3.1. In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions. WDC work with the applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service,
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
- by adhering to the requirements of the Planning & Sustainability Customer Charter

3.2. In this instance:

- The applicant was provided with pre-application advice,
- The applicant was provided the opportunity to address issues raised by statutory consultees.
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

4. Relevant Planning History

- 4.1. 00/07653/FUL, Formation of car park adjacent to chapel and new vehicular crossover, permitted February 2001.
- 4.2. 12/07846/FUL, Conversion of gymnasium roof space to be used as new changing rooms and insertion of 4 dormer window, permitted February 2013.
- 4.3. 14/05060/FUL, Demolition of existing ground floor lobby area, erection of first & second floor extension creating undercroft area at ground floor to north elevation. Part ground floor/first & second floor extension to south elevation, ground & first floor infill extension to west elevation, raising of central roof area & roof of eastern element to allow creation of further classrooms in roofspace with erection of arrays of solar panels to new roof areas & single storey building housing fire exit attached to new second floor element (new 6th form centre), permitted March 2014

5. Issues and Policy considerations

Principle and Location of Development

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

DSA: DM1 (Presumption in favour of sustainable development), DM12 (Green Space)

New Local Plan Submission Version: CP1 (Sustainable Development),

- 5.1. The use nature of the development is acceptable and the overall landscape character and recreational value of the green space would be maintained. It is considered that the development would not be harmful to the purpose of the green space designation.
- 5.2. The building would be located on land designated as green space within the development plan. All of the area surrounding the school is designated as green space and local planning policy recognises that green spaces are areas of open

space within built up areas that are important for their recreational or amenity value. Policy DM12 seeks to protect these spaces from their loss, fragmentation or reduction in size.

- 5.3. The proposal would involve building on green space however, it is considered that a substantial element of green space would be retained around the school buildings, its overall character and quality would be maintained and the area would continue to have recreational value to outweigh the small degree of harm caused by the new built form occurring on part of the green space.
- 5.4. The green space designation is drawn tight around the existing school buildings. Therefore the school would not have any other scope within its school grounds to provide the new sports facility on land which is not designated as green space. It is considered that this is an exceptional circumstance to justify a small amount of development within the green space. But in any event a substantial element of green space would remain and the overall character and quality of the space would be maintained.
- 5.5. Sport England have been consulted because the scheme involves playing field land. They have confirmed that they do not object and have requested planning conditions relating to the detail and implementation of the rearranged playing field. Such planning conditions are necessary to ensure that the development is fit for purpose and does not result in the loss of or prejudice the use of a playing field.

Transport matters and parking

ALP: T2 (On – site parking and servicing)

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

DSA: DM2 (Transport requirements of development sites)

New Local Plan Submission Version: CP7 (Delivering the infrastructure to support growth), DM33 (Managing carbon emissions: transport and energy generation)

- 5.6. The parking and vehicle access arrangements would be appropriate to serve the development. The highway authority are satisfied that the scheme would be acceptable in relation to highway safety and the amount of parking provision.
- 5.7. A new parking area would be created adjacent to the sports hall that would provide 25 parking spaces of sufficient width to be able accommodate some mini bus parking as well. Existing parking provision to the side of the chapel would be reconfigured to provide 10 parking spaces.
- 5.8. The application states that employee numbers will rise by 7 as an equivalent number of full time staff. This additional staffing would generate a requirement for 7 additional parking spaces.
- 5.9. A number of local residents have raised concerns that surrounding streets are already congested by parking associated with the school. This is not something that can be dealt with by this planning application.
- 5.10. A planning condition is suggested to ensure that the new parking is implemented and retained as such thereafter. A planning condition for the approval of a construction traffic management plan is needed to ensure that inconvenience during the construction period is minimised.
- 5.11. The site is located within an Air Quality Management Area (AQMA). Therefore to ensure that the Council can meet its target to improve air quality within the AQMA it is reasonable to require that a proportion of electric charging points are incorporated into the development. A planning condition is necessary to secure such provision.

Amenity of existing and future residents

ALP: G8 (Detailed design guidance and local amenity), G15 (Noise Pollution), G16 (Light Pollution)

CSDPD: CS18 (Waste/Natural Resources and Pollution), CS19 (Raising the quality of place shaping and design)

- 5.12. There could be amenity issues for neighbouring residential properties due to noise and lighting associated with the development. A number of planning conditions are necessary to ensure that the amenity of surrounding residents is safeguarded.
- 5.13. No external floodlighting is proposed, however bollard lighting is expected to the parking area. This would be low level and assist with safety of the parking area and would not impact on neighbouring properties. A planning condition is recommended to ensure that no other external lighting is installed in order to protect the amenity of neighbours.
- 5.14. In relation to noise disturbance, the Environmental Health Officer has highlighted that noise from a ventilation system has the potential to cause nuisance to nearby residents. A planning condition is therefore recommended to approve the detail of any plant that is to be installed.
- 5.15. The Environmental Health Officer thinks that noise associated with use of the development is not likely to be of such a level to create a noise nuisance. But a planning condition is recommended to secure a sound insulation scheme for the building, to ensure that adjacent residents are not subjected to undue noise disturbance from the use of the new sports hall.
- 5.16. The suggested planning conditions would be sufficient to ensure that the amenity of adjacent residents is safeguarded in relation to noise and disturbance, parking and manoeuvring of vehicles, privacy and light pollution.

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)

- 5.17. Adequate information has been submitted to demonstrate that the development would not increase the risk of flooding.
- 5.18. The Lead Local Flood Authority are satisfied and have suggested planning conditions to secure final details of the surface water drainage scheme and its proper implementation. Such conditions are necessary to ensure a satisfactory solution to managing potential flood risk.
- 5.19. Thames Water do not object in relation to water and waste water treatment infrastructure capacity.

Archaeology

CSDPD: CS17 (Environmental Assets)

New Local Plan Submission version: CP9 (Sense of place)

- 5.20. The County Archaeologist has confirmed that the development would not be harmful to archaeological interests.

Place making, design and Conservation Area issues

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), HE6 (Conservation areas),

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

New Local Plan Submission Version: CP9 (Sense of place), CP11 (Historic environment)

- 5.21. The development is acceptable within the Conservation Area and would not have a

negative impact on the setting of listed buildings.

- 5.22. The school and its grounds is located within the Marlow Conservation Area and new development within Conservation Areas is required to preserve or enhance the special character or appearance. The Marlow Conservation Area Character Survey highlights the importance of the open space area known as Colonels Meadow which comprises the playing field for the school. This area of open space playing field is noted as providing a vital green lung in the heart of the built up area. The development would not impact on this area of green space which would be preserved.
- 5.23. The proposed sports hall is located within the curtilage of a Grade II* listed building and nearby to other Grade II listed buildings fronting West Street and within the Marlow Conservation Area. The proposed location of the new sports hall building would serve to consolidate the new building close to the existing school complex, therefore it would maintain key areas of green space and preserve the setting of the school.
- 5.24. Although the building would be of contemporary design in contrast to the historic parts of the school, it would be functional and sympathetic. In response to residents comments, the applicant has amended the external appearance of the building as follows:-
- From a neutral grey colour metal roof to a terracotta colour metal roof
 - Timber infill wall panels to brick and flint blockwork walls
- 5.25. The change in external materials is a retrograde step as the original modern materials reflected the contemporary design of the sports hall. The use of pre-cast flint blocks would be contrary to Conservation Area guidance and planning policy. Furthermore, the use of traditional materials on a contemporary building would dilute the integrity of the original design approach. A planning condition is therefore needed to ensure that appropriate external materials are used in the building.
- 5.26. The proposal would involve the removal of three scots pine trees to facilitate vehicle access along the west side boundary. The landscaping drawing illustrates that there would be suitable replacement tree planting within the school grounds to mitigate for the loss of these three trees. The Tree Officer is satisfied but has suggested a number of planning conditions to cover detailed aspects of tree protection and construction methodology. Such conditions are necessary to ensure the long term health and retention of trees. Planning conditions relating to the detail (species and planting size) and implementation of new planting are also necessary.

Infrastructure and Developer Contributions

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

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

- 5.27. The development is not a type of development where CIL would be chargeable.

Conclusion

- 5.28. The proposal is considered to be consistent with development plan policies and there are no other material considerations including the National Planning Policy Framework that indicate that planning permission should not be granted.

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 1601-SD-002, 1601-SD-003A, 1601-SD-004A, 1601-SD-005B, 1601-SD-006B, 1601-SD-007B, 1601-SD-008B, 1601-SD-009B, 1601-SD-010, 1601-P-001A, 1601-P-002, 1601-P-003A, 1601-P-004A; 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 Prior to above ground construction, sample panels of the external materials shall be constructed on site and shall be approved in writing by the Local Planning Authority. Thereafter the development shall only be carried out in accordance with the approved details.

Reason: To secure a high standard of design and external appearance and to ensure an appropriate quality of workmanship and building details.

- 5 Prior to above ground construction, the following details shall be submitted to and approved in writing by the local planning authority. Thereafter the development shall only be carried out in accordance with the approved details.

- a) typical details at a scale of 1:100 of entrance canopy
- b) typical details at a scale of 1:20 of junctions between different materials
- c) typical details at a scale of 1:20 of roof parapet and detail of standing seams
- d) typical details at a scale of 1:20 of window frames, colour/ material and depth of window reveal and how walling material is treated around the window to the reveal
- e) typical details at a scale of 1:20 of translucent glazing panels and details of corners and joints
- f) the specification and locations of rainwater goods
- g) the appearance and location of ducts and services for the building

Reason: To secure a high standard of design and external appearance and to ensure an appropriate quality of workmanship and building details.

- 6 A detailed landscaping scheme, informed by drawing 1601-P-004 REV A shall be submitted to and approved in writing by the local planning authority prior to above ground construction. The development shall be implemented in accordance with the approved scheme.

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

- 7 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.

- 8 Prior to the commencement of development a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the local planning authority.
The TPP and AMS shall include:
- a) Location and installation of services/ utilities/ drainage.
 - b) Details of construction within the RPA or that may impact on the retained trees.
 - c) A full specification for the construction of any roads/driveways and parking, including details of the no-dig specification and extent of the areas of the roads/driveways, parking areas to be constructed using a no-dig specification. Details shall include relevant sections through them.
 - d) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
 - e) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
 - f) A specification for scaffolding and ground protection within tree protection zones.
 - g) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
 - h) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment and materials
 - i) Arboricultural supervision and inspection by a suitably qualified tree specialist
 - j) Reporting of inspection and supervision
- The development thereafter shall be implemented in accordance with the approved details.
Reason: This is a pre-commencement condition because development cannot be allowed to take place that could damage retained trees during construction and to protect and enhance the appearance and character of the site and locality.
- 9 The completed schedule of site supervision and monitoring of the arboricultural protection measures as approved under condition 8 shall be submitted to and approved in writing by the local planning authority within 28 days from completion of the development hereby permitted. This condition may only be fully discharged on completion of the development, subject to satisfactory written evidence of compliance through contemporaneous supervision and monitoring of the tree protection throughout construction by a suitably qualified and pre-appointed tree specialist.
Reason: In order to ensure compliance with the tree protection and arboricultural supervision details submitted under condition 8.
- 10 Details of any air ventilation system(s) shall be submitted to and approved in writing by the Local Planning Authority before the new sports hall building is first used. The facilities shall be provided in accordance with the approved details and implemented before the development is first used and retained as such thereafter.
Reason: To protect the amenities of occupiers.
- 11 A scheme for sound insulation from the building shall be submitted to and approved in writing by the local planning authority before the new sports hall building is first used. The building shall not be used until the approved scheme has been fully implemented and shall be retained as such thereafter.
Reason: To protect the occupants of nearby residential properties from noise disturbance.
- 12 The scheme for parking, manoeuvring and the loading and unloading of vehicles as shown on the submitted plans shall be laid out prior to first use of the sports hall hereby permitted and those areas 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.

- 13 Prior to the commencement of development, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operatives vehicles) shall be submitted to and approved in writing by the local planning authority. Thereafter, the development shall be carried out in accordance with such approved management plan.
Reason: This is a pre-commencement condition as development cannot be allowed to take place, which in the opinion of the Highway Authority, could cause danger, obstruction and inconvenience to users of the highway and of the development.
- 14 Prior to the commencement of development the following shall be submitted to and approved in writing by the local planning authority in consultation with Sport England:-
a) A detailed assessment of ground conditions and constraints, including drainage and topography, of the land proposed for the playing field; and
b) where the results of the assessment carried out pursuant to (a) above identify constraints which could adversely affect playing field quality, a detailed scheme to address such constraints. The detailed scheme shall include a written specification of the proposed soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.
Thereafter the playing field shall be implemented and maintained in accordance with the approved detailed scheme.
Reason: This is a pre-commencement condition as development cannot be allowed to take place which could result in the loss of or prejudice the use of a playing field and to ensure that the new playing field is implemented to an adequate standard that is fit for purpose.
- 15 The playing field hereby permitted shall be implemented and shall be available for use before commencement begins to either the sports hall or the multi-use games area, unless otherwise first agreed in writing by the local planning authority.
Reason: To ensure the proposal does not result in the loss of or prejudice the use of playing fields.
- 16 No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously 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. Any lighting which is so installed shall not thereafter be altered without the prior written approval of the local planning authority other than for routine maintenance which does not change its details.
Reason: In the interests of visual amenity.
- 17 Prior to first use of the sports hall building, 3 electric vehicle charging points must be installed. Thereafter the electric vehicle charging points must be maintained in full working order.
Reason: To minimise the impact on the health of residents living within the Air Quality Management Area and to make provision for alternative vehicle types and fuels.

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.

- 2 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.
- 3 No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.
- 4 The applicant is advised that the scheme should comply with the relevant technical guidance, including guidance published by Sport England and National Governing Bodies for Sport. Particular attention is drawn to "Natural Turf for Sport" (Sport England 2011).

Agenda Item 5. Appendix A

17/05784/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor A D Collingwood – Objectors have raised valid planning reasons why this application should be refused. I do not object to the principal of a new sports hall however this application is not in keeping with the area and will be dominant and overbearing to neighbours and cause loss of light. Requested that the application is heard at Planning Committee.

Parish/Town Council Comments/Internal and External Consultees

Marlow Town Council – No objection

County Highway Authority

Comments: No objection subject to planning conditions relating to implementation of parking & turning areas and the approval of a construction traffic management plan prior to development commencing.

County Archaeological Service

Comments: No objection. The nature of the proposed works is such that they are not likely to significantly harm the archaeological significance of nearby asset(s). As such it is not necessary to apply a condition to safeguard archaeological interest.

Arboriculture Spatial Planning

Comments: No objection subject to planning conditions relating to arboricultural method statement, tree protection plan, arboricultural supervision and detail of new and replacement tree planting.

Conservation Officer Spatial Planning

Comments: No objection, subject to planning conditions. The proposed sports hall is located within the curtilage of a Grade II* listed building, nearby to other Grade II listed buildings fronting West Street and within the Marlow Conservation Area. The site of the sports hall is identified as part of an area of significant open space in the Marlow Conservation Area Character study, 2004. While this means that it is inevitable that there will be a degree of harm caused by this development, a substantial element of green space would be retained and its character and quality would be largely maintained. Furthermore, the impact is less intrusive than elsewhere within the school grounds and is mitigated by virtue of the sports hall's position close to the existing school buildings. Given the consolidation of built form on the site, the development is acceptable in terms of its impact on the setting of the listed buildings and the Conservation Area.

The original modern materials were an integral element of the contemporary design of the proposed sports hall. Drawing 1601 SD-009b proposes the use of flint blockwork at the lower wall level with translucent panels and cladding above. The use of pre-cast flint blocks are contrary to development guidelines in the Marlow Conservation Area Character Appraisal and policy HE6 of the Local Plan. Furthermore, the use of traditional materials in association with modern finishes on a contemporary building and the terracotta roof dilutes the integrity of the original design approach.

Control of Pollution Services

Comments: No objection subject to a conditions relating to details of air ventilation systems and electric vehicle charging points.

Lead Local Flood Authority

Comments: No objection subject to planning conditions requiring detail of the surface water drainage scheme.

Sport England

Comments: No objection. The proposal would broadly meet exception 4 of Sport England policy regarding the loss of prejudice the use of playing fields. Planning conditions are suggested relating to a detailed assessment of ground conditions for the playing field and implementation of the playing field before the sports hall or multi use games area.

Representations

The Marlow Society – Objects on the following grounds (comments made in respect of the original scheme).

- The Council has an obligation to apply its Conservation Area Character Study for Marlow 2004 in this case. In so doing it must recognise that the application fails to meet the criteria for the Architectural Character and Quality of Buildings [page 7 -11] which specifically lists the Borlase School as one of "The finest buildings on West Street". In addition to the School's Chapel, adjacent buildings such as Remnantz and Western House are Grade II and II* listed. This is not a suitable location for a building of a design that fails so clearly to be in sympathy with its surroundings in terms of quality, design and materials.
- The application fails to show any circumstances that would justify not applying policy DM12. The site is designated as green space and should remain as such.
- It is a jarring anomaly that the School can find spaces for additional parking spaces on site to support this application when the long term problem of pupil's cars parked all day on adjacent streets has never been addressed in spite of many complaints by local residents. The Design and Access Statement gives no justification for the proposed number of additional parking spaces. Surely this is the time to review the whole current parking requirement for the school according to the Bucks County parking criteria for such an establishment. It should also show the estimates for the additional traffic movements the new building would generate.
- The Design and Access Statement is particularly sparse in detail defining the materials proposed. A full specification and detail should be provided for all proposed materials so that the public can make an informed comment on this design of such high potential visibility.

Comments received supporting the proposal:

- Extra resources to support the youth of Marlow and to maintain this excellent school as a leading education establishment in the area is vital to the prosperity and growth of the town as well as the development of the pupils.
- There is no growth of pupil numbers proposed as part of the development so no additional pedestrian or motor traffic is expected. Marlow should not be preserved as some C19th museum piece but must develop and modernise and this is an excellent example of that.
- There is a desperate need for improved facilities at the school.
- The design is in keeping with the area.

Comments received objecting to the proposal:

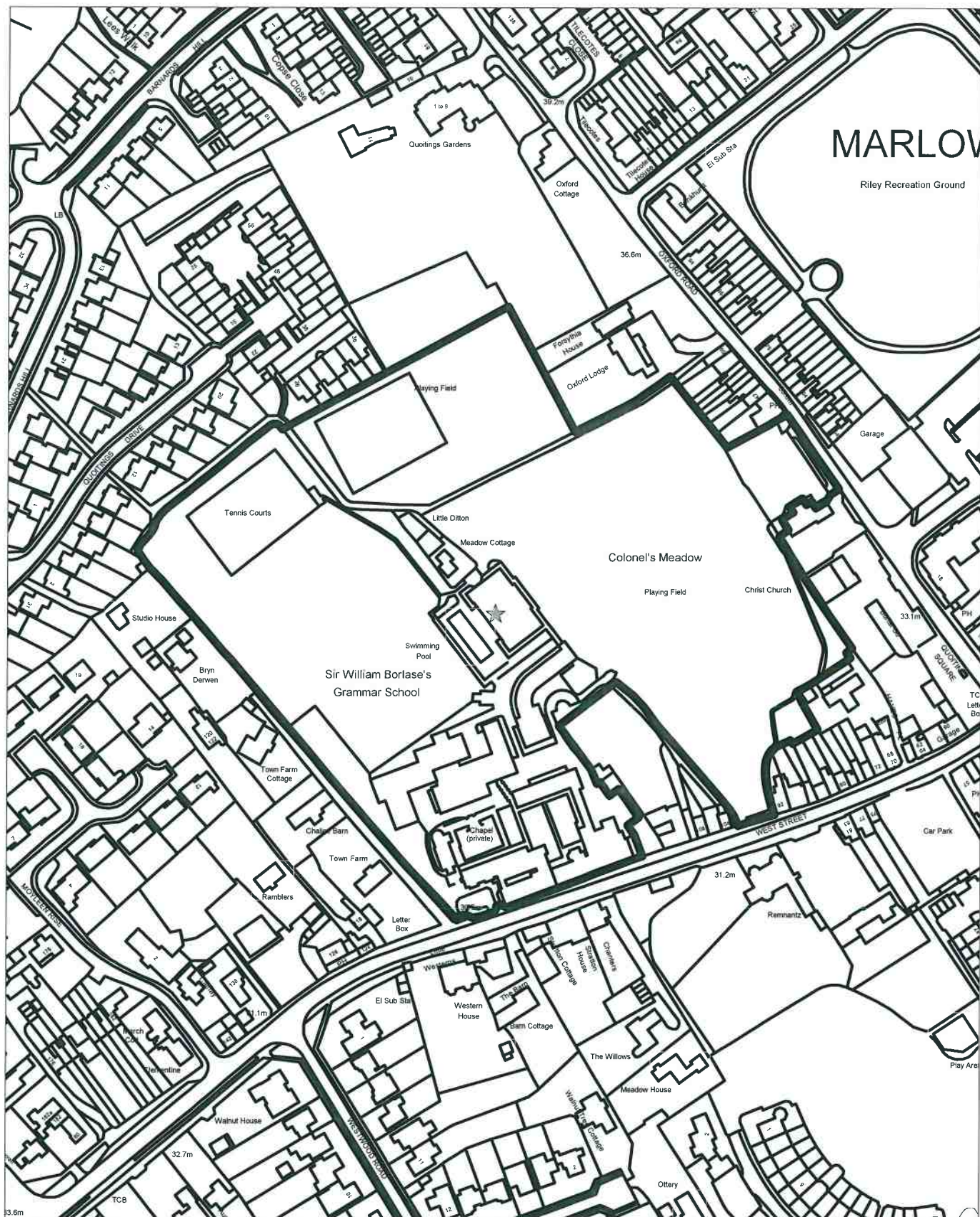
- Inadequate parking space on the school grounds to support the new facility. Surrounding roads are already full of parked cars from pupil parking. Existing irresponsible parking makes local roads dangerous. The scheme will make this even worse and increase risk and danger. The school should be forced to improve on-site parking to remove blight that existing local residents experience from school parking. A scheme is needed to control & limit pupil parking
- The new additional parking provision would have significant traffic implications for the surrounding area which have not been addressed by the applicant. The new parking would cause unacceptable noise, disruption and pollution to adjacent residents
- The use of the vehicle access onto West Street will have significant traffic implications and the access has poor visibility
- Extra traffic will exacerbate air pollution
- The building would be out of character/keeping & scale, too large and inappropriate in the

Conservation Area. The design and materials would be inappropriate in the Conservation Area. The scheme would fail to preserve or enhance the Conservation Area

- The development would result in the loss of green space which is unjustified
- Object to any loss of trees
- Overdevelopment of the school site
- Loss of existing playing fields
- The building will be overbearing and intrusive and result in a loss of natural light.
- Unacceptable noise and disturbance from use of the facility and parking.
- There should be no out of school hours use and limited to school use only. The use of the building must be restricted in relation to timings, manner and lighting
- Unneighbourly
- Source of noise and light pollution
- There should be no lighting of the new pitches
- Flood risk has not been addressed
- Impact on trees and hedges, with root protection areas being affected by the development. Any loss of trees will have a significant impact on the character and appearance of the locality.
- Disturbance during construction. Working hours should be controlled and limits should be applied to the parking of construction vehicles and their size limited.
- There are enough sporting facilities for the pupils to use close by
- There is a plan to increase the school intake which would have implications for future access, parking and further development
- If permission is granted a number of planning conditions should be imposed in relation to light emissions, noise and disturbance, construction management
- Previous objections and concerns have not been addressed by the amended scheme

17/05784/FUL

Scale 1/2500





TRDL

Designed by:
Tom Russell Design Ltd
56 Frieth Road
Marlow
Bucks
SL7 2QU
t.07827 334379
f.08458 626267
tom@tomrusselldesign.com

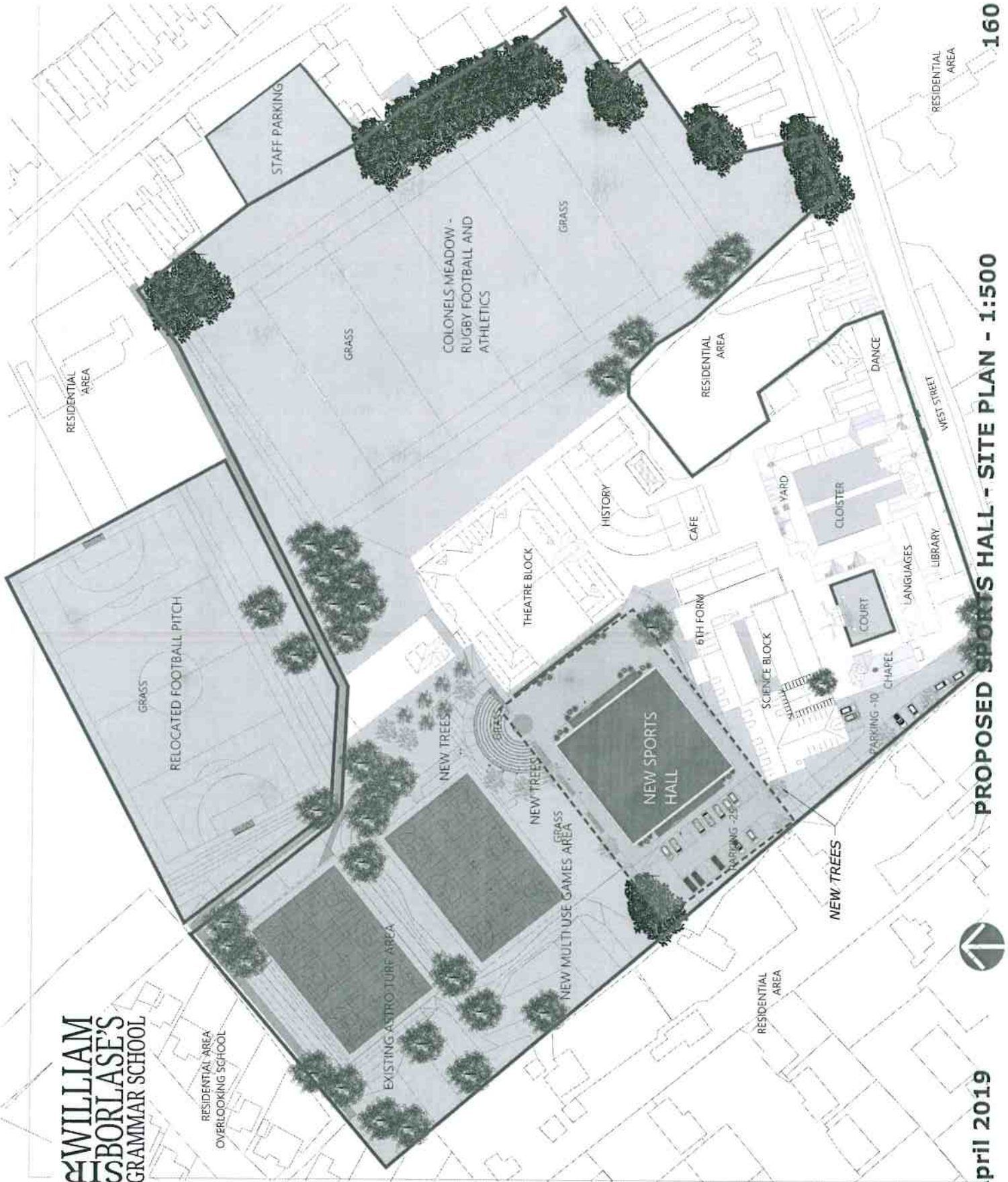
Client:
Sir William
Borlase's
Grammar School
West Street
Marlow
Bucks

Project:
NEW SPORTS HALL

Description:
SITE PLAN -
PROPOSED

Drawing Number:

1601 SD-005b



PROPOSED SPORTS HALL - SITE PLAN - 1:1500

10 April 2019



TRDL

Designed by:
Tom Russell Design Ltd
56 Fritesh Road
Marlow
Bucks
SL7 2QU

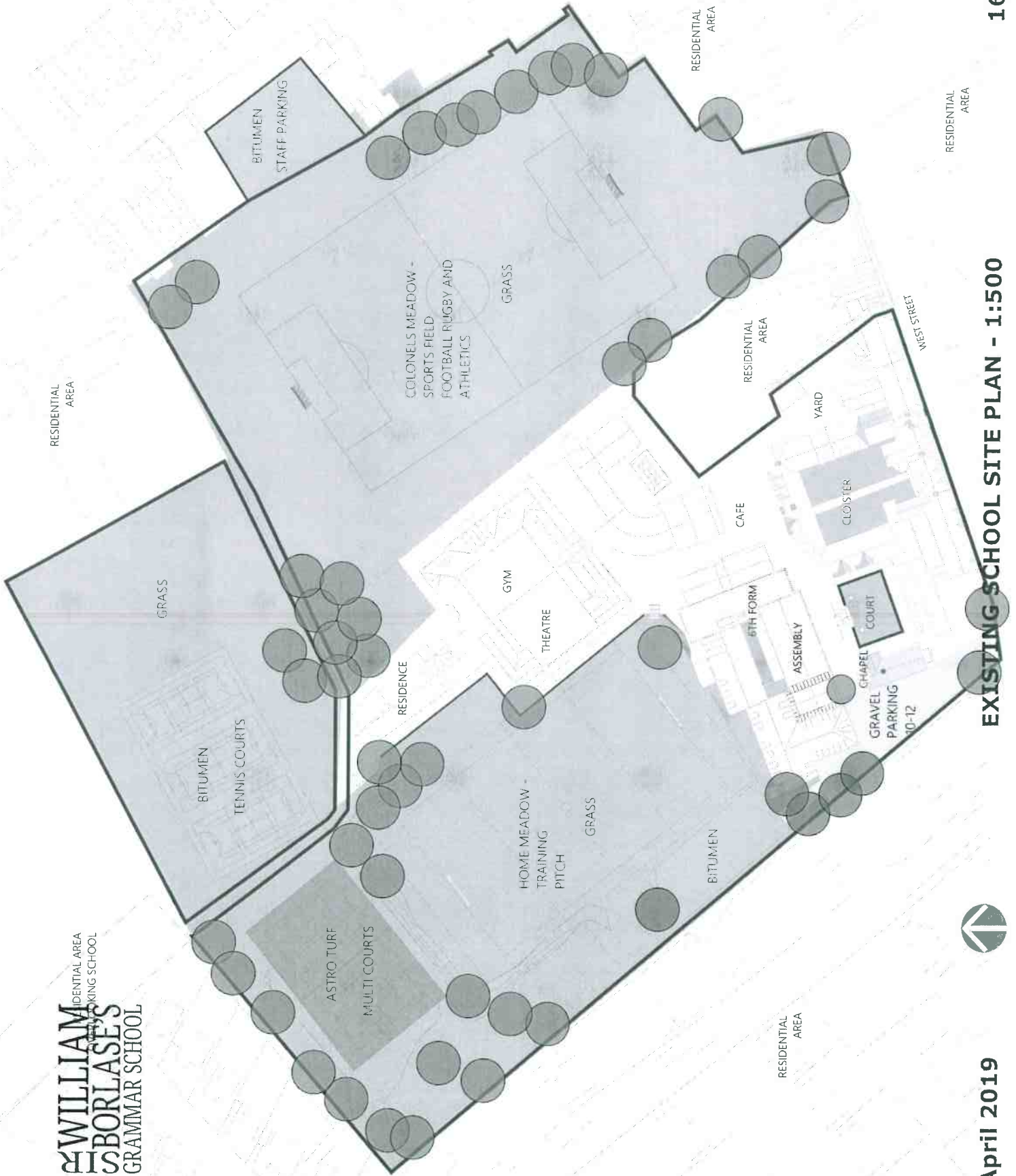
t.07827 334379
f.08458 626267
tom@tomrusselldesign.com

Client:
**Sir William
Borlase's
Grammar School**
West Street
Marlow
Bucks

Project:
NEW: SPORTS HALL

Description:
**SITE PLAN -
EXISTING**

Drawing Number:
1601 SD-003a



EXISTING SCHOOL SITE PLAN - 1:500

12 April 2019





TRDL

Designed by:
Tom Russell Design Ltd
56 Fifeeth Road
Marlow
Bucks
SL7 2QU
t.07827 334379
f.08458 626267
tom@tomrusselldesign.com

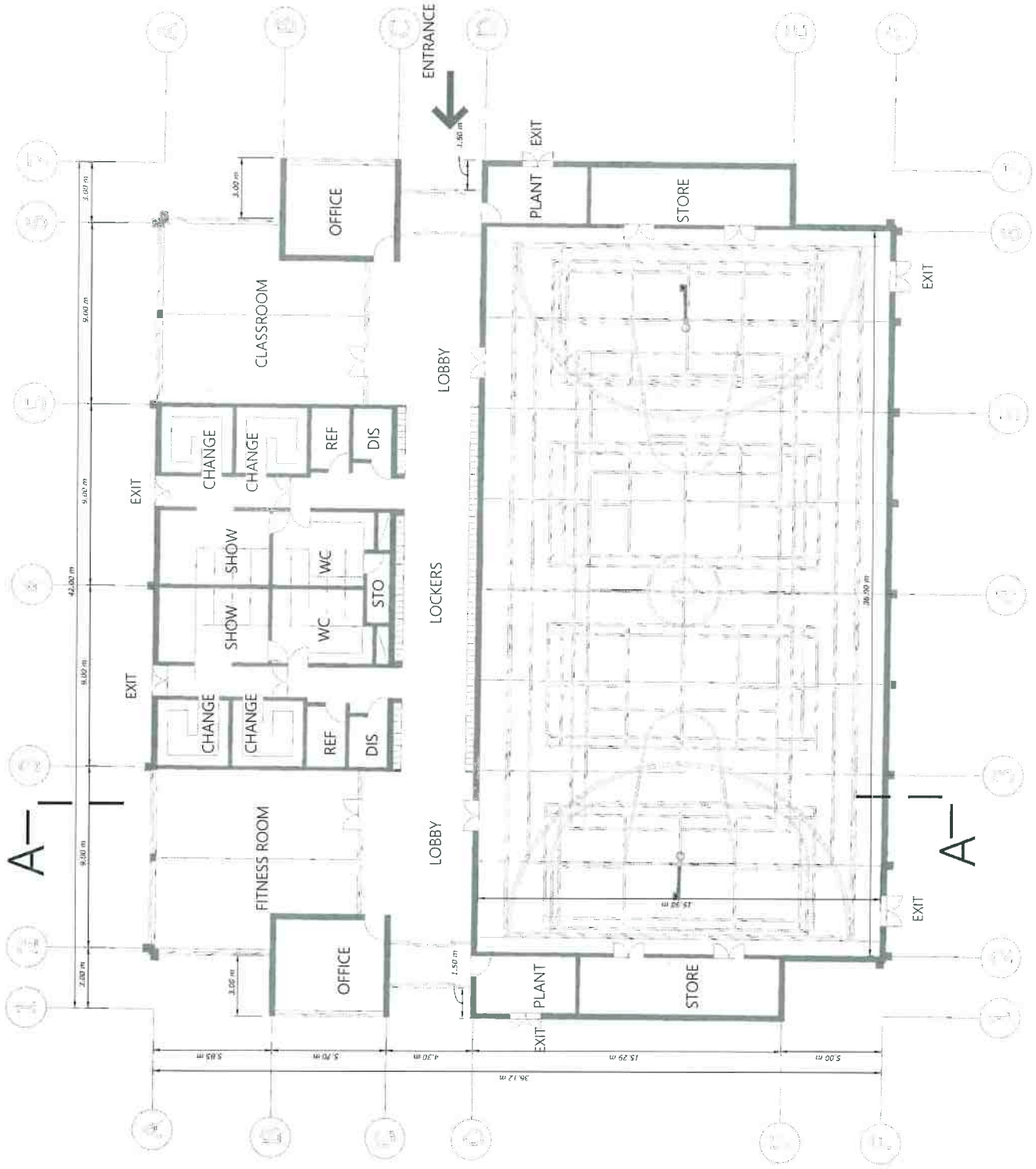
Clients:
Sir William
Borlase's
Grammar School
West Street
Marlow
Bucks

Project:
NEW SPORTS HALL

Description:
FLOOR PLAN

Drawing Number:

1601 SD-008b

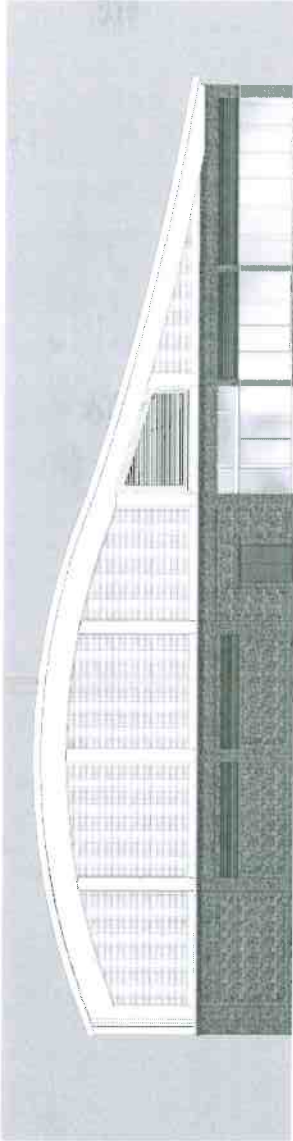


PROPOSED SPORTS HALL - LAYOUT 1:100



12 April 2019

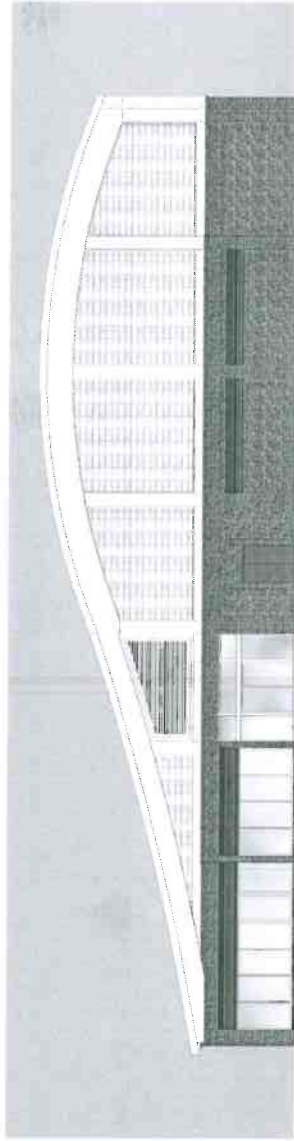
NORTH-EAST



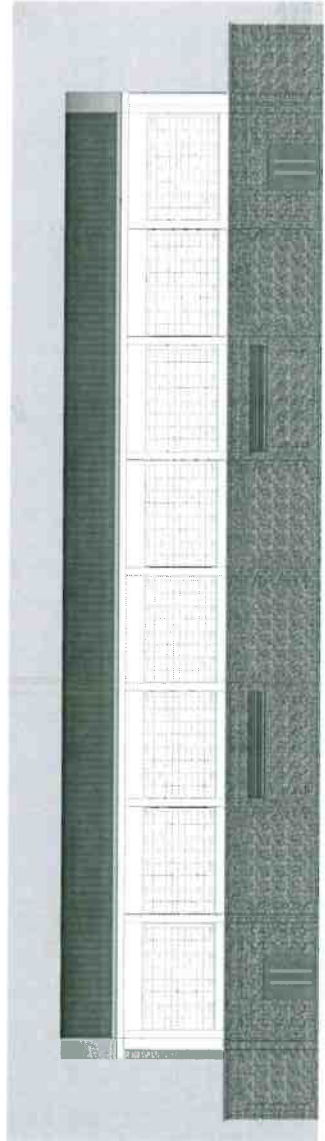
NORTH-WEST



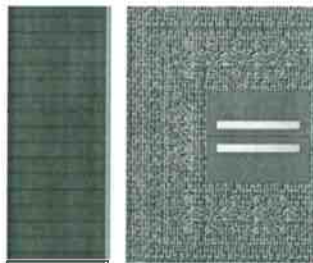
SOUTH-WEST



SOUTH-EAST



PROPOSED SPORTS HALL - ELEVATIONS 1:100



FINISH MATERIALS -

- ROOF -**
STANDING SEAM METAL ROOF
TERRACOTTA COLOUR ;
WHITE POWDER COATED EDGE
- WALLS -**
UPPER LEVEL TRANSLUCENT
INSULATED PANELS AND WHITE
CLADDING PANELS ;
LOWER LEVEL BRICK AND
FLINT BLOCKWORK WALLS ;
- GLAZING -**
NEUTRAL REFLECTIVE SOLAR
GLASS IN ALUMINIUM FRAMES.
- DOORS & LOUVRES-**
STEEL PAINTED

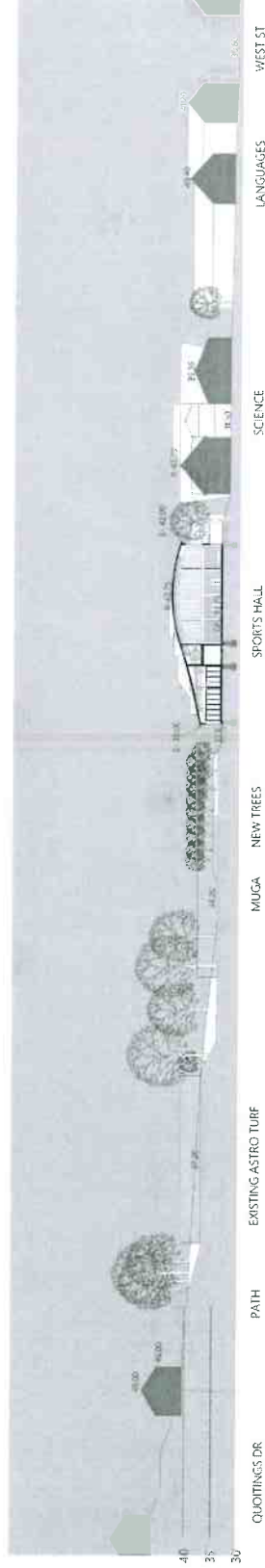


TRDL

Designed by:
Tom Russell Design Ltd
56 Frieth Road
Marlow
Bucks
SL7 2QU
t.07827 334379
f.08458 626267
tom@tomrusselldesign.com



BUILDING SECTION 1:100



SITE SECTION 1:500

Description:
SECTIONS

Client:
Sir William
Borlase's
Grammar School
West Street
Marlow
Bucks

Project:
NEW SPORTS HALL

Drawing Number:

Agenda Item 6.

Contact: Robert Harrison DDI No. 01494 421641

App No : 17/07195/FUL App Type: Full Application

Application for : Demolition of existing bungalow and construction of a two & a half storey block containing 12 flats (8 x 2 bed & 4 x 1 bed) with associated parking and landscaping

At 15 & 17 New Road, High Wycombe, Buckinghamshire, HP12 4LH

Date Received : 23/08/17 Applicant : Mr Ravinder Sehajpal

Target date for Decision 22/11/17

1. Summary

- 1.1. The proposal is considered to be acceptable in principle, by design, in terms of its impact on amenity and with regard to its impact on parking and highway safety. Therefore, subject to appropriate conditions and the completion of a legal agreement, the proposal is considered to conform to Development Plan policy, which is considered to be consistent with the National Planning Policy Framework.

2. The Application

- 2.1. The site is located within the urban area of High Wycombe within residential parking zone 1 and CIL charging zone A. To the east of the site is an ancient woodland (Rowliff Wood) designated as Green Space, Desborough Castle Local Landscape Area, Rowliff and Castlefield Woods Local Wildlife Site and Green Infrastructure Area. There is a designated public footpath located adjacent to the rear (eastern) boundary of the site.
- 2.2. The site comprises the plot of nos. 15 and 17 New Road (No.17 has been demolished). The site comprises an area of circa 30 metres wide by some 100 metres deep. The site slopes upward from front to rear. The rear of the site is steeply sloping and heavily treed. The area has a mixed character. To the south is predominantly single family residences. To the north the character becomes more mixed with businesses, community and shop uses. Whilst purpose built blocks of flats are not a common feature in the area there are some examples. A number of houses have also been split into flats or HMOs; this is more common in the area to the north.
- 2.3. No. 15 is lawfully a residential property, but is currently being used for business purposes. Therefore, for the purposes of applying planning policy will be treated as a residential dwelling.
- 2.4. The proposal is to demolish the existing bungalow at No.15 (no. 17 has already been demolished) and construct a block of 10 flats in its place. The block would be 15.6 metres deep at its deepest point and 22.6 metres wide at its widest point. The building would be 9.4 metres high and set under a mansard roof.
- 2.5. The application was amended during the course of its determination. The amendments can be summarised as follows:
 - a) The number of flats was reduced from 12 to 10
 - b) The layout was amended.

- c) Balconies were provided.
 - d) The scale and architectural form was altered.
 - e) Windows were repositioned to mitigate overlooking.
- 2.6. Additional sustainable urban drainage information was also submitted.
- 2.7. The application is accompanied by a:
- a) Planning Statement;
 - b) Design and Access Statement;
 - c) Landscaping Appraisal;
 - d) Transport Statement;
 - e) Storm Sewer Design; and,
 - f) Ecology Wildlife Checklist

Statement of Community Involvement

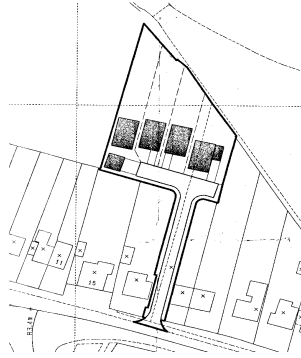
- 2.8. The applicant has not carried out a community consultation exercise. However, the Council has widely consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on the Councils web site.

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:
- Updated the applicant/agent on a number of 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.
- 3.4. Following amendments to the application it was considered by Planning Committee and determined without delay.

4. Relevant Planning History

- 4.1. 04/05576/FUL – planning permission was sought for 4 x 4 bedroom detached dwellings with garages at land at 15-19 New Road as indicated below:

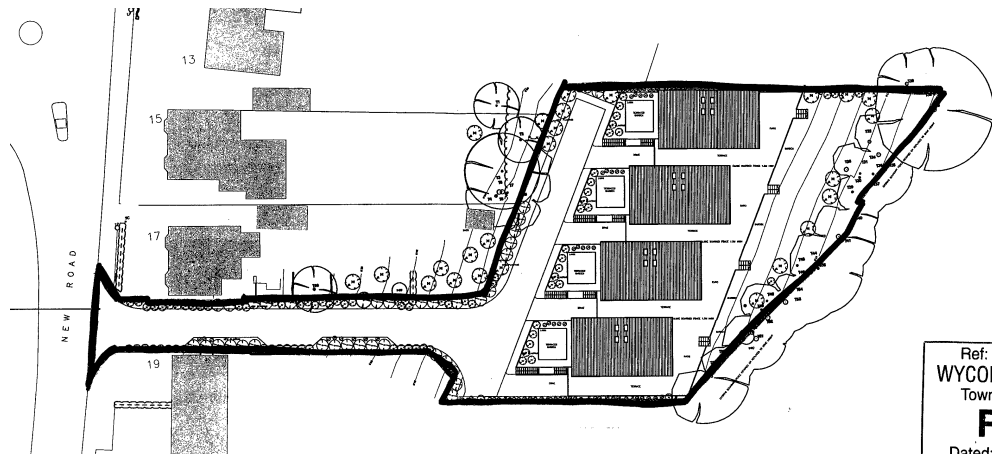


Planning permission was refused on the following grounds:

- a) Inappropriate form of backland development;
- b) Exposure of private boundaries to noise and disturbance;
- c) Impact on trees and vegetation at the rear of the site;
- d) Inadequate provision for the turning of refuse vehicles; and,
- e) Failure to make a contribution to transport infrastructure.

4.2. 04/06819/FUL – planning permission was sought for the erection of 4 x 4 bed detached dwellings with garages and alterations to provide access. The scheme was essentially the same as that refused planning permission under application ref: 04/05576/FUL save for the fact that the refuse vehicle turning issue had been resolved. Planning permission was refused. The Council’s decision was appealed. The Inspector accepted the Council’s position that the proposal represented inappropriate backland development in its hillside and landscape context, but did not consider that vehicle movements would have an unacceptable impact on the amenities of adjacent properties in terms of noise and disturbance. The transport infrastructure contribution issues was overcome at the appeal with the offer of a contribution to be secured by way of a legal agreement.

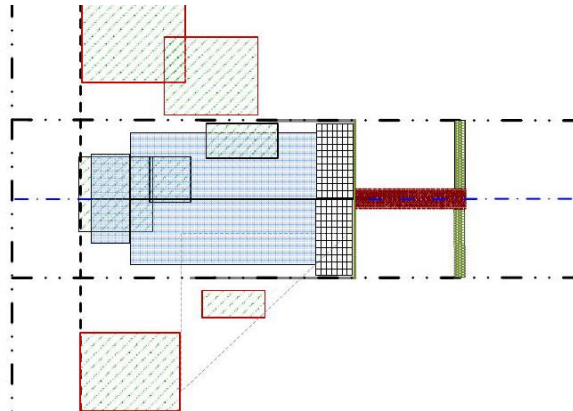
4.3. 06/05021/FUL – planning permission was sought for 4 x 4 bed detached dwellings with garages as indicated below:



4.4. Planning permission was refused on the following grounds:

- a) By reason of its design, location form and scale the proposal was considered to represent an inappropriate form of backland development; and,
- b) Failure to make a contribution to transport infrastructure.

- 4.5. The applicant appealed the Council's decision. The Inspector dismissed the appeal on design grounds given the intrusive nature of this back land site.
- 4.6. 11/06529/FUL – planning permission was sought and granted for the erection of a pair of 4 bed semi-detached houses at No.17 New Road as indicated below:



- 4.7. The planning permission was subject to 9 conditions, which included pre-start conditions in respect of materials, landscaping, levels and boundary walls/fences. Whilst the foundations for the building appear to have been laid given that the pre-start conditions have not been discharged, this would not represent a lawful implementation of the planning permission. The planning permission has subsequently expired.

5. **Issues and Policy considerations**

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), CS12 (Housing provision).
 DSA: DM1 (Presumption in favour of sustainable development),
 Emerging New Local Plan: CP1 (Sustainable Development), CP2 (Spatial Strategy), CP3 (Settlement Hierarchy), CP4 (Delivering Homes), DM33 (Managing Carbon Emissions: Transport and Energy Generation)
 Housing Intensification Supplementary Planning Document (HISPD)

- 5.1. The proposed site is within an established residential area and therefore residential development is considered to be acceptable in principle, subject to compliance with all other relevant policies in the Local Plan, and other material considerations.
- 5.2. It is acknowledged that the delivery of housing is a planning benefit that attracts weight in the decision making process.

Flood Risk 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)

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

Fluvial Flood Risk

5.4. The site is located within fluvial flood zone 1 and therefore is not at risk of river flooding.

Surface Water Flood Risk

5.5. A low risk of surface water flooding has been identified at the front (west) of the site in front of existing No.15. A pocket of high risk of surface water flooding is also identified on the northern part of the site in the location of the existing garage at No.15. Both of these areas of surface water flooding appear to relate to existing areas of impermeable paving and artificially depressed ground levels. Therefore, it is considered that it would be inappropriate to apply the sequential test, which would have the effect of preserving an existing poor man-made situation. However, the presence of surface water flooding in the area and along the main road does indicate high ground water levels, which would need to be taken into account in any future sustainable urban drainage strategy for the site to ensure the surface water flood risk issue is minimised.

Sustainable Urban Drainage

5.6. During the course of the application there has been extensive and ongoing negotiation with the Lead Local Flood Authority (LLFA). This has resulted in the production of:

- a) A Sustainable Drainage Assessment being prepared by Weetwood (ref: 3861/SDA/Final/v1.2; dated 12 April 2019).
- b) Results of soakaway Testing and Ground water level measurements being produced by Brownfield Consultancy (ref: BC431 L.001/JT; dated 18 March 2019).

5.7. The LLFA has reviewed the above reports and accepts that the site is capable of delivering a sustainable urban drainage solution. Conditions have been requested in respect of: the provision of a detailed surface water drainage strategy; the provision of a whole life maintenance plan; and, a verification report. These conditions are considered to be reasonable and necessary. Therefore, subject to their imposition, no sustainable urban drainage objection is raised.

Affordable Housing and Housing Mix

ALP: H9 (Creating balanced communities)

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

Planning Obligations Supplementary Planning Document (POSPD)

Affordable Housing Interim Position - February 2019

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

NPPF

5.8. The site falls below the current affordable housing threshold of 15 dwellings. However, para. 64 of the NPPF states:

“Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups” (emphasis added)

5.9. Affordable home ownership includes: Starter Homes, Discounted Market Sales Housing,

shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below market value) and rent to buy.

- 5.10. The NPPF is considered to represent a weighty material consideration, which should be applied to decision making with immediate effect.
- 5.11. Prior to adoption of the Council's New Local Plan the Council has adopted an Affordable Housing Interim Position statement (Feb 2019), which sets the Council's intention to apply para. 64 of the NPPF on all major housing developments. This adds to the weight of the NPPF.
- 5.12. It is also material that the Council is currently pursuing an affordable housing policy in its New Local Plan, with a threshold of 10 units. Although it is acknowledged that this policy is not yet adopted and therefore cannot yet be afforded full weight. In the event of an appeal this matter may need to be revisited.
- 5.13. This issue is capable of being addressed if the applicant enters into a legal agreement securing 10% of the dwellings on the site (1 dwelling) for affordable home ownership.

Housing Mix

- 5.14. Policy H9 (Creating Balanced Communities) and CS13 (Affordable housing and housing mix) requires new housing developments to provide a mix of dwelling types and sizes to meet the identified housing needs of the community. The Chapel Lane (Sands) area is currently mixed in terms of dwelling types and sizes. The proposal, which is for one and two bedroom flats would contribute to that mix and therefore no objection is raised in this regard.

Housing Mix

- 5.15. The existing area is characterised by a mix of dwelling sizes. The proposal would deliver ten one and two bedroom units. These flats would contribute towards the Council's need for smaller dwellings in the District. Given the size of the development and mixed character of the area the proposed mix is considered to be acceptable.

Transport matters and parking

ALP: T2 (On – site parking and servicing), T4 (Pedestrian movement and provision) and T5 and T6 (Cycling),
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)
Buckinghamshire Countywide Parking Guidance

- 5.16. The applicant has submitted a Transport Statement prepared by Stirling Maynard in support of the application, which sets out the applicant's position with regard to accessibility, parking and highway safety considerations.

Network Capacity

- 5.17. The NPPF states that:

“improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should

only be refused on transport grounds where the residual cumulative impacts of development are **severe**.” (Emphasis added)

- 5.18. Given the scale of development (10 flats), likely traffic generation and the distance from the junction with Lane End Road, the County Highway Authority is satisfied that the development could be acceptably accommodated on the existing highway network.

Access

- 5.19. The access at its entrance splays to 4.8 metres, which is adequate to allow 2 vehicles to pass should they meet accessing and egressing the site. Subject to a condition securing the access arrangements to a commercial specification, the County Highway Authority advises that the proposed access is acceptable in highway safety/convenience terms. Therefore, no objection is raised in this regard.

Servicing

- 5.20. The site would be serviced in the same way as the existing property on the site and those in the surrounding area, namely from the kerbside. No objection is raised to this approach.

Parking Provision

- 5.21. The Council's approach to residential parking is set out in the Buckinghamshire Countywide Parking Guidance. This guidance is based on the predicted level of car ownership drawn from the 2011 census data with an additional element of visitor parking. The new Countywide standards represent 'optimum' parking standards, which aim to reflect the right amount of parking to meet demand. Optimum is defined as providing the 'best or most favourable point, degree or amount'. So the standards introduced in this guidance should be considered as the most favourable amount to create conditions for sustainable growth, without causing adverse effects through the under or over provision of parking spaces.

- 5.22. The development comprises 10 dwellings with either 2 or 3 habitable rooms. The development proposes 15 parking spaces (1 disabled). A dwelling of 4 habitable rooms or less is required to provide 1 parking space per dwelling with an additional 20% where more than half the parking is allocated. Therefore, 10 flats would require 10 parking spaces, plus 2 visitor spaces (12 spaces in total), if measured using habitable rooms. The proposal at 15 spaces exceeds the Council's requirement, which is considered to be acceptable in this area with restricted street parking. To maximise the efficient use of parking it is proposed to be unallocated.

- 5.23. The parking space sizes at 5 x 2.8 metres accords with the County Parking Guidance.

- 5.24. In view of the above the parking provision is considered to be acceptable.

Pedestrian and Cycle provision

- 5.25. The site comprises part of the urban area of High Wycombe. There are shops, places of work and a primary/middle school within a short walking distance of the site. The town centre with all of its associated amenities is also a short cycle ride away.

- 5.26. A cycle store is proposed adjacent to the northern boundary at the rear of the site. The cycle store would be well overlooked by the majority of the flats. Subject to a condition

securing the cycle store prior to first occupation it is considered to be acceptable.

Public Transport

5.27. Occupiers of the site would have good access to the local bus service, being located some 50 metres from the nearest bus stop (No.32 - Micklefield to Booker Service). Additional services are available on West Wycombe Road. The patronage from the site should contribute to the ongoing sustainability of the services in the area. Therefore, with regard to public transport accessibility the proposed development is considered to be acceptable.

Environmental issues

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

CSDPD: CS18 (Waste, natural resources and pollution)

5.28. A communal bin stores are proposed for the flats adjacent to the northern boundary. It is capable of accommodating 4 x 1100L bins. The proposed bin store is considered to be acceptable. A condition can be imposed on any planning permission granted securing delivery of the proposed bin store.

Green Infrastructure and Ecology

CSDPD: CS17 (Environmental assets)

DSA: DM11 (Green networks and infrastructure), DM12 (Green space), DM14 (Biodiversity in Development),

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

Housing intensification SPD

5.29. Policy DM14 requires all development proposals to maximise opportunities for biodiversity by conserving, enhancing or extending existing opportunities. Policy DM11 requires all developments to contribute to the green infrastructure network.

5.30. The Natural England standing advice states (para.4.1):

“Developers should only be required though to carry out surveys for protected species if there is a reasonable likelihood of protected species being present and affected (see paragraphs 98 and 99 of [Government Circular: Biodiversity and Geological Conservation – Statutory Obligations and their impact within the Planning System \(ODPM Circular 06/2005\)](#))” (emphasis added).

5.31. The applicant has not submitted an ecological survey, but has completed the Council’s Ecology Wildlife Checklist, which indicates that the developed part of the site is of limited ecological value.

5.32. The officers Desk top study and site visit revealed that the site is abutted by ancient woodland to the east, which is designated as a Biological Notification Site, Local Wildlife Site and Green Infrastructure Area. The eastern half of the site (which abuts the wildlife site) is covered by what appears to be self-seeded tree cover. The western half of the site (the area proposed for development) is relatively bare of vegetation and has a more sanitised domestic appearance.

5.33. Representations have been received, which have recorded sightings of foxes, badgers, squirrels and deer on the site. Of these species only badgers are protected and even then not as a consequence of being rare, but rather due to issues of cruelty. All of the

species identified by neighbouring dwellings as being present on the site are foraging species, which would be expected to have wide ranges and therefore frequent most back gardens adjoining the open countryside. In this instance, given that the rear half of the site is intended to be preserved in its current wild state the development would be adequately buffered from the ancient woodland. The preservation of the wooded area on the eastern half of the site is capable of being secured via a landscape condition. Therefore, in this instance, having regard to Natural England's guidance, it is not considered that there is a reasonable likelihood of protected species being materially affected by the development. As such, it is considered to be unreasonable to require an ecological survey to be undertaken. Subject to conditions securing the wooded area to the east of the site and the provision of bat and bird boxes on the site no ecological objection is raised.

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 (Residential Design Guidance)

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

DSA: DM11 (Green networks and infrastructure)

Housing intensification SPD

Residential Design Guide SPD

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

5.34. The main site design issues relevant to this proposal are whether the layout and building design result in an acceptable form of development that will complement the established character and appearance of the area. However, it is acknowledged that the higher densities required for new development may mean that intensification schemes will have some aspects that are different. Nevertheless, these should not detract from the character of the area.

Character

5.35. The area has a mixed character with housing (detached, semi-detached, bungalows and flats), retail, community and educational uses in the area. Plots vary in size. There is a focus of activity on the street. The current proposal is considered to be compatible with the established character.

Layout

5.36. Frontage intensification is proposed, which given the character of the area, prevailing topography, green infrastructure considerations, depth of the site and urban grain, is considered to be appropriate.

5.37. The layout, in general terms, is considered to be acceptable. The public/private realm is clearly defined, which will minimise noise and disturbance in private spaces and the risk/fear of crime. The parking and communal amenity spaces are well surveyed. Ground floor flats have independent front doors facing the street. Cycle and bin storage and easily accessible from the dwellings they serve.

5.38. The provision of a rear parking court, whilst not encouraged as a starting point for the provision of parking, is considered to appropriate in this instance given:

- a) the unavailability/unsuitability of New Road for on-street parking; and,

- b) the limitations of providing adequate parking to the front of the building without dominating the frontage.
- 5.39. All flats within the development are dual aspect. Those facing the street have an west/east outlook. Those principally facing the rear have an east/south or east/north outlook. All flats will have access to natural light, natural ventilation and quiet/private rear facing amenity spaces. Therefore, the internal layout of the block is, on balance, considered to be acceptable.
- 5.40. The layout, in general terms and in terms of its detail, is considered to be acceptable.

Scale

- 5.41. When viewed from the public realm the building has been designed to appear as a pair of semi-detached dwellings with symmetrical two storey side extensions. The step in to the rear gives the appearance of a recessed rear extension.
- 5.42. The proposed building would be of a similar height to the neighbouring pair of semi-detached dwellings at 19-21 New Road and marginally higher than the pair of semis further down the hill at nos. 9 & 11. This is considered to be consistent with the prevailing roofscape in the area.
- 5.43. In terms of width the most forward projecting element of the building broadly accords with the width of other pairs of semi-detached dwellings in the street. The recessed wings broadly accord with a number of two storey side extension in the street. In the event nos. 19 and 21 had symmetrical side extensions the building would be of a broadly similar width.
- 5.44. The proposed building has a deeper rearward projection than is common in the area, but the impact of this rearward projection has been limited by stepping the building in from the boundary as it projects rearwards.
- 5.45. The building is proposed to be set beneath a mansard roof. Mansard roofs are generally discouraged as they can lead to deep floor plates and where visible can appear discordant in the town's roof-scape. In this instance, due to the specifics of the sites location and verdant back drop, the proposed mansard roof is not visible from public vantage points. In addition, the flat element of the roof has been recessed below the ridge level (a design feature endorsed by the Council's Residential Design Guide), and therefore will not be readily apparent when viewed from the street. Taken in the round the approach to roof design is considered to have captured the development potential of the site without unlocking the potentially negative design implications.
- 5.46. Taking the issue of scale as a whole it is considered that the building, whilst larger than its immediate neighbours, respects the scale of development in the area. It has taken the opportunities available to limit and architecturally break down the buildings three dimensional mass. The end result is that whilst some aspects of the development are different, it is considered to respect the established character of the area.

External Appearance

- 5.47. The building is proposed to be finished in a mixture of render and facing brick. Window cills are proposed to be finished in stone. Three course brick banding is proposed to be used to articulate the materials change between ground and first floor. The overall approach is considered to be acceptable. The final details of materials are capable of

being secured via condition.

Landscaping

- 5.48. The western part of the site, whilst overgrown with self-seeded vegetation in places, has no existing vegetation considered to be worthy of retention. The eastern part of the site would appear to have been left to grow wild and appears as emergent pioneer woodland. The wooded area in the eastern part of the site is considered to be worthy of retention as it provides a structurally landscaped backdrop and is of ecological benefit.
- 5.49. Development is principally limited to the western part of the site. The proposed landscaping comprises trees, hedging and grassed areas. In particular:
- a) The access road at the side of the building is proposed to be planted with hedging on both sides.
 - b) Four mature trees and hedging is proposed along the front boundary.
 - c) The rear patio areas are enclosed by hedging.
 - d) Six trees serve to visually break up parking court.
- 5.50. The broad approach to landscaping is considered to be acceptable. The detail is capable of being secured via condition.

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

Future occupiers of the development

- 5.51. The proposed dwellings by virtue of their size, arrangement, light to and outlook from bedrooms, the provision of balconies and the quality of the communal amenity areas is considered to create an acceptable living environment for future occupiers.

Occupiers of No.11

- 5.52. No. 11 is a traditional semi-detached dwelling with principle habitable room windows facing to the front and rear. The proposed development would sit comfortably within the Council's daylight angle guidelines and therefore cannot be said to materially impact on light to or outlook from any habitable room windows.

- 5.53. The proposed development has a number of windows in its flank elevation. Those closest to no.11, and capable of creating an overbearing and intrusive feeling of overlooking, are proposed to be fixed shut and obscurely glazed. Privacy screens are proposed for balconies. Obscure glazing and privacy screens are capable of being secured via condition. Subject to appropriate conditions, it is considered that unacceptable levels of overlooking can be avoided, and the relationship is considered to be acceptable.

Occupiers of No.19

- 5.54. No. 19 is a traditional semi-detached dwelling with principle habitable room windows

facing to the front and rear. The proposed development would sit comfortably within the Council's daylight angle guidelines and therefore cannot be said to materially impact on light to or outlook from any habitable room windows.

- 5.55. The proposed development has a number of windows in its flank elevation. Those closest to no.19 are proposed to be fixed shut and obscurely glazed. Privacy screens are proposed for balconies. Subject to an appropriate condition, it is considered that unacceptable levels of overlooking (and feeling of overlooking) can be avoided. The relationship between no.19 and the proposed development is considered to be acceptable.

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

- 5.56. 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.
- 5.57. Policy DM18 requires that the development will be required to deliver a minimum of 15% reduction in carbon emissions on site through the use of decentralised and renewable or low carbon sources and achieve a water efficiency standard equivalent to Level 3 and 4 of the Code for Sustainable Homes. A ministerial statement made on 27th March 2015 relating to the streamlining of the planning system has withdrawn the Code for Sustainable Homes and the government have proposed that local authorities do not seek to impose Code planning conditions with immediate effect. Carbon reduction will in future be addressed through the Building Control regulations. Water efficiency standards will be secured via condition in accordance with the optional technical standards.

The Economic and Social Role

NPPF

- 5.58. It is acknowledged that there would be economic benefits associated with the development. These would include short term job creation and spending on construction, added spending power in the local area in the future from economically active residents, a transport infrastructure contribution, CIL and New Homes Bonus. These are considered to represent planning benefits that weigh in favour of the development.
- 5.59. 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
- 5.60. These economic and social benefits attract modest weight in favour of the proposed development.

Presumption in favour of Sustainable Development and weighing and balancing.

NPPF

- 5.61. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-

making. In this instance the development is considered to accord with the Development Plan and therefore has been recommended for approval without delay.

RECOMMENDATION: Minded to grant planning permission subject to conditions and completion of a Planning Obligation

That the Head of Planning and Sustainability be given delegated authority to grant Conditional Permission provided that a Planning Obligation is made to secure affordable housing. 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 that address the following matters (Detailed wording to be finalised):

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:
 - a. WDC1 (location plan)
 - b. 17/3454/10 A (dated 14/05/18) – Roof Plan
 - c. 17/3454/11 A (dated 14/05/18) – Floor Plans
 - d. 17/3454/12 A (dated 14/05/18) – Elevations
 - e. 17/3454/13 (dated 18/04/18) – Street Scene/Section
 - f. 17/3454/14 (dated 18/04/18) – Bin and Cycle StoreReason: in the interest of proper planning and to ensure a satisfactory development of the site.

Appearance

3. Notwithstanding any indication of materials which may have been given in the application, 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

4. 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 planting specification as illustrated in plan ref: 17/3453/10 A.
 - The retention of the area annotated 'Area of Woodland' on plan ref: 17/3454/10 A.
 - Tree pit details will be specified. Provision will be made for root expansion beneath hard surfaced areas, using tree root soil cells where trees root expansion areas are confined by hardstanding and/or compacted ground.
 - 5 bat and 5 bird boxes to be incorporate on the building and other structures within the site.
 - 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.

5. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the 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.

Environmental

6. A scheme to protect the proposed development from traffic noise shall be implemented before any part of the accommodation hereby approved is occupied, unless the Local Planning Authority otherwise agrees in writing. The scheme shall ensure the indoor ambient noise levels in living rooms and bedrooms meet the standards in BS 8233:2014 for the appropriate time period. Unless otherwise agreed in writing with the Local Planning Authority it shall be assumed that the existing noise level at the façade of the proposed development is 72dB LAeq16 hour and 66dB LAeq, 8 hour. The scheme shall include mechanical ventilation to meet the requirements of the Noise Insulation Regulations 1975 as amended 1988.

Reason: To protect the occupants of the new development from noise disturbance.

7. Flats 5 and 8 hereby permitted shall not be occupied until the obscure glass privacy screens to the sides of the balconies, indicated on plan ref: 17/3454/12 A (last updated 14/05/18), have been implemented.

Reason: in the interests of the amenities of the neighbouring dwellings.

8. Before the first occupation of the building hereby permitted the following windows:
 - a. first floor window in the northern flank elevation of flat 5 (providing a secondary source of light to the kitchen diner);
 - b. first floor window in the southern flank elevation of flat 4 (providing a secondary source of light to the kitchen diner);
 - c. first floor window in the northern elevation of flat 6 (providing a secondary source of light to the living room);

shall be fitted with obscured glazing and any part of the window that is less than 1.7 metres above the finished floor level of the room shall be non-opening. The window(s) shall be permanently retained in that condition thereafter.

Reason: in the interests of the amenities of the neighbouring dwellings.

Flooding/SUDs

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

- Demonstrate that water quality, ecological and amenity benefits have been considered.
- Infiltration in accordance with BRE365.

- Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the hierarchy listed in the informative below with the relevant permissions.
- 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 on-site 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.
 - Flow depth
 - Flow volume
 - Flow velocity
 - Flow direction

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

10. 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) during and following construction, with details of who is to be responsible for carrying out the maintenance. The plan shall subsequently be implemented in accordance with the approved details.

Reason: 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.

11. 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: to ensure the Sustainable Drainage System has been constructed as per the approved is designed to the technical standards.

Highways/parking

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

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

13. Within one month of the new access being brought into use all other existing access points not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb or removing the existing bell mouth and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway and highway boundary.

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

14. No other part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 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 intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

15. 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 or have over half of the spaces allocated to specific dwelling flats.

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.

16. The development hereby permitted shall not be occupied until the facilities for the storage of refuse bins and cycles have been provided in accordance with plan ref: 17/3454/14 (dated 18/04/18) unless otherwise agreed in writing.

Reason: To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents.

Energy

17. Prior to occupation of the development hereby permitted 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.

18. 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.

19. 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.

INFORMATIVE(S)

1. In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approaches decision-taking in a positive and creative way by taking a proactive approach to development proposals, which are focused on solutions.

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:

- Updated the applicant/agent on a number of 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.

S106

2. The following matters are dealt with by way of a S106 agreement:
 - a. Provision of 1 Discount Market Value dwelling.

Ecology

3. 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,
 - 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.

17/07195/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Zia Ahmed – As local councillor I will present the view of local residents. This application must go to planning committee for approval. It has planning issues such as parking, entrance and exit from busy main road, street layout, and local pre-school right opposite.

Councillor Nigel Teesdale – no comment

County Councillor Darren Hayday (West Wycombe) – planning permission should not be granted. Exit/entrance onto New Road is very dangerous. New Road is an important route through the town. Entrance is very near the roundabout. A safety report shows the dangers of this general area. Increased vehicles will increase the risk of accidents and traffic problems.

Parish/Town Council Comments/Internal and External Consultees

High Wycombe Town Unparished

Arboriculture Spatial Planning - No objection

Control of Pollution Environmental Health - There is considerable traffic flow day and night through the area at the front of the property and this will affect the amenity of the future occupiers of the dwelling. There will be a need to attenuate the dB levels inside the property so as to comply with WHO health requirements and BS8233:2014 guidelines, under planning paragraph 123 of the NPPF.

Buckinghamshire County Council (Major SUDS) – The Lead Local Flood Authority (LLFA) initially raised objection on the basis that a surface water drainage strategy had not been provided. Ground investigation was required including infiltration testing. The application was put on hold whilst the land was testing that the drainage strategy prepared. The relevant information was submitted in March and May 2019. The LLFA were re-consulted and removed their objection subject to the imposition of conditions relating to the submission of a detailed surface water drainage scheme, its ongoing maintenance and a verification report that it has been installed as agreed.

County Highway Authority – No objection raised. In summary the County Highway Authority considers that:

- The highway network can safely and conveniently accommodate the vehicular movements associated with the proposed development.
- Appropriate visibility splays can be achieved.
- The proposed access will not have an unacceptable conflict with the roundabout.
- The access at 4.8 metres is sufficient for vehicles to pass.
- The County parking standard for cars and bikes is met.

Mindful of the above, the County Highway Authority raise no objection to the proposed application, subject to conditions in respect of access construction, closure of the existing access, provision of visibility splays and a scheme securing the required parking.

Representations

9 representations received, including 1 from the Sands Residents Association, which can be summarised as follows:

Principle

- Area is dominated by family homes. Flats would be for young singles.
- Proposal would set a precedent for more family homes to be turned into flats.

Design

- Over development
- Visual appearance unacceptable. It dwarf the neighbouring dwellings.
- Design is not in keeping with the area.
- Building will dwarf other property in the area.
- 2.5 storeys is too high.

Amenity

- Detrimental to amenity and privacy of neighbours.
- Unbearable traffic noise.
- Block light to neighbouring dwellings.
- Loss of privacy to neighbouring dwellings.

Parking and highway safety

- The road is dangerous and very busy.
- Limited parking in area.
- No visitor parking.
- Insufficient parking for the proposed quantum of development.
- The proposed access would be very dangerous.
- Construction vehicles would create a significant risk to pedestrians and junction.
- Where will contractors park.
- Impact on Children walking to school.
- Very bad congestion in the area will be made worse.
- Construction workers will be looking to parking their vehicles locally.

Other Matters:

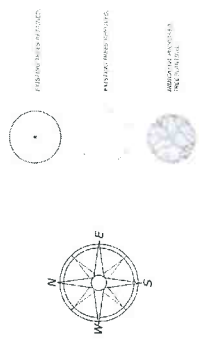
- Flooding is known to be an issue in the area.
- Risk of surface water flooding due to hard standing. The area is prone to surface water flooding.
- What is happening on the land to the rear of the site?
- Wildlife and environmental disturbance – foxes, badgers, squirrels and deer in the area.
- Deer live in the wooded part of the garden at the rear of No.15.
- Additional school places required.

17/07195/FUL
Scale 1/1250



Rev. A - Road plan updated: 14/5/18

KEY

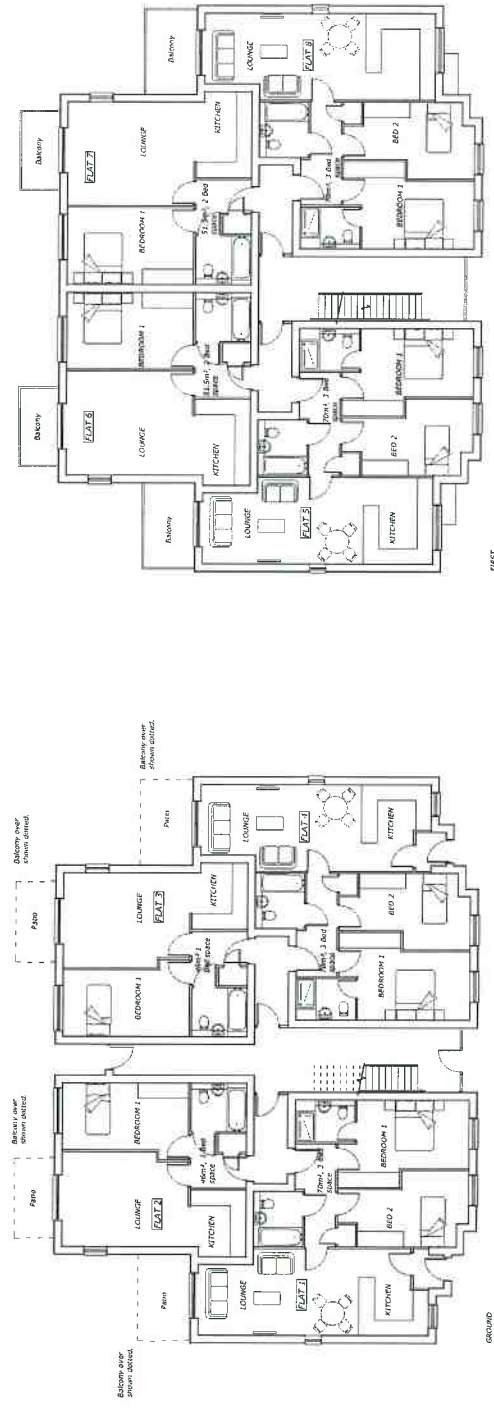
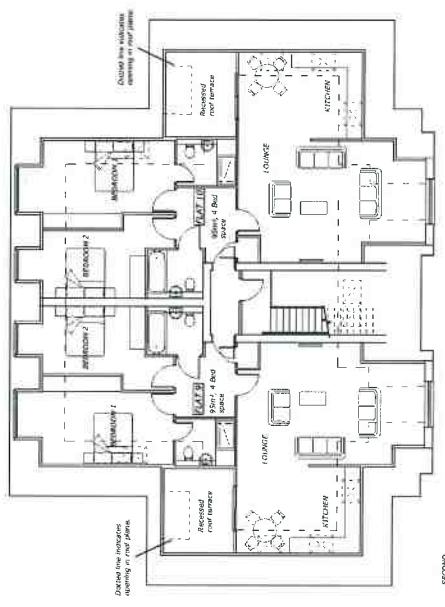


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W J Macleod
ARCHITECT
70a High Street, Northwood, Middlesex HA8 9JH
Phone: 0181 871 2000

LAND AT 15 & 17 NEW ROAD, HIGH WYCOMBE.





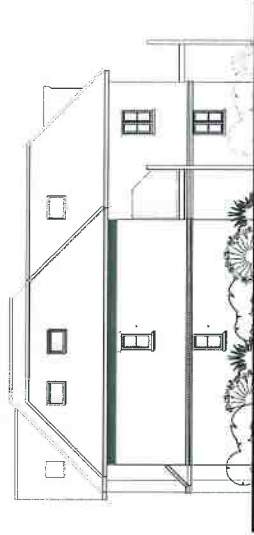
Project No.	17/3854/11
Date	17/4/18
Scale	1:100(BA1)

W J Macleod
ARCHITECT
77a High Street, High Wycombe, Bucks, UK
www.wjmacleod.co.uk

LAND AT 15 & 17 NEW ROAD,
HIGH WYCOMBE.



WEST

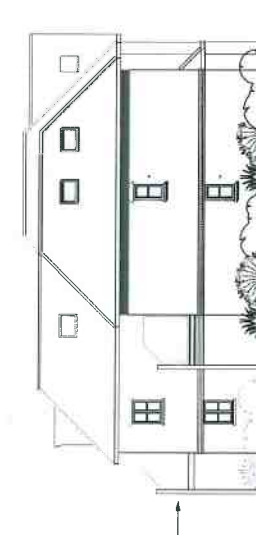


SOUTH

* Occasional planting



EAST



NORTH

* Occasional planting

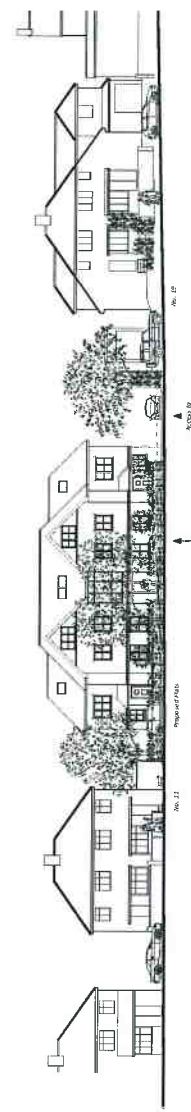
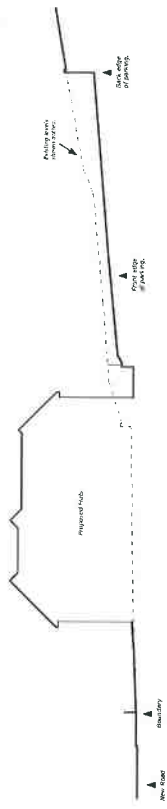
Elevations



LAND AT 15 & 17 NEW ROAD,
HIGH WYCOMBE.

W J Macleod
ARCHITECT
15 High Wycombe, Bucks HP12 3JF
Phone: 01494 450000

Project No.	17/2453/12	Rev.	18
Date	17/4/18	Drawn by	JJ008941



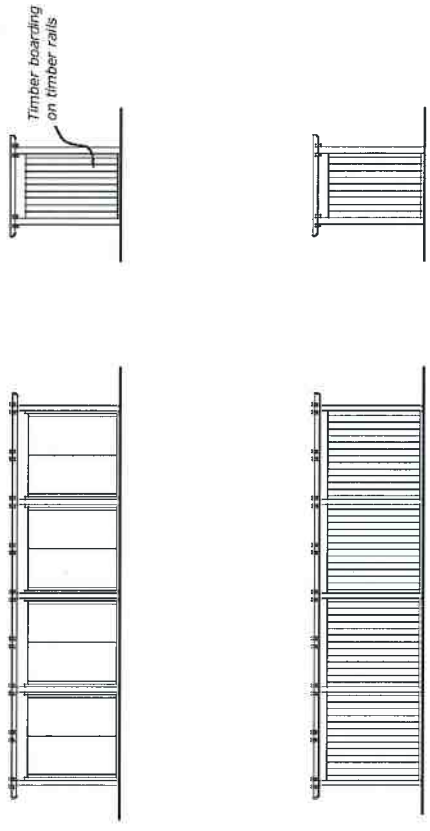
Street Scene / Site Section



LAND AT 15 & 17 NEW ROAD, HIGH WYCOMBE.

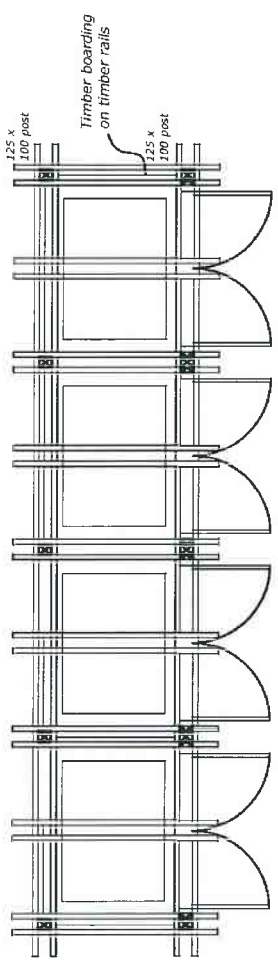
W J Macleod
 ARCHITECT
 75 High Street, High Wycombe, Bucks HP12 3JF, UK
 Phone: 01494 422222

Project No.	Client	Date
17/1454/13		
18/4/20		
1:200 @ A3		

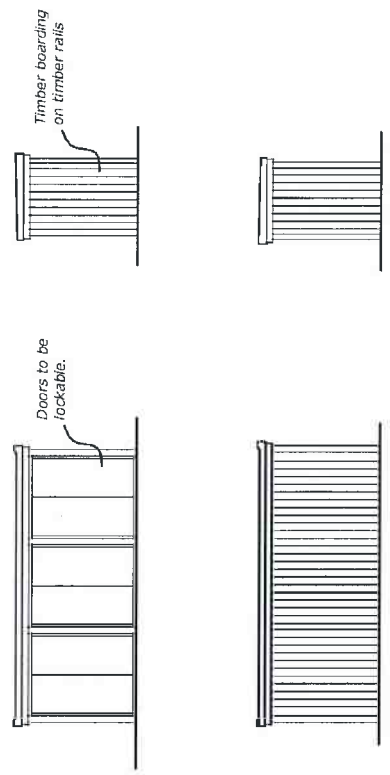


Elevations Scale 1:100

Plan for up to 4 No. 1100 litre bins

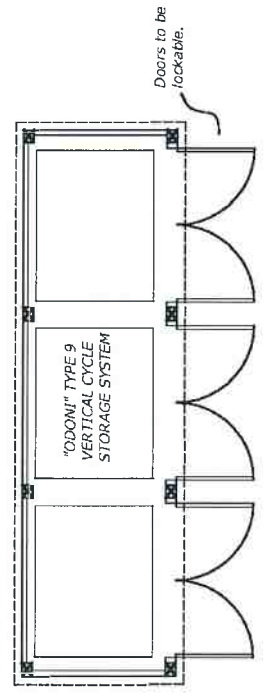


Plan Scale 1:50



Elevations Scale 1:100

PLAN FOR 12 No. CYCLES



Plan Scale 1:50

Bin & Cycle Store



LAND AT 15 & 17 NEW ROAD,
HIGH WYCOMBE.

W J Macleod
ARCHITECT
15 & 17 NEW ROAD, HIGH WYCOMBE, MK43 0JN

Project No.	17/258/14
Date	18/4/18
Drawn	J.JOBBER

Agenda Item 7.

Contact: Robert Harrison DDI No. 01494 421641

App No : 17/08464/R9OUT App Type : R9OUT

Application for : Outline application (including details of access) for erection of a 6 storey residential scheme for 68 units with associated parking provision and highways works.

At West Site, Former Compair Works, Bellfield Road, High Wycombe, Buckinghamshire

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

Target date for decision: 06/04/18

1. **Summary**

- 1.1. Taken on balance the proposal is considered to represent an acceptable form of development. 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.
- 1.2. In terms of benefits the site would:
 - a) Set parameters for the delivery of up to 68 new residential units on the site. The exact layout and design to be reserved for future consideration.
 - b) Contribute towards the Council's five year housing land supply.
 - c) Set the framework for the delivery of private open space; including the provision of children's play.
 - d) In combination with the Ashwells site, deliver above policy level affordable housing in quantitative terms.
 - e) Set the parameters for ensuring that the amenities of neighbouring dwellings can be protected in accordance with the Council's Residential Design Standards.
 - f) Improve the access to the site for future residents of the development and improve access to the PRoW network for existing residents in the area.
 - g) Secure the early delivery of the adjacent employment land.
 - h) Deliver economic and social benefits from the construction process and the creation of new communities.
 - i) Pay into the CIL fund to secure wider infrastructure improvements.
- 1.3. In terms of negatives the site would:
 - a) Not deliver any market or intermediate housing to balance the tenure mix on the site.
 - b) Result in the loss of an area of employment land. Although, this would be mitigated by securing employment land on Cressex Island.
- 1.4. On balance, the positive aspects of the proposal are considered to clearly outweigh the negatives and on this basis planning permission should be granted.
- 1.5. The development proposal is considered to accord with Development Plan, 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 Bellfield Road Employment Area. The western part of the site comprises steeply sloping ground and is designated as a biological/geological notification site (High Wycombe Pit), it is described as a disused quarry and notable for its exposed chalk face. 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 0.436 hectares (2.5 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 (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; many are split level. The escarpment is traversed by a public footpath, which gives views down on to the application site. To the north of the site is an area of vacant land, which is currently the subject of a separate but conjoined application for 12 business units (ref: 18/05323/R9FUL). To the south of the site are a number of light industrial units, a recently constructed public house and Morrison's supermarket. The area has a mixed commercial and residential character.
- 2.3. The application is in outline form with all matters reserved save for site access. Outline planning permission is sought for 68 units of residential accommodation¹. The illustrative plans, whilst not definitive as to the final design, indicate that the building comprises 6 storeys set out in a 'U' shape with an inner court yard. The building is served by two stair cores. Each stair core (with lift) would serve 6 apartments per floor accessed off an elevated deck. Balconies of between 9 and 16sqm are indicated for each flat with additional communal roof top space. Given the constrained nature of the site the illustrative plans are considered to give a good indication of what is likely to be delivered on the site.
- 2.4. Alongside the planning application an agreement under S106 of the Town and Country Planning Act is being negotiated.
- 2.5. The application was amended during the course of its determination in the following ways:
 - a) Alterations to the site area.
 - b) Inclusion of additional landscaping.
 - c) Inclusion of a site access, which had previously been assessed under a separate application.
 - d) The inclusion of an outline drainage strategy to address the Lead Local Flood Authority's (LLFA) concerns.
 - e) The inclusion of additional land contamination information to address the Environment Agency and Environmental Health Officer's concerns.
 - f) Revisions to the affordable housing strategy.
- 2.6. The application is accompanied by:
 - a) Statement of Community Involvement prepared by Savills;
 - b) Heritage Statement prepared by Savills;
 - c) Design and Access Statement prepared by Pick Everard;
 - d) Air Quality Assessment prepared by Pick Everard;
 - e) Noise Impact Assessment prepared by Spectrum Acoustic Consultants;
 - f) Arboricultural Impact Assessment prepared by Hayden's Arboricultural Consultants;
 - g) Phase 1 Geo-Environmental Survey prepared by Pick Everard & supplementary Geo-Environmental Investigation (dated May 2019);

¹ 32 x 1bed/2 person units; 24 x 2 bed/4 person units; and, 2 x 3 bed/4person units.

- h) Appendix B Historic Maps prepared by Pick Everard;
- i) Phase 2 Ground Investigation prepared by Pick Everard;
- j) Transport Assessment prepared by Odyssey;
- k) Delivery and Servicing Plan prepared by Odyssey;
- l) Construction Traffic Management Plan prepared by Odyssey;
- m) Ecology Statement prepared by Grassroots Ecology;
- n) Flood Risk Assessment prepared by Pick Everard;
- o) Sustainable Drainage Statement prepared by Pick Everard; and,
- p) Building Services and Sustainability Stage 2 Report prepared by Pick Everard.

Statement of Community Involvement

2.7. 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 our website.

Environmental Impact Assessment

2.8. 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 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

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 (Officer – 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 north of the site is an area of vacant land, which is currently the subject of a separate but conjoined application for 12 business 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 substantially 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). Although, the office building on the site has been granted planning permission under the General Permitted Development Order 2015 to be converted to residential (ref: 14/07743/PAJ). This permitted development entitlement 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): E2 (Existing Business Parks), E3 (Employment Areas)

CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS3 (High Wycombe principles), CS11 (Land for business) and CS12 (Housing provision).

DSA: DM1 (Presumption in favour of sustainable development) and DM5 (Scattered Business Sites).

Emerging New Local Plan: CP1 (Sustainable Development), CP2 (Spatial Strategy), CP4 (Delivering Homes) and CP5 (Delivering Land for Business).

5 Year Housing Land Supply Position Statement – December 2016.

Memorandum of Understanding – Proposed Unmet Housing Need Duty to Cooperate
Memorandum of Understanding between Aylesbury Vale District Council and Wycombe District Council

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), 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 residential, is considered to be clearly contrary to both adopted and emerging policy.
- 5.2. The last permanent use of the site was as a car park within the larger Compair Broomwade factory site. Since the factory closed, and was demolished, it has been used for a number of temporary uses while it awaits redevelopment. These uses include:
 - a temporary public car park;
 - a temporary Sainsbury's food store; and,
 - most recently van storage.

It is considered that only very limited weight should be applied to the loss of the current use as it is relatively low grade, temporary and would only deliver very limited employment. The core issue is the loss of employment land where future permanent employment uses could be accommodated.

- 5.3. In order to address this policy conflict it has been proposed that Cressex Island, which is designated in the local plan as White Land (i.e. undeveloped urban land without a development allocation) and therefore could be used for a range of uses, be used for employment purposes instead of the Bellfield Road site². This would have the benefit of providing residential development in close proximity to shops and services and employment land with good access to the motorway and Cressex Industrial Estate. In order to support the departure from policy a 50% uplift in the area of employment land is proposed as a planning benefit. A legal agreement would be required to deliver this benefit.
- 5.4. In addition, it is proposed that the adjacent employment site to the east, which is being assessed concurrently under application ref: 18/05323/R9FUL, be delivered in combination with the current proposal. This site is aimed at small scale start up businesses that would not ordinarily be favoured by market providers who would make more revenue with larger format employment uses. The delivery of the adjacent employment units, in connection with the current application, is afforded some weight. A condition would be required to secure their delivery.
- 5.5. Subject to a legal agreement being entered into securing 0.66ha³ of land at Cressex Island for future employment purposes, in place of the land at Bellfield Road and delivery of the adjacent employment units in connection with the residential development, it is considered that the current proposal is acceptable in principle. In effect a material consideration exists, which justifies a departure from adopted policy.
- 5.6. Other material considerations have been advanced such as viability and marketing considerations. However, in the absence of adequate supporting evidence, little weight can be attributed to these considerations at this time.

Housing Supply

- 5.7. 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 Bellfield 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 Bellfield could make to ongoing housing delivery in the District.
- 5.8. Irrespective of the 5 year housing land supply position it is acknowledged that the delivery of much needed homes (in particular 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)

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

Fluvial Flood Risk

- 5.10. 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 in fluvial flood risk terms.

Ground and Surface Water Flood Risk

- 5.11. The Flood Risk Assessment submitted with the application (Prepared by Pick

² At the time of preparation of the New Local Plan it had been assumed that Cressex Island would be used for retail purposes in connection with the acquisition of the land by Costco.

³ 0.44ha + 0.22ha (50% uplift).

Everard; 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 test those areas identified as being at risk of surface water flooding as this would have the practical impact of preserving earlier harmful manmade 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, whilst ensuring no new issues occur. Therefore, subject to an appropriate Sustainable Urban Drainage strategy, the proposal in surface water flood terms, is considered to be acceptable.

Sustainable Urban Drainage

- 5.12. 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 be 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 maintenance via legal agreement, the Sustainable Urban Drainage 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)

Planning Obligations Supplementary Planning Document (POSPD)

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

Planning Obligations Supplementary Planning Document (POSPD)

- 5.13. The affordable housing requirement for land last used for an employment generating use is 40% of bed spaces. The current proposal is for 100% of bed spaces as affordable rental housing. This level of affordable housing far exceeds the policy requirement of 40% and therefore represents a significant planning benefit. Therefore, taken in isolation the current proposal, in affordable housing terms, is considered to be acceptable. The affordable housing is capable of being secured via legal agreement.
- 5.14. It should be noted that this site forms part of a dual-site affordable housing offer involving the Ashwells site and that the proposed level of affordable housing would only be delivered in the event both sites come forward together. The logic behind the dual site approach to affordable housing delivery was set out in the Ashwells report to Committee on 22nd May 2019. The relevant extract is below:

“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.

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.”

- 5.15. Therefore, the benefit of the additional affordable housing has already been offset against another scheme. Any future legal agreement would need to be structured so as to allow the site to come forward as proposed or with policy level affordable housing at 40% in the event Ashwell’s does not come forward or falters in its delivery.
- 5.16. In order to promote mixed communities the Local Plan seeks to ensure a mixture of affordable rental accommodation, shared ownership and owner occupied accommodation. The disadvantage of delivering the two sites together is that the affordable housing tenure mix is less evenly spread than policy would ordinarily permit. 100% affordable housing (by bedspace and unit) is proposed 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 centre wide basis given the mixed character of the Hughenden Quarter and town centre generally. There is also some advantage in having affordable housing for rent near the town centre as it provides good access to work and services and limits the need for car ownership in low income families. Nevertheless, when taken in the round the skewed mix is viewed as a negative aspect of the current proposal, which must be weighed against the quantitative benefit.
- 5.17. On balance 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 be applied to the Ashwell’s site to ensure prompt delivery of the current application site.
- 5.18. In the event the Bellfield Road application is refused this would not impact of the delivery of the Ashwell’s site because the fall-back position at Ashwell’s is that policy level affordable housing can still be delivered.

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)

- 5.19. The main part of the site has long been set over to hardstanding for the parking of vehicles and therefore is of little ecological value. However the western part of the site (a steeply sloping bank) is designated as a biological notification site known as High Wycombe Pit, which is of noted for its geological importance on account of its exposed chalk face.
- 5.20. In support of the application a phase 1 habitat survey was prepared by Grassroots Ecology. The survey concluded that the site was overall of limited ecological value although the wooded area to the west of the site was of some limited value in ecological terms (principally for foraging for bird, 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 proposed within the developed area. Soft landscaping within the development area also has the potential to offer additional habitat and foraging opportunities. Layout and landscaping are reserved matters, which can be secured via condition. A condition will also be required securing the provision of bat and bird boxes as part of the development proposal. Subject to

appropriate conditions the development proposal is considered to be acceptable in ecological terms.

Public Open Space

CSDPD: CS6 (Princes Risborough), 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)

Planning obligations SPD

5.21. Policy DM16 (Open Space in New Development) of the DSA requires development to make provision for public open space and states:

“For developments of 40 dwellings or above (gross) or 5000 sqm or above (gross) of non-residential development:

- a) Strategic open space will be provided off-site and funded through the CIL.
- b) Local open space should be provided on-site in accordance with the standard set out in paragraph 1(b).”

5.22. The application site comprises more than 40 dwellings and therefore Local Open space is required onsite. Ordinarily for a site of this nature a public playground would be sought. The application does not comprise any public local open space and therefore is contrary to policy DM16.

5.23. However, this breach of policy is afforded limited weight because:

- Given the sites location in a virtual residential cul-de-sac, there would be limited public footfall and therefore public open space would be of limited value.
- Private play is proposed onsite, which is capable of being secured via condition, which would benefit the occupiers of the development, who would have been the main beneficiaries of public play should it have been provided.

5.24. In terms of other material considerations to be weighed against the open space policy harm, the application is proposing to improve the public footpath to the west of the proposed development (ref: HWU/26/1), which links the site and surrounding area to Gandon Vale, Hughenden Avenue and the destinations to the west such as Disraeli school. The works would include:

- a) Resurfacing.
- b) Cutting back vegetation.
- c) New planting.
- d) Removal of litter.
- e) Improving fencing.
- f) Improved signage.

5.25. Given the site specific characteristics, this public realm improvement would:

- a) Enhance the connectivity of the site to the local school and other public facilities to the west.
- b) Enhance connectivity between the town centre and Downley area generally.
- c) Provide more public benefit than a public play space in the location of the development.

5.26. Therefore, in this instance it is considered that an ‘other material consideration’ exists that justifies a departure from the Council’s policy on open space provision.

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

5.27. 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

5.28. 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 materially increase vehicle movements during AM or PM peaks or have a significant impact on local junctions.

Access

5.29. 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 commercial development to the north and south. The proposed access would give the current access the character of a residential street rather than a private commercial access. 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

5.30. The internal road design is reserved for future consideration. However, the illustrative material indicates that there is adequate scope on site for refuse collection and delivery vehicles to turn and access/egress in a forward gear.

Parking Provision

5.31. Parking provision is a Reserve Matter that will be addressed in detail at the Reserved Matters stage. However, it is necessary to take a view at the present time whether the proposed quantum of development could reasonably be expected to deliver adequate parking provision.

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

5.33. The Council's starting point is that we would expect parking provision and the size (minimum of 5 x 2.8 metres) of parking spaces to be provided in accordance with the Countywide Parking Guidance.

5.34. The site is located in residential parking zone A (High Wycombe). The number of parking spaces is based on the number of habitable rooms. The illustrative material indicates that all units would have 4 habitable rooms or less. 68 residential parking spaces are proposed (minimum of 5 x 2.8 metres). The County parking standards indicate that:

- for dwellings with 4 habitable room or less;
- on sites of 10 dwellings or more,

that one space is required per dwelling. Where more than 50% of the spaces are allocated a further 20% of spaces (14 spaces) are required in an unallocated form. The illustrative proposal exactly meets the Council's optimum standard for parking, provided more than 50% of spaces are unallocated. Therefore, subject to provisions in the legal agreement to secure 51% of spaces as unallocated the current proposal is considered to accord with adopted policy. In this instance, given that the site is

leasehold and likely to be controlled by a single registered provider, a legal provision of this nature is considered to be reasonable and enforceable.

- 5.35. The applicant has proposed a parking sharing arrangement with the adjacent industrial units, which have a surplus of parking. Whilst such an arrangement may work, it cannot be relied upon and therefore no weight is given to this proposed parking benefit.
- 5.36. Taken in the round, the illustrative material is considered to demonstrate that any future scheme will be capable of delivering acceptable policy compliant levels of parking.

Pedestrian

- 5.37. The site is well located in respect of access to jobs and services. The proposed:
- Alterations to the access, which will provide a 2m wide pedestrian footpath, providing a good link to the town centre; and,
 - Improvements to the PRow (ref: HWU/26/1) to the west of the site will improve pedestrian accessibility to the west for occupiers of the development and the existing community.
- 5.38. By virtue of the sites location within the urban area and the pedestrian accessibility improvements, pedestrian connectivity is considered to be acceptable and will represent a viable alternative to the private car.

Cycling

- 5.39. Cycle parking is a reserve matter. The illustrative material indicates that policy compliant amounts of cycle parking can be delivered in two large cycle stores. The current proposal of two large cycle stores is not considered to be very conducive to encouraging their use due to the potential fear over crime and accountability. However, it is considered that there is scope to address this matter at the Reserve Matters stage.

Public Transport

- 5.40. 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

- 5.41. The application was accompanied by a Phase 1 & 2 Geo-Environmental Desk study by Pick Everard. Given the known man-made disturbance on the site and the potentially historic polluting activities and the potential implications on the towns 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

- 5.42. Concerns were initially raised by the Council's Environmental Health Officer (EHO) in respect of the potential for 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

5.43. This matter is capable of being addressed at the Reserve Matters stage.

Bins

5.44. Illustrative material indicates that adequate bin storage is capable of being delivered. Detailed design considerations are capable of being addressed at the reserved matters stage.

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)

5.45. A Heritage Statement has been prepared by Savills and submitted with the application. The report concludes that likelihood of the site impacting on archaeological remains is low and that given the sites context it is unlikely to have a visual impact on the setting of any heritage assets. The Council's Conservation and Heritage Officer accepts the findings of the report. Therefore, no objection is raised in respect of the historic environment.

Place Making and Design

ALP: G3 (General design policy), G7 (Development in relation to topography), G8 (Detailed Design Guidance and Local Amenities), 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

5.46. Issues of layout, scale, internal access, external appearance and landscaping are all reserved for future consideration. However, the parameter plans give a clear indication that the intention is to build a 6 storey building of between 21 and 23 metres in height. Therefore, whilst detailed design considerations can be set aside for future consideration, it is necessary reach a view as to whether a building of the broad scale indicated on the submitted parameter plans can be acceptably accommodated on the site.

Layout

5.47. Layout is a Reserved Matter for future consideration.

5.48. The illustrative material and parameter plans indicate a horse shoe shaped building with an internal court yard facing out onto a parking and landscaped area. The general approach to layout is considered to provide clear definition between public and private space and good sized dual aspect apartments. The layout approach is considered to represent an appropriate response to the site, which could support the delivery of 68 units of accommodation. There are some detailed matters of concern, but these are capable of being addressed at the Reserved Matters stage.

Scale

5.49. Scale is a Reserved Matter for future consideration.

5.50. The parameter plans and illustrative material indicates the scale (height and three dimensional mass) of the building. Given the existing development in the area and underlying topography there is considered to be scope on the site to accommodate a building of the scale proposed.

5.51. The extract below, taken from the Design and Access Statement, illustrates a building of the scale proposed in a cross section between the recently constructed extra care development to the East and Gandon Vale to the West.



5.52. The extra care development is seven storeys in height. The closest properties in Gandon Vale are three storeys in height and contain 8 flats per block. Due to the changing ground levels the top floor of accommodation in all three buildings is at approximately the same level. As a consequence of the scale of the extra care facility and the elevated position of the development in Gandon Vale, it is considered that a building of height proposed is capable of being accommodated on the site and appears acceptable in its context. A condition will be required limiting the height of the building to that indicated in the parameter plans supporting the application.

External Appearance

5.53. External Appearance is a Reserved Matter for future consideration.

5.54. The illustrative material is considered to indicate an architecturally articulated building with large balconies providing visual interest and natural surveillance of the street. The large windows and predominantly glazed frontage is also considered to create an attractive external appearance, whilst also improving the quality of the living environment for future occupiers. As such, the illustrative material is considered to have demonstrated that an acceptable design is capable of being achieved.

Landscaping

5.55. Landscaping is a Reserved Matter for future consideration.

5.56. The illustrative material indicates roof top gardens, a green space in the central courtyard and additional green areas to the north and south of the building. Provision has been made for street tree planting on the approach access road to the site. Parking provision is also indicated to be broken down, every three or four spaces, with planting. It is considered that there are additional opportunities for planting along the eastern and western boundaries of the site and improvements to the planting on the chalk face to the west. These matters are capable of being addressed at the Reserved Matters stage. The parameter plans and illustrative material is considered to indicate sufficient potential for landscaping.

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

5.57. The illustrative material indicates that 68 units can be constructed without unacceptably impacting on the amenities of future residents.

Gandon Vale

5.58. Nos.31 to 38 Gandon Vale are located between 22 and 27 metres from the south-western wing of the proposed block⁴. Nos. 23 and 30 are located between 27 and 31 metres from the northern most western wing of the proposed block. The western wings contain only one high level window per floor, which provides light to a bedroom; the main window for the bedroom looks into the central courtyard. Habitable room windows that look into the courtyard would also have views out to the properties in Gandon Vale to the west, but these views would be over 35+ metres at their closest point and at an acute 90 degree angle. It is possible that balconies will provide a degree of overlooking, but it is considered that this would be capable of being overcome at the Reserved Matters stage with the use of screens. Taken in the round, from the illustrative information provided it is considered that it will possible for a scheme to come forward, in accordance with the parameter plans, without unacceptable overlooking of the properties in Gandon Vale.

5.59. In addition due to the change in levels and distance between the proposed development and dwellings in Gandon Vale it is not considered that the proposed building would appear overbearing.

Extra Care Facility

5.60. The illustrative material indicates that the closest window to window distance with the extra care facility is circa 35m. The closest balcony to balcony distance is circa 25m (this is a side on relationship). Given the even and mutual nature of the relationship between these two developments the distance is considered to be acceptable. The relationship will also promote good natural surveillance of the public space between the two blocks. It is considered that it has been adequately demonstrated at the outline stage that 68 residential units can be accommodated on the site whilst respecting the privacy of the occupiers of the Extra Care Facility.

5.61. It is considered that the relationship between the two buildings would be not be overbearing.

Future Occupiers

5.62. The illustrative material indicates that good quality living accommodation is capable of being accommodated. In space terms the flats accord with the national space standards and the balconies exceed the Council's minimum standards. The external amenity area, whilst modest, is considered to be functional. At the Reserved Matters stage it will be necessary to ensure that the generous balcony sizes are retained to ensure good quality accommodation is created and to reflect the fact that affordable housing is proposed to be off-sited from Ashwells, where residents could reasonably have expected to have access to a garden.

Noise impact from proposed business units

5.63. The proposed development would be located adjacent to a number of business units concurrently proposed under application ref: 18/05323/R9FUL. There is potential for a degree of disturbance between these two uses. The applicant has submitted a noise Impact Assessment prepared by Spectrum Acoustic Consultants to address this matter. In part a limited degree of noise disturbance is to be expected given the historic and long standing expectation that the site would be used for employment purposes. There has never been the expectation that the Hughenden Quarter would be an intrinsically quiet neighbourhood. It has long been recognised that the Hughenden Quarter would comprise a mixture of residential and business uses. In order to control and limit the excesses of any potential noise disturbance it would be

⁴ The flats are staggered so ground floor units are closer

necessary to build noise attenuation into the design of the building and simultaneously limit the activities of the business units to ensure they operate within acceptable limits. Any limitation of the business activities would need to be addressed under application ref: 18/05323/R9FUL. For the purposes of the current application the Council's EHO has advised that a number of windows be fitted with acoustic glazing and trickle ventilation so that noise is limited and natural ventilation can be achieved without opening windows should a noise event occur. The proposed condition is considered to be reasonable and therefore subject to its imposition no objection is raised with regard to noise impact from the proposed adjacent business units.

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

5.64. 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.

5.65. 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.

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

Economic and Social Role

NPPF

5.67. 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.

5.68. 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, in connection with the wider Hughenden Quarter. These social benefits attract modest weight in favour of the proposed development.

Other matters

5.69. 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.

Presumption in favour of Sustainable Development

NPPF

5.70. 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, as appropriate:

- a. Affordable housing (100 % affordable rent if delivered in combination with Ashwells) or policy level affordable housing.
- b. SUDs maintenance – strategy secured via condition.
- c. Re-provision of employment land – to trigger separate S106 on land at Cressex Island.

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 that address the following matters (Detailed wording to be finalised):

Time Limit and Plans

1. Details of the Appearance, Landscaping, Layout and Scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins 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 three 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).
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).

Limitations

4. The development hereby approved shall comprise no less than 60 and no more than 68 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 application. To ensure adequate housing is provided to justify the loss of employment land and deliver adequate affordable housing.
5. The development hereby approved shall be limited to and accord with the following parameter plans:
 - a) Illustrative Framework Plan – ref: 18010-P-023

- a. The new private landscaped areas shall comprise the same area and be sited in a similar location to that indicated in the plan.
- b) Illustrative Height Parameter above ground plan – ref: 18010-P-022
 - a. The building should be limited to a maximum height of 23 meters.
- c) Illustrative Movement and Access plan – ref: 18010-P-020
- d) Illustrative Land Use and Density – ref: 18010-P-021

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

- 6. No dwelling with windows facing north, east or south shall be occupied until windows have been fitted that meet the requirements stated in Section 7.2 of Spectrum Acoustic Consultants report ref: NDT5437/17145/1 'Redevelopment of existing land for Container Workshops, and C3 (Dwelling House) uses; Noise Impact Assessment'.
Reason: to protect the occupants of the new development from noise disturbance.
- 7. No more than 30 dwellings hereby permitted shall be occupied until the business units permitted under application ref: 18/05323/R9FUL has been constructed (shell and core) and made available for let.
Reason: to ensure delivery of the adjacent employment units. Justify the loss of employment land.
- 8. The reserved matter details of Layout and External Appearance shall include the provision of a roof top garden and large balconies as indicated in the illustrative material supporting the application.
Reason: To ensure a good quality communal and private amenity space offer to justify the relocation of affordable housing from the Ashwells site to the Bellfield Road site.

Landscaping and Ecology Management

- 9. The reserved matter details of landscaping shall include the following:
 - Scheme for lighting including the location, height, type and direction of light sources and intensity of illumination;
 - 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.
 - Details of existing and proposed below ground services;
 - Details of the play area indicated on plan ref 18010-P-023 - The play area should be provided to Field Houses Bench Mark Standards unless an alternative standard is agreed.

Reason: to ensure lighting, boundary treatments and structural planting is delivered in accordance with the illustrative material and at an appropriate time in the determination process. To ensure the proposed landscaping scheme delivers the ecological benefits identified in the ecological appraisal. To ensure an acceptable quality and quantity of play equipment is provided.

- 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 also 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 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. The building hereby permitted shall not be constructed more than 1 metre above ground floor level until a scheme for enhancements to the public right of way to the west of the site (ref: HWU/26/1) has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the building shall not be occupied until the approved scheme has been fully implemented.

The scheme should include:

- a) Resurfacing of degraded areas of path,
- b) Replacement of chain link fencing with steel parkland type fencing,
- c) Sympathetic vegetation management including cutting back of some of the Old mans beard (*Clamatis vitalba*), removal of *Lonicera nitida* at the top of the track, and some limited tree surgery.
- d) Some of the open areas on the bank would benefit from cutting back and planting medium sized native trees (e.g. Field maple, Hazel, Whitebeam).
- e) Litter removal.
- f) Where feasible block walls to the top of the path could be painted to make them more attractive.
- g) The fencing at the lower part of the site should be removed or minimised to reduce the feeling of the path being a contained narrow corridor.
- h) There needs to be a clear legible approach to the start of the footpath with clear signage.

Reason: to ensure the footpath is improved for future occupiers and in place of a public open space contribution.

14. Prior to occupation 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.

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. The Reserve Matter of layout shall include a parking strategy indicating a minimum of 51% of parking spaces on the site as unallocated. Those parking spaces indicated as unallocated on the approved plan shall be retained as unallocated for the life of the development and shall not be assigned to any individual flat.

Reason: to ensure an adequate supply of flexible parking is provided.

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 once the Local Planning Authority has identified the part of the site affected by the unexpected contamination, development must be halted. Before development recommences on the part of the site where contamination is present 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 any development above ground level a strategy for the provision of car charging points shall be submitted to the Local Planning Authority for approval. Prior to first occupation the development shall 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 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.
22. 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.

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:
- a. Affordable housing (100 % affordable rent if delivered in combination with Ashwells) or policy level affordable housing.
 - b. SUDs maintenance – strategy secured via condition.
 - c. Re-provision of employment land – to trigger separate S106 on land at Cressex Island.

Highways

3. 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

4. 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.

Design

5. The applicant is advised that the future Reserved Matter of Landscaping addresses the following Urban Design concerns:
- a. A planting belt should be established along the boundary of the adjoining extra-care development comprising an ornamental mix of medium/large shrubs, including evergreen species and small trees;
 - b. Details of all fences, walls and railings, including any to be retained on the boundary of the site;
 - c. A method statement for all new tree planting, which includes 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.
6. The applicant is advised to view the Urban Design and Landscape consultation responses, which are summarised in the case officer report, prior to the submission of Reserved Matters. The comments contain information that is relevant to the preparation of Reserved Matters applications.

Agenda Item 7. Appendix A

17/08464/R9OUT

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Maz Hussain – no comment received.

Cllr K Ahmed – Please call to Planning Committee if minded to approve. I have been approached by local residents who feel strongly against the application and I am evaluating whether it should be called to Planning Committee for determination. I feel it should go to Planning Committee by default of the size of the application.

Cllr P Turner – I would like an opportunity to discuss this application before a delegated decision is made with a view to bringing it to Planning Committee.

Parish/Town Council Comments/Internal and External Consultees

High Wycombe Town Unparished

Crime Prevention Design Advisor – no comments received.

Landscape Officer

Grass/lawn strip to western side of site between fence and existing woodland bank - this serves little apparent amenity purpose and would be better planted with a mix of native shrubs and/or non-invasive naturalistic shrubs. [Officer Note: this matter is capable of being addressed at the Reserve Matters stage].

Lawn area to eastern margin between car parking and bank to Extra-care development - in order to minimise visual and lighting impacts from the car park (including cars headlights) upon the adjoining development, this margin should be planted with an ornamental mix of medium/large shrubs, including evergreen species, to provide a significant degree of screening. [Officer Note: this matter is capable of being addressed at the Reserve Matters stage].

Occasional small trees within the mix should also be considered whilst avoiding overshadowing the adjoining development. There is no proposed fencing at the site's eastern boundary - the applicant should consider whether safety fencing, as a minimum, is required between the car park and retaining banks to the adjoining Extracare development. Proposals for any such fencing should consider the likely impacts upon visual amenity and, if appropriate, be accompanied by landscaping to screen it from both sides insofar as is possible.

Proposed landscaping to the car park / building frontage is minimal and should be increased to reinforce the residential qualities of the environment.

Communal courtyard and roof gardens is satisfactory.

Arboriculture Officer - No objection. There is little existing vegetation on the site. Tree planting/landscape details should be secured via condition.

Control of Pollution Environmental Health – The EHO has raised concerns in respect of air quality, noise impact on future occupiers, the impact of external lighting on future occupiers and the potential for land contamination. However, it was considered that these issues could be overcome with the use of conditions relating to electric vehicle charging points, the inclusion of acoustic glazing, the submission of a lighting scheme and a watching brief on contamination.

Ecological Officer – the site is of limited ecological value. However, the adjacent bank, which comprises a green infrastructure area is of ecological value.

The recommendations in the ecology report are positive, but they are not adequately specific. This will need to be addressed as the scheme progresses. Provision will need to be made for the removal of Himalayan Balsam.

Details of how trees will be planted in adequate soil volume to ensure the trees reach their potential. This will mean that trees will have access to approximately 30m³ each, (less might be acceptable).

Enhancements to the GI Opportunity Area soul include:

- Resurfacing degraded areas of path,
- Replacement of chain link fencing with steel parkland type fencing,
- Some sympathetic vegetation management including cutting back of some of the Old mans beard (*Clamatis vitalba*), removal of *Lonicera nitida* at the top of the track, and some tree surgery to some of the trees.
- Some of the open areas on the bank would benefit from cutting back and planting medium sized native trees (e.g. Field maple, Hazel, Whitebeam).
- Litter picking needs to be undertaken.
- The block walls to the top of the path could be painted to make them more attractive.
- The fencing at the lower part of the site should be removed or minimised to reduce the feeling of the path being a contained narrow corridor.
- There needs to be a clear legible approach to the start of the footpath with clear signage.

Buckinghamshire County Council (Major SuDS) – Objection was raised in respect of the first stage submission, but later withdrawn following the submission a revised drainage strategy and improvements to the highway drainage. Conditions requiring the submission of a detailed surface water drainage scheme and on-going whole life maintenance and management.

Community Housing – No objection raised.

Environment Agency (south-east) – The Environment Agency initial objection was withdrawn following the submission of the Curtins Supplementary Geo-Environmental Investigation for Bellfield Road, High Wycombe dated 03 May 2019.

They advise that the pulverised fuel ash deposited on the northern and central parts of the site nor the temporary construction works compound have impacted on groundwater quality in the Principal Aquifer under this site. However, there may still be hotspots of contamination within made ground which should be dealt with in an appropriate manner during development. Conditions have been requested relating to unforeseen contamination, piling and to prevent the infiltration of surface water.

County Highway Authority – the County Highway Authority states that the submitted Transport Assessment is considered to be robust. No objection is raised in respect of highway or junction capacity, parking provision or construction management. Conditions have been requested in respect of access delivery, parking provision and delivery of a construction traffic management plan.

Bucks County Council Strategic Planning – no comment.

Conservation Officer Spatial Planning - The Heritage Statement provides an analysis of the surrounding heritage assets and concludes that the proposed development will not impact on their significance. The Council's Conservation Officer agrees with the analysis and confirms that there is no objection to the application on heritage grounds.

Representations:

42 representations have been received (this includes some repeat objections). These can be summarised as follows:

Principle

- Inadequate local infrastructure (schools, nurseries, doctors surgeries, hospitals).
- Provision needs to be made for the retention of affordable housing.

Design

- The building is too high.
- Building is ugly.
- Three or four storeys would be more appropriate.
- Too colourful and out of character.

Landscape and Ecology

- Impact on ecology from building, pollution, noise, footfall and general disturbance.

Amenity

- The Hughenden Quarter has been a construction site for many years. This will add to the disturbance and dust.
- Loss of privacy for properties in Gandon Vale. Only 25m from balconies.
- Loss of views for properties in Gandon Vale.
- Proposed opening hours in the industrial units is unacceptable. Including Sunday opening.
- Green roof top would negatively impact on privacy of properties in Gandon Vale.
- Overbearing.
- Loss of light for dwellings in Gandon Vale.
- Properties in Gandon Vale will be boxed in. Partially subterranean on one side and a tall building on the other.
- Negative impact on the retirement village.
- Detrimental to the physical and mental wellbeing of elderly residents.

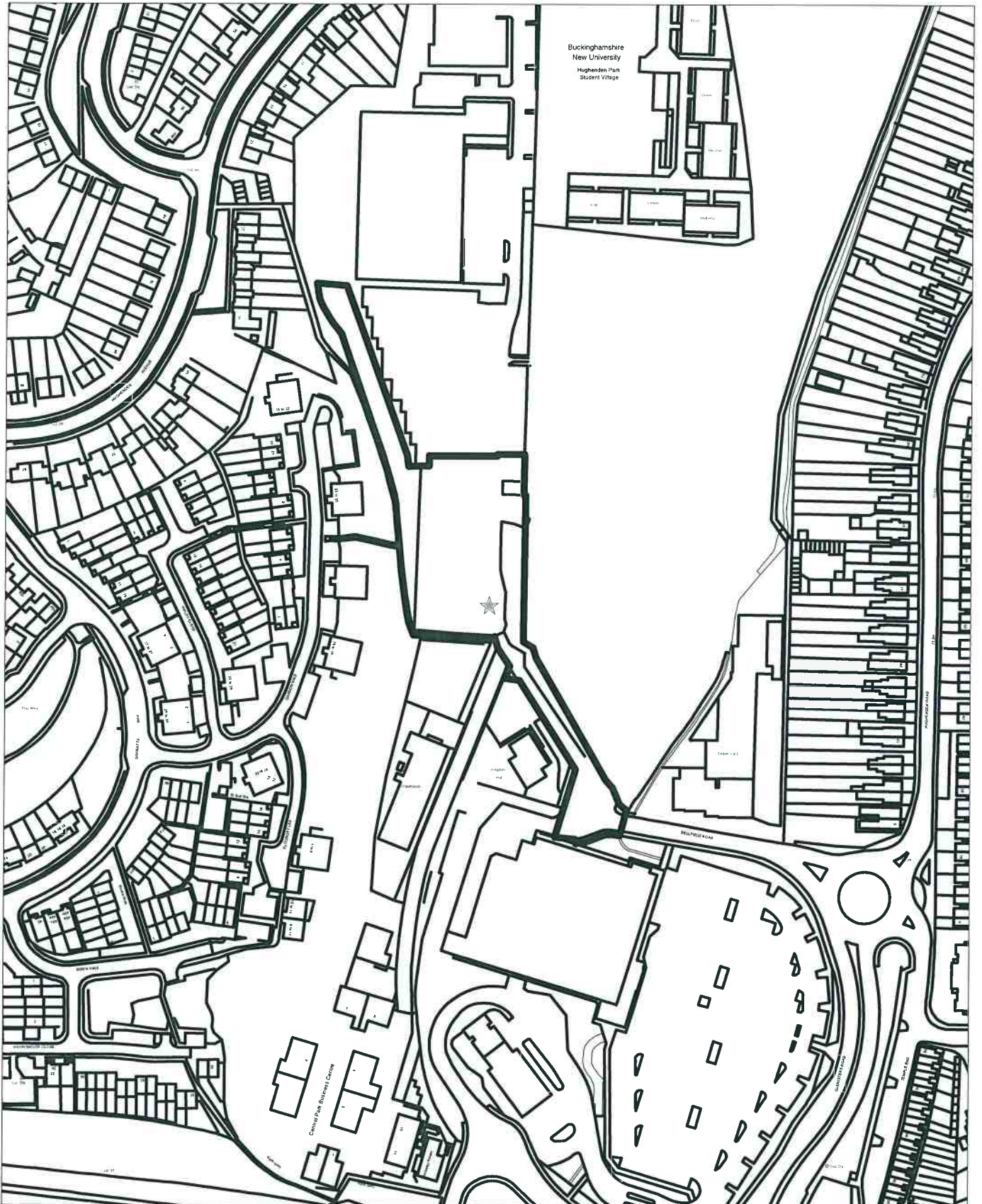
Parking and Traffic

- Inadequate Parking.
- Confusion in the planning statement between car and cycle parking spaces.
- Parking displaced into Gandon Vale.
- Inadequate highway capacity.
- Loss of existing parking.
- Object to access to Carousel bus depot being closed.

Other Matters

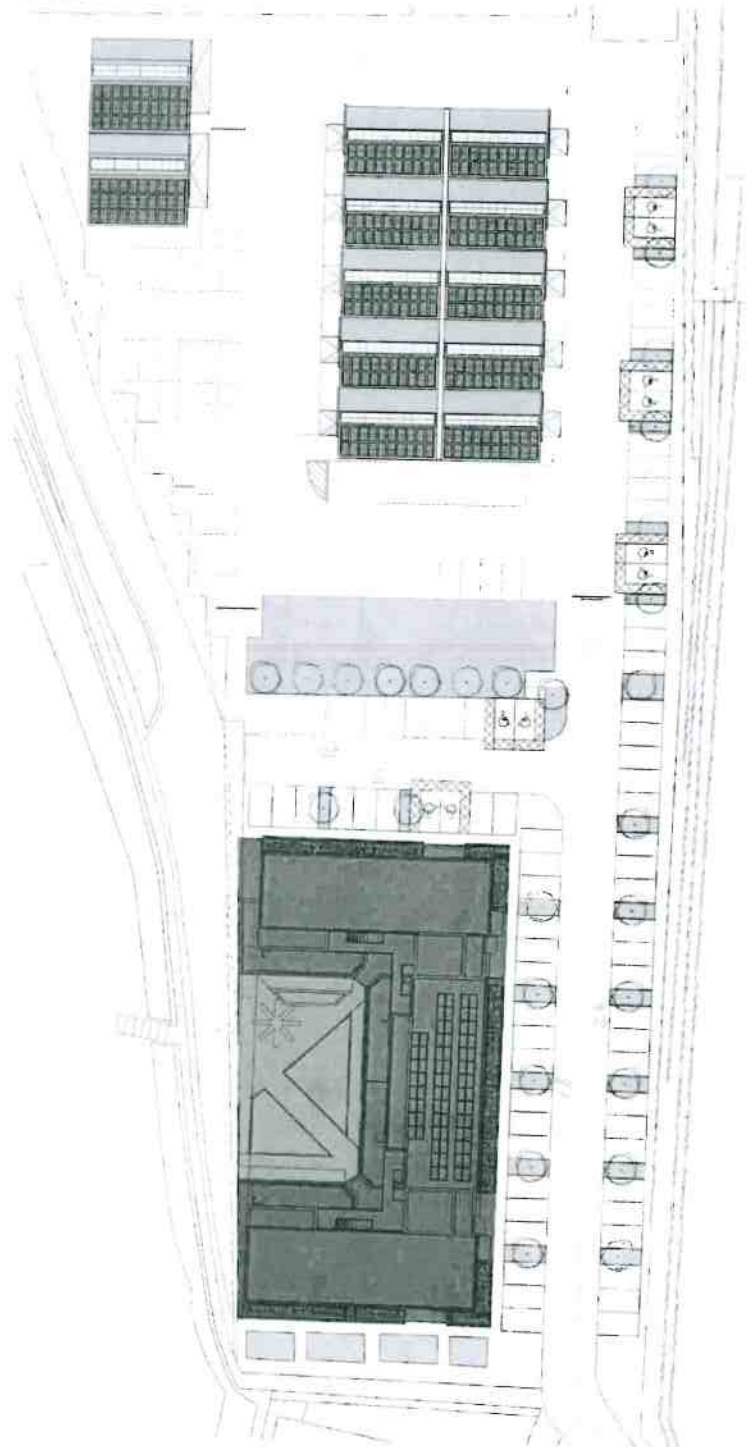
- Impact on house prices.
- Pictures in Design and Access Statement are misleading.
- Affordable housing is still not affordable.
- Inadequate consultation.
- Damage to surrounding buildings due to settlement.

17/08464/R9OUT
Scale 1/2500



Ref: *Development Framework*
AMENDED

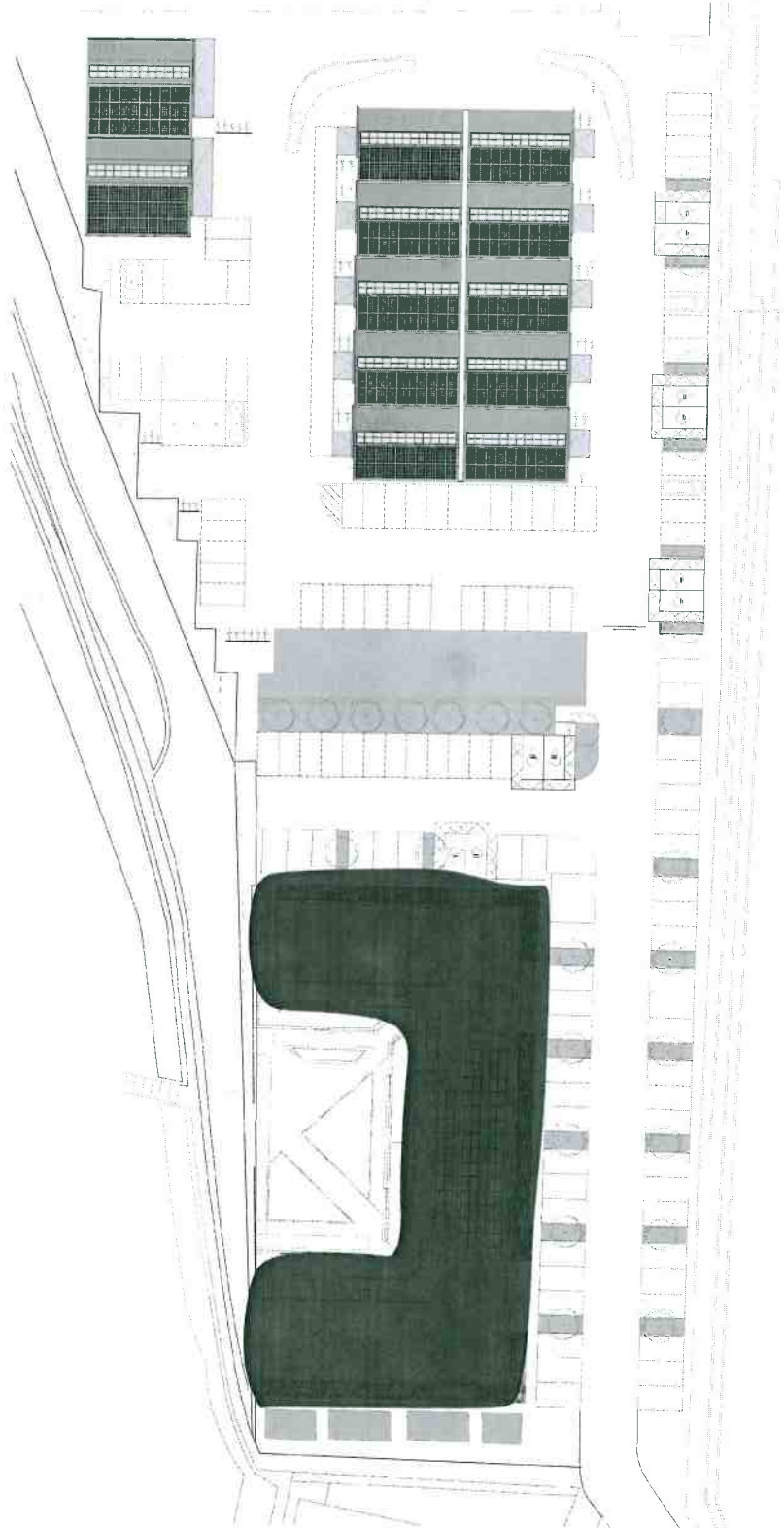
- Key:**
- Primary Access
 - New Public Landscaped Area
 - New Built Semi-Private Landscaped Area
 - New Built Residential Area
 - Play Areas



Illustrative Framework Plan
 Scale: 1:200 @ A0

Planning Committee in regard to the proposed development





Key:
 21.0-23.0 Meters

Illustrative Height Parameter Above Ground
 Scale: 1:200 @ A0

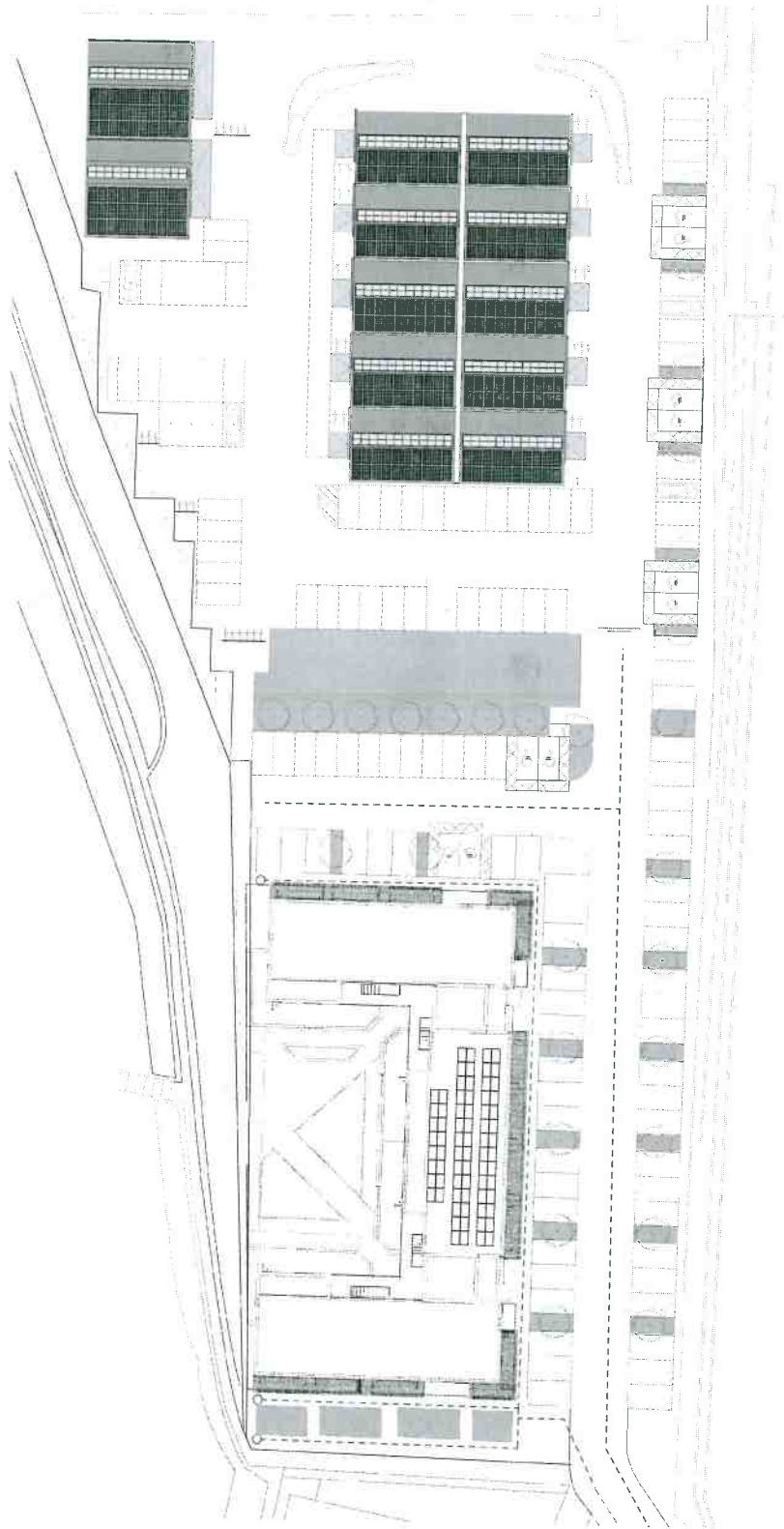
Parameter Plan Relevant to Residential Scheme Only

Resident:
 A 100000

Checked:

Draw No: 1810 P-022
 Drawing Title: Residential Scheme - Illustrative
 Address: 100000
 Client: 100000
 Stage: 2
 Checked By: 100000





Key:
 [---] Pedestrian Routes
 [....] Vehicular access

Illustrative Movement and Access
 Scale: 1:200 @ A0

Parameter Plan Relevant to Residential Scheme Only

Drawn By: J. Smith
 Checked By: A. Smith
 Date: 10/10/2023
 Project No: 23010-0101



Checked

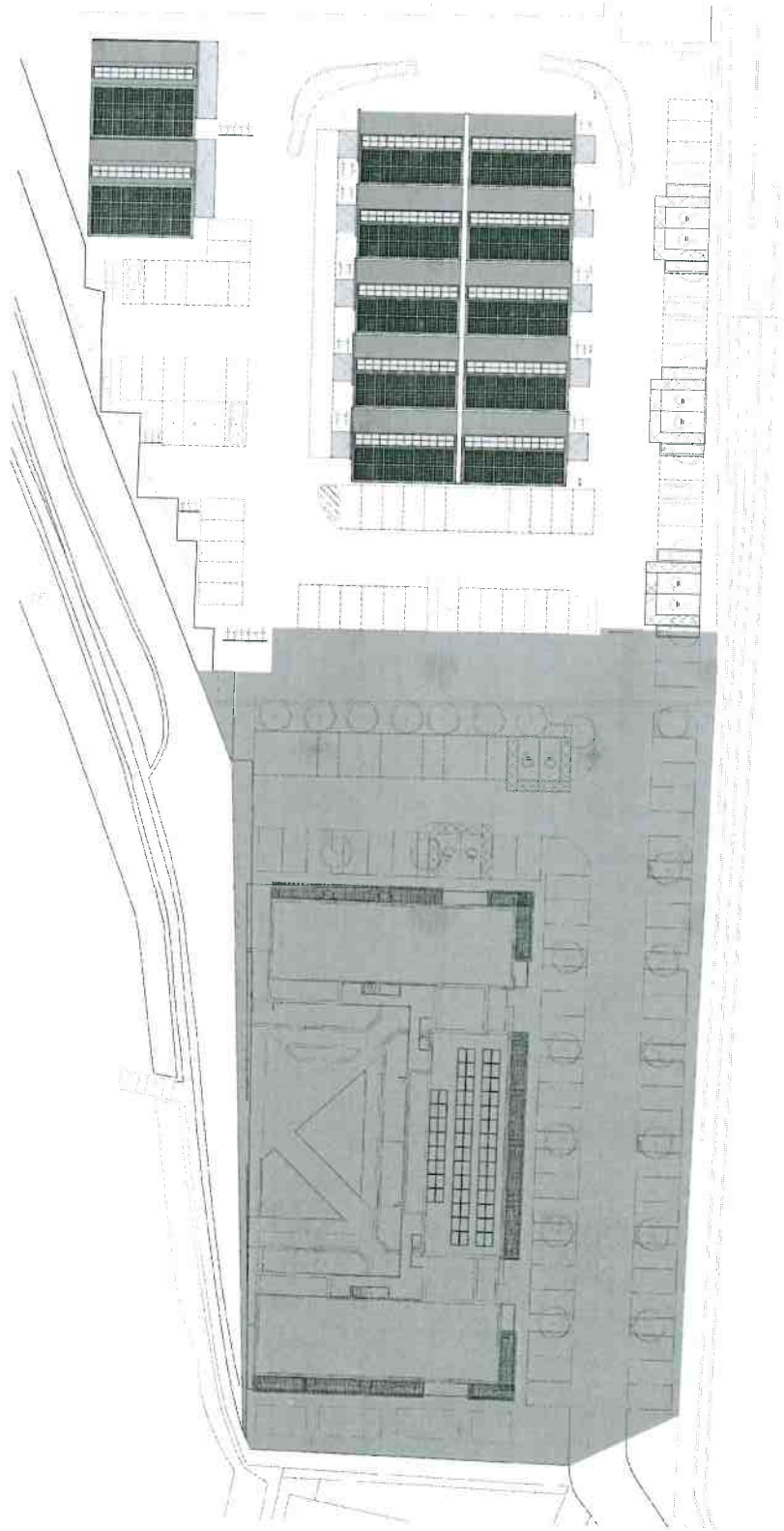
Reviewed:

A. Smith

Drawn:

J. Smith

Project No: 23010-0101
 Project Name: [REDACTED]
 Client: [REDACTED]
 Address: [REDACTED]
 State: [REDACTED]
 Date: 10/10/2023
 Drawn By: J. Smith
 Checked By: A. Smith



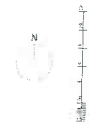
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Residential Area

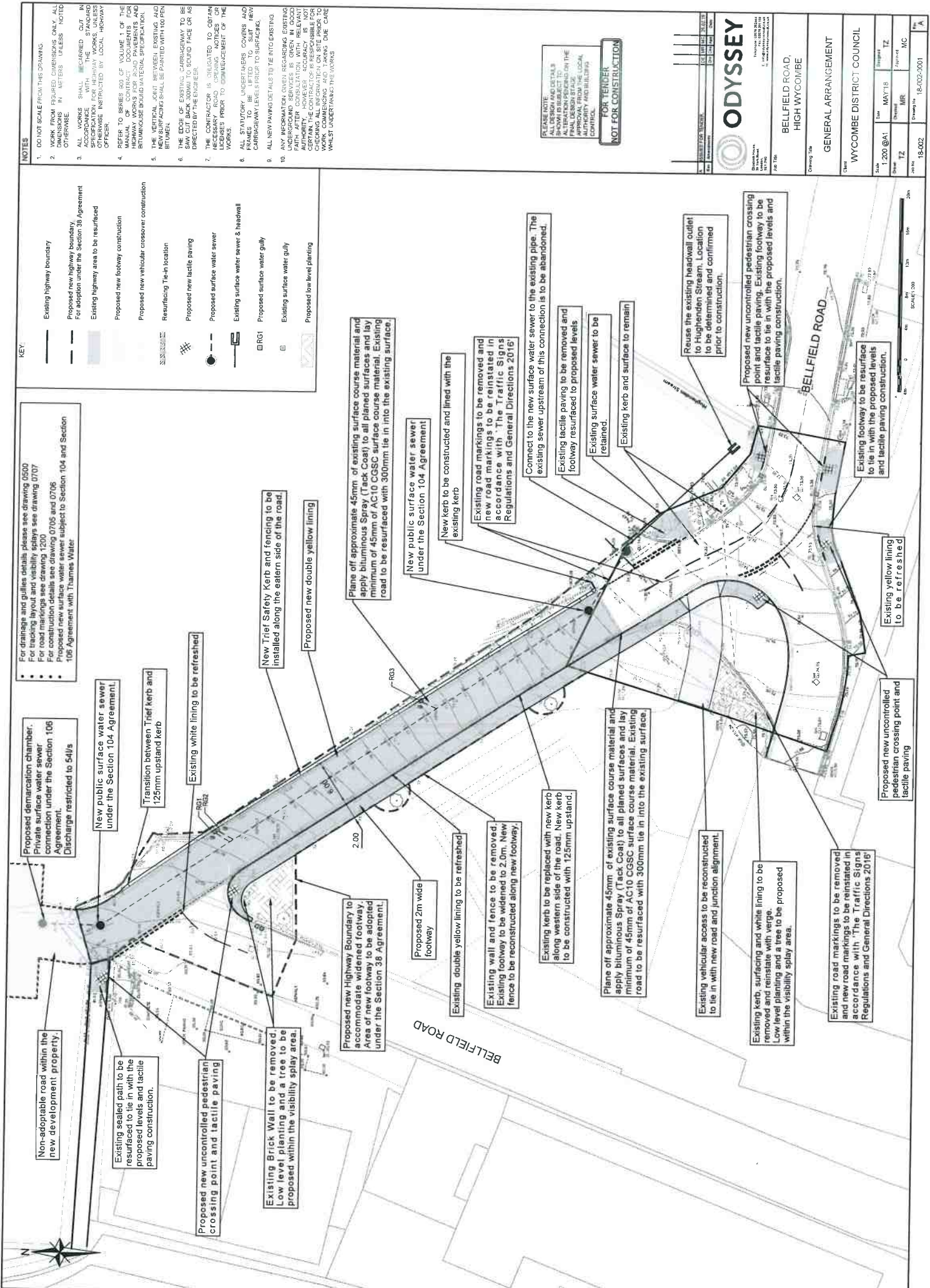
Illustrative Land Use and Density
Scale- 1:200 @ A0

Client: [Redacted]	Revision:	Checked:
Project: [Redacted]	A 1/10/2024	
Designer: [Redacted]		
Checker: [Redacted]		
Approver: [Redacted]		

Parameter Plan Relevant to Residential Scheme Only

Draw No:	JB20 P-231
Drawing Title:	Parameter Plan Relevant to Residential Scheme Only
Client:	[Redacted]
Scale:	1:200
Drawn By:	[Redacted]





- KEY**
- Existing highway boundary
 - Proposed new highway boundary
 - For adoption under the Section 38 Agreement
 - Existing highway area to be resurfaced
 - Proposed new footway construction
 - Proposed new vehicular crossover construction
 - Resurfacing Tie-in location
 - Proposed new tactile paving
 - Proposed surface water sewer
 - Existing surface water sewer & headwall
 - Proposed surface water gully
 - Existing surface water gully
 - Proposed low level planting

- For drainage and gullies details please see drawing 0500
- For tracking layout and visibility splays see drawing 0707
- For road markings see drawing 1200
- For construction details see drawing 0705 and 0706
- Proposed new surface water sewer subject to Section 104 and Section 106 Agreement with Thames Water

Proposed demarcation chamber.
Private surface water sewer connection under the Section 106 Agreement.
Discharge restricted to 54/l/s

New public surface water sewer under the Section 104 Agreement.

Transition between Trier kerb and 125mm upstand kerb

Existing white lining to be refreshed

New Trier Safety Kerb and fencing to be installed along the eastern side of the road.

Proposed new double yellow lining

Plane off approximate 45mm of existing surface course material and apply bituminous Spray (Tack Coat) to all planned surfaces and lay minimum of 45mm of AC10 CGSC surface course material. Existing road to be resurfaced with 300mm tie in into the existing surface

New public surface water sewer under the Section 104 Agreement

New kerb to be constructed and lined with the existing kerb

Existing road markings to be removed and new road markings to be reinstated in accordance with 'The Traffic Signs Regulations and General Directions 2016'

Connect to the new surface water sewer to the existing pipe. The existing sewer upstream of this connection is to be abandoned.

Existing tactile paving to be removed and footway resurfaced to proposed levels

Existing surface water sewer to be retained.

Existing kerb and surface to remain

Reuse the existing headwall outlet to Hughenden Stream. Location to be determined and confirmed prior to construction.

Proposed new uncontrolled pedestrian crossing point and tactile paving. Existing footway to be resurfaced to tie in with the proposed levels and tactile paving construction.

Existing footway to be resurfaced to tie in with the proposed levels and tactile paving construction.

Existing yellow lining to be refreshed

Proposed new uncontrolled pedestrian crossing point and tactile paving

Non-adoptable road within the new development property.

Existing sealed path to be resurfaced to tie in with the proposed levels and tactile paving construction.

Proposed new uncontrolled pedestrian crossing point and tactile paving

Existing Brick Wall to be removed. Low level planting and a tree to be proposed within the visibility splay area.

Proposed new Highway Boundary to accommodate widened footway. Area of new footway to be adopted under the Section 38 Agreement.

Proposed 2m wide footway

Existing double yellow lining to be refreshed

Existing wall and fence to be removed. Existing footway to be widened to 2.0m. New fence to be reconstructed along new footway.

Existing kerb to be replaced with new kerb along western side of the road. New kerb to be constructed with 125mm upstand.

Plane off approximate 45mm of existing surface course material and apply bituminous Spray (Tack Coat) to all planned surfaces and lay minimum of 45mm of AC10 CGSC surface course material. Existing road to be resurfaced with 300mm tie in into the existing surface

Existing vehicular access to be reconstructed to tie in with new road and junction alignment.

Existing kerb, surfacing and white lining to be removed and reinstated with verge. Low level planting and a tree to be proposed within the visibility splay area.

Existing road markings to be removed and new road markings to be reinstated in accordance with 'The Traffic Signs Regulations and General Directions 2016'

- NOTES**
1. DO NOT SCALE FROM THIS DRAWING.
 2. WORK FROM FIGURED DIMENSIONS ONLY. ALL DIMENSIONS IN METERS UNLESS NOTED OTHERWISE.
 3. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH THE STANDARD SPECIFICATION FOR HIGHWAY WORKS UNLESS OTHERWISE INSTRUCTED BY LOCAL HIGHWAY OFFICER.
 4. REFER TO SERIES 800 OF THE COUNTY OF BUCKINGHAM COUNTY COUNCIL HIGHWAY WORKS FOR ROAD PAVEMENTS AND BITUMINOUS BOUND MATERIAL SPECIFICATION.
 5. THE VERTICAL JOINT BETWEEN EXISTING AND NEW SURFACING SHALL BE PAINTED WITH 100 PEN BITUMEN.
 6. THE EDGE OF EXISTING CARRIAGEWAY TO BE REMOVED SHALL BE PAINTED TO SOUND FACE OR AS DIRECTED BY THE ENGINEER.
 7. THE CONTRACTOR IS OBLIGATED TO OBTAIN NECESSARY NOTICES AND LICENSES PRIOR TO COMMENCEMENT OF THE WORKS.
 8. ALL STATUTORY UNDERTAKERS' COVERS AND FRAMES TO BE LIFTED TO SUIT NEW CARRIAGEWAY LEVELS PRIOR TO SURFACING.
 9. ALL NEW PAVING DETAILS TO TIE INTO EXISTING PAVING.
 10. ANY INFORMATION GIVEN REGARDING EXISTING UNDERGROUND SERVICES IS GIVEN IN GOOD FAITH FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL RELEVANT SERVICES PRIOR TO COMMENCEMENT OF WORK. COMMENCEMENT OF WORK SHALL BE AT THE CONTRACTOR'S RISK AND WHOLEST UNDERSTANDING THE WORKS.

FOR TENDER NOT FOR CONSTRUCTION

ODYSSEY

BELFIELD ROAD, HIGH WYCOMBE

GENERAL ARRANGEMENT

WYCOMBE DISTRICT COUNCIL

Scale 1:200 @ A1

Date MAY'18

Drawn TZ

Checked MR

Approved MC

Job No. 18-002

Drawn No. 18-002-0001

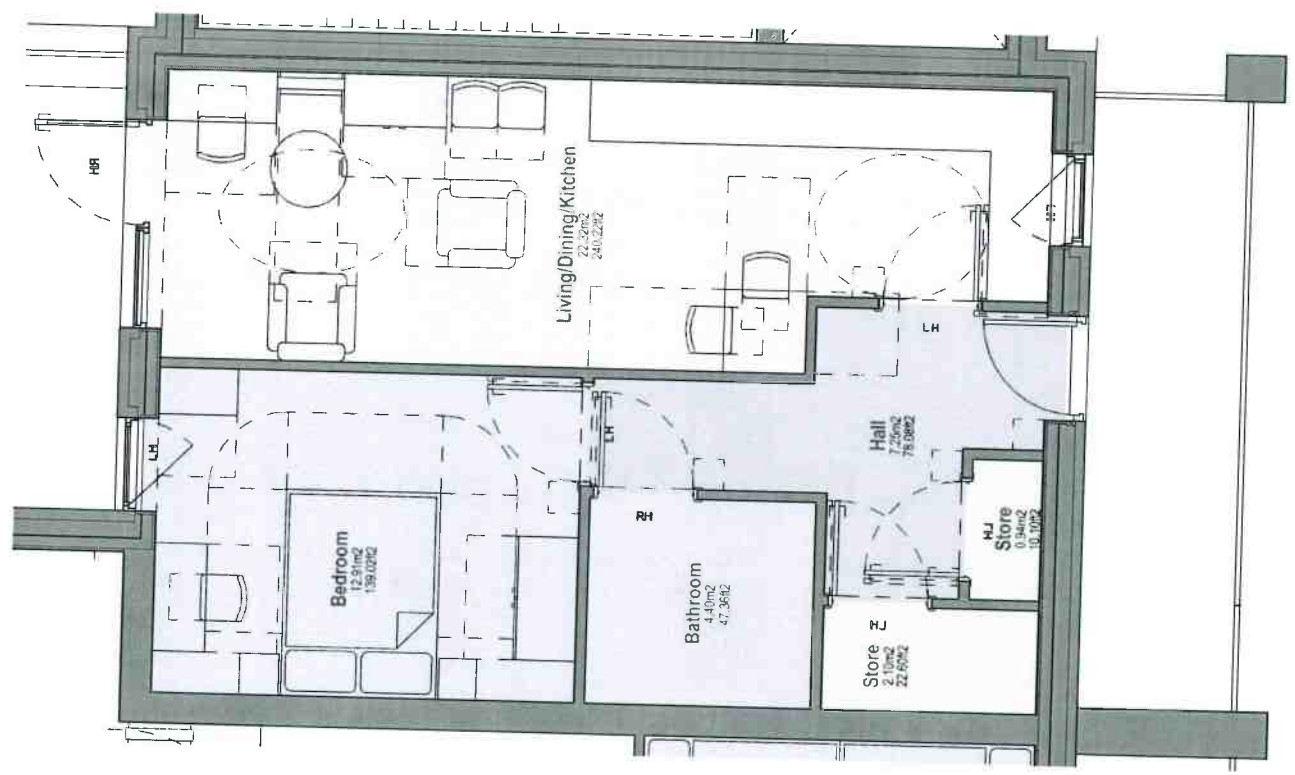
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Key - Rooms

- Bathroom
- Bedroom
- Hall
- Living/Dining/Kitchen
- Store



VISUAL SCALE 1:50 @ A3

1 1bed/2person Apartment Type B
 9407 1:50

REV	Issued for Planning	DATE	BY
P02	Issued for Planning	21/12/17	GHM
P01	Issued for comment	20/12/17	GHM
			GHM

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CLIENT
Wycombe District Council
 Architects
PICK EVERARD
 Consultants, Engineers
 Project Managers
 Surveyors
 322 High Holborn
 London
 WC1V 7PB
 Phone 0845 234 0884
 london@pick-everard.co.uk
 www.pick-everard.co.uk

PROJECT
**Bellfield Road
 High Wycombe**

DRAWING FILE	PICK EVERARD PROJECT NO.
Illustrative 1bed/2person Apartment Type B	161344
SCALE - unless otherwise stated	at A3
STATUS / PURPOSE OF DRAWING	S2 PLANNING
DRAWING NUMBER	REV
WYC001-PE-XX-DR-A-9407	P02

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Key - Rooms

- Bathroom
- Bedroom
- Ensuite
- Hall
- Living/Dining/Kitchen
- Store

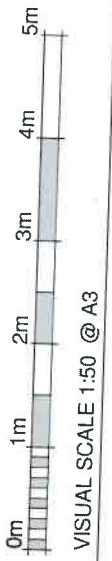
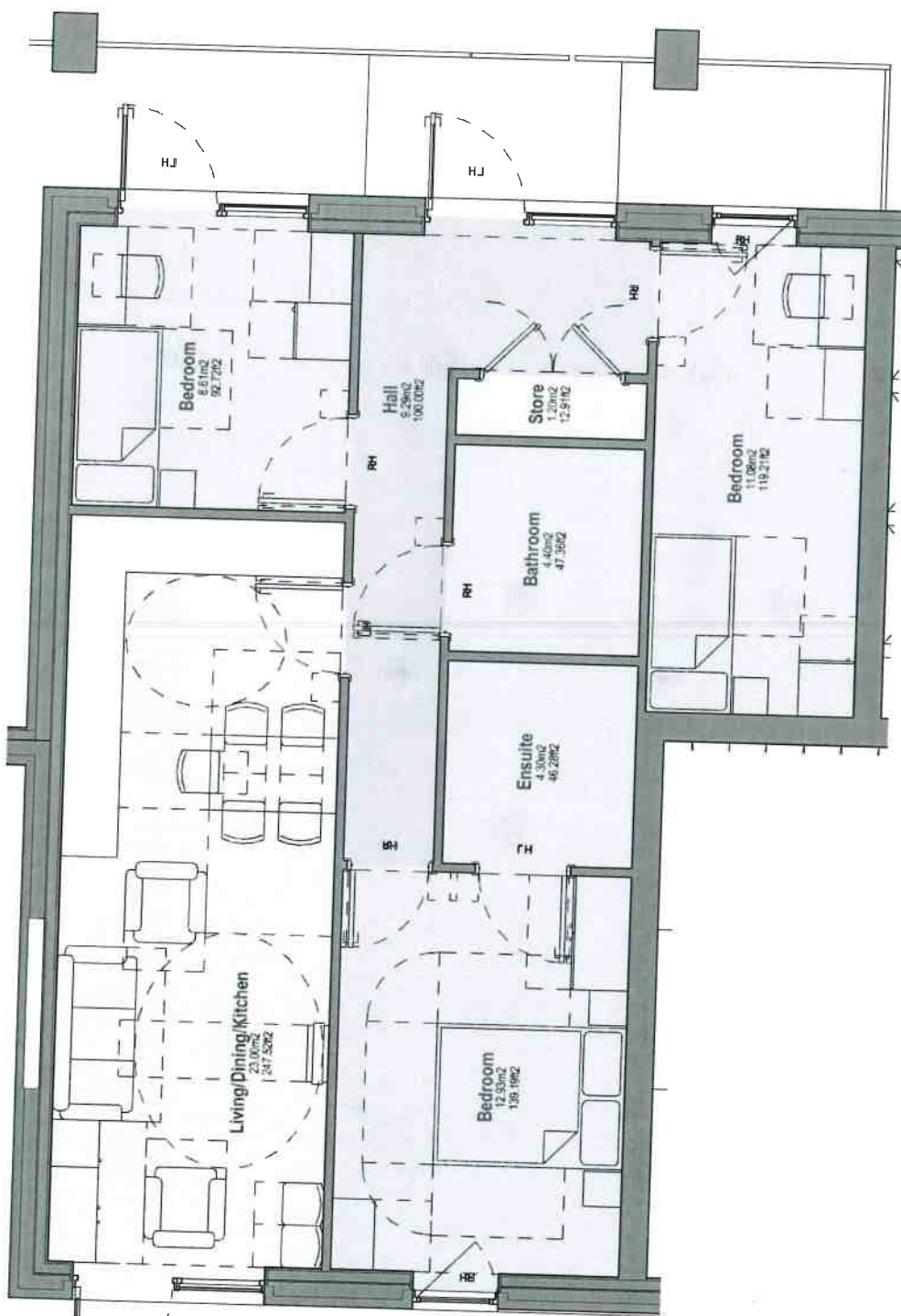
REV	Issued For	Date	CDM
P02	Issued for Planning	21/12/17	CDM
P01	Issued for contract	20/12/17	CDM

CLIENT
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PICK EVERARD

322 High Holborn
 London
 WC1V 7PB
 Phone 0845 234 0884
 londonoffice@pick-everard.co.uk
 www.pick-everard.co.uk

DRAWING TITLE	ILLUSTRATIVE 3bed/4person Apartment
PICK EVERARD PROJECT NO.	161344
SCALE - unless otherwise stated	at A3
STATUS	PLANNING
ISSUANCE NUMBER	WYC001-PE-XX-DR-A-9401
REV	P02



1
 9401
 3bed/4person Apartment
 1:50

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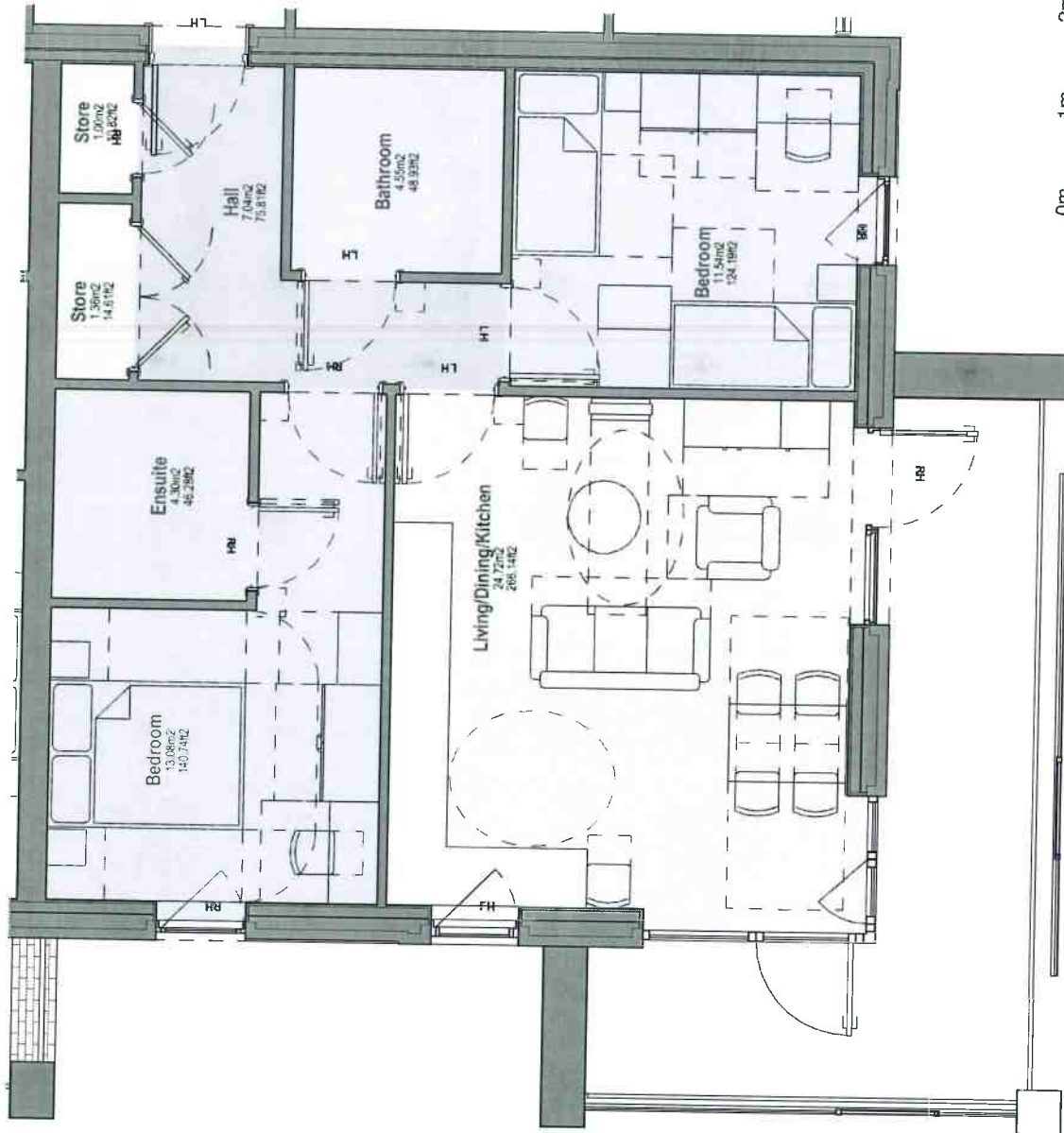
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CDM - RESIDUAL RISKS

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Key - Rooms

- Bathroom
- Bedroom
- Ensuite
- Hall
- Living/Dining/Kitchen
- Room
- Store



VISUAL SCALE 1:50 @ A3

1 2bed/4person Apartment Type B
9403 1:50

REV	REVISION	DATE	BY	CHKD
002	Issued for planning	21/12/17	GAJ	DMK
001	Issued for construction	20/12/17	GAJ	DMK

Project Name: **WYCOMBE DISTRICT COUNCIL**
 Project No: **WYCOMBE DISTRICT COUNCIL**
 Drawing No: **WYCOMBE DISTRICT COUNCIL**

PICK EVERARD
 Architects
 Consulting Engineers
 Project Managers
 Surveyors
 322 High Holborn
 London
 WC1V 7PB
 Phone 0845 234 0884
 london@pick-everard.co.uk
 www.pick-everard.co.uk

DRAWING TITLE	PICK EVERARD PROJECT NO
Illustrative 2bed/4person Apartment Type B	161344
SCALE: Unless otherwise stated	1:50
STATUS / PROJECT CODE	S2 / Planning
DRAWING NUMBER	WYC001-PE-XX-XX-DR-A-9403
REV	P02

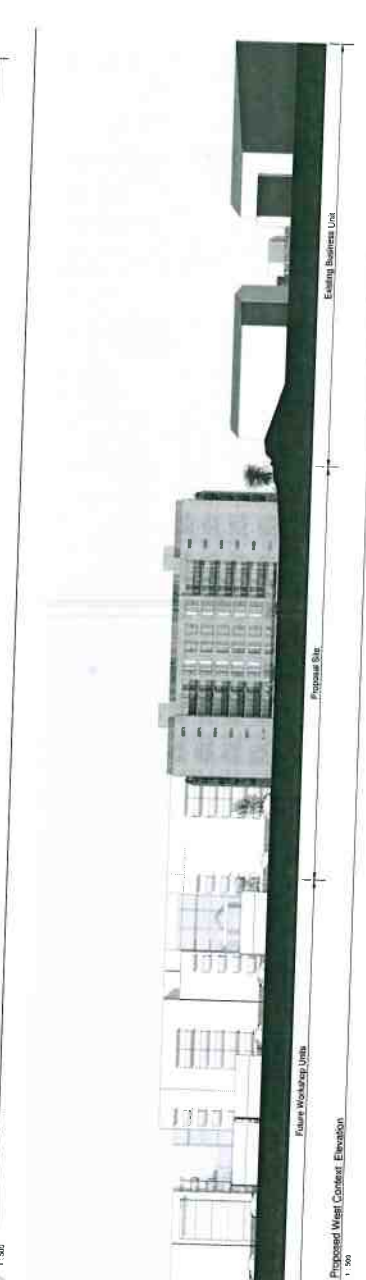
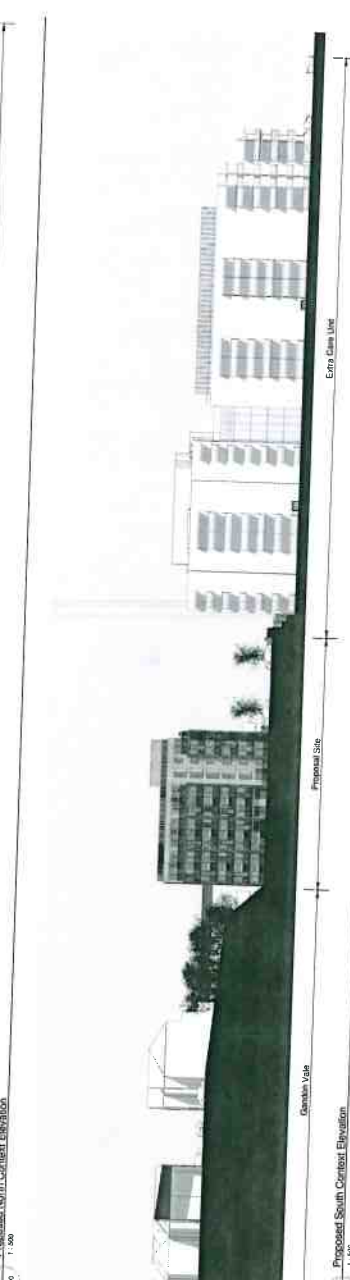
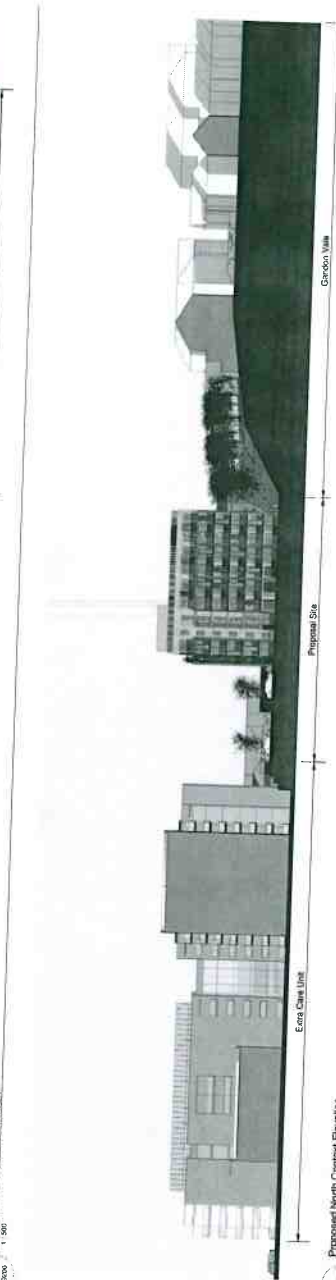
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CDM - RESIDUAL BCS

The following are considered to be significant risks relevant to this drawing, which could not be fully mitigated or removed through the design process. Further possible control measures have been identified with the client, which may help to mitigate these and other identified risks further during the construction / maintenance process.



Reference Name	Status	Revision
1. 21.12.21	ISSUE	001
2. 12.12.21	ISSUE	002
3. 12.12.21	ISSUE	003
4. 12.12.21	ISSUE	004
5. 12.12.21	ISSUE	005
6. 12.12.21	ISSUE	006
7. 12.12.21	ISSUE	007
8. 12.12.21	ISSUE	008
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99. 12.12.21	ISSUE	099
100. 12.12.21	ISSUE	100

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WYCOMBE DISTRICT COUNCIL

Architects
PICK EVERARD
 322 High Hobson
 London
 Phone: 02045 845 000
 info@pick-everard.co.uk
 www.pick-everard.co.uk

PROJECT NO.	1813/14
CLIENT	WYCOMBE DISTRICT COUNCIL
SCALE	1:500
DATE	12/12/21
STATUS	PLANNING
PROJECT NAME	WYC001-PE-XX-XX-DP-A-9200
DATE	12/12/21
SCALE	1:500
STATUS	PLANNING

NO DIMENSIONS TO BE SCALED FROM THIS DRAWING

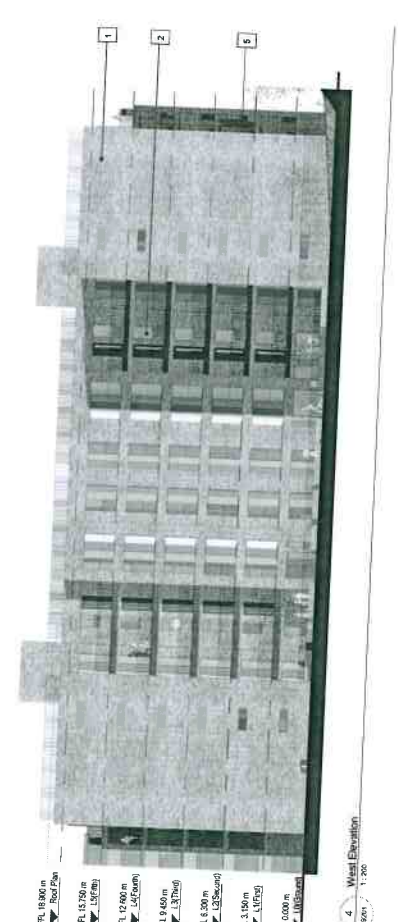
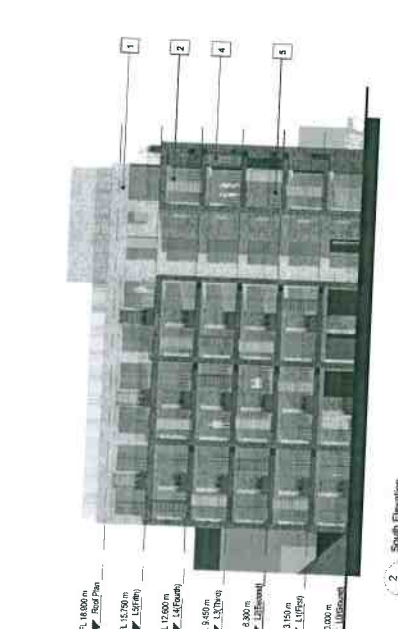
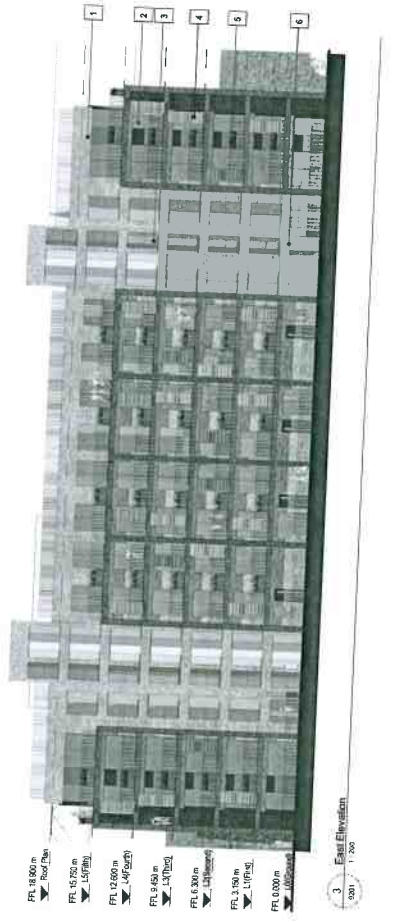
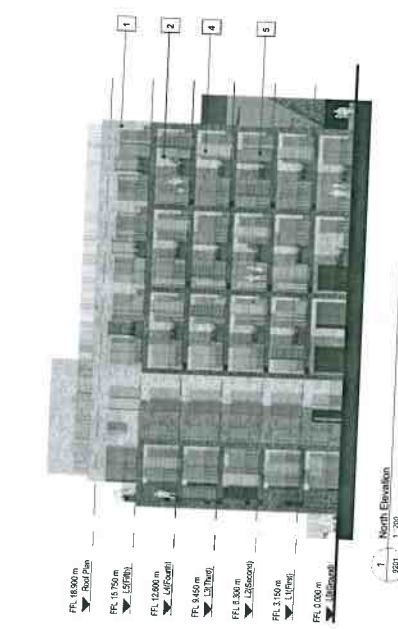
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CDM - RESIDUAL BIDS

The following are considered to be significant bid items in this drawing, which could not be fully mitigated or removed without a change order. Possible cost measures have been identified with the Design Bid-Reward process, which may help to mitigate these and other identified risk factors during the construction / maintenance process.

1. Brick
2. Aluminum windows
3. Glazing
4. Glazed screen (Moveable)
5. PVC balcony railing
6. Glazed canopy



Rev	Revised By	Revised Date	Revised Description
1
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4
5
6
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10

Reference Name	Status	Revision
...
...
...

CLIENT: Wycombe District Council
 ARCHITECT: Pick Everard
 PROJECT: ...
 ADDRESS: ...
 PHONE: ...
 WEBSITE: ...

PROJECT NO: 161344
 DRAWING NO: ...
 SHEET NO: 52
 TITLE: PLANNING
 DATE: ...



Agenda Item 8.

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:
- Reduction in the number of units from 14 to 12
 - The site layout was revised.
 - 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 site¹ 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

¹ 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 23² spaces are required. 64 parking

² (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.

RECOMMENDATION: Application Permitted
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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.

18/05323/R9FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Maz Hussain – no comment received.

Cllr K Ahmed – no comment received.

Cllr Turner – no comment received.

[Officer Note: this item has been brought to Planning Committee due to its relationship with the adjacent residential scheme].

Parish/Town Council Comments/Internal and External Consultees

High Wycombe Town Unparished

Control of Pollution Environmental Health – The EHO has raised concerns in respect of air quality, noise impact on adjacent occupiers, the impact of external lighting on adjacent occupiers and the potential for land contamination. However, it was considered that these issues could be overcome with the use of conditions relating to: the control of hours of use for B2 uses; sound insulation for B2 uses; control of hours for B1 and B8 uses; controls on lighting, electric vehicle charging points and a watching brief on contamination.

Ecological Officer – The site is of limited ecological value. However, the adjacent bank, which comprises a green infrastructure area is of ecological value.

The recommendations in the ecology report are positive, but they are not adequately specific. This will need to be addressed as the scheme progresses. Provision will need to be made for the removal of Himalayan Balsam. [Officer Note: due to changes in the site areas this matter is now addressed exclusively by the adjacent residential scheme].

Details of how trees will be planted in adequate soil volume to ensure the trees reach their potential. This will mean that trees will have access to approximately 30m³ each, (less might be acceptable) [Officer Note: this matter is capable of being addressed with a detailed landscaping condition].

Buckinghamshire County Council (Major SuDS) – Objection was raised in respect of the first stage submission, but later withdrawn following the submission a revised drainage strategy and improvements to the highway drainage. Conditions requested requiring the submission of a detailed surface water drainage scheme and on-going whole life maintenance and management.

Environment Agency (south-east) – The Environment Agency's initial objection was withdrawn following the submission of the Curtins Supplementary Geo-Environmental Investigation for Bellfield Road, High Wycombe dated 03 May 2019.

They advise that the pulverised fuel ash deposited on the northern and central parts of the site nor the temporary construction works compound have impacted on groundwater quality in the Principal Aquifer under this site. However, there may still be hotspots of contamination within made ground which should be dealt with in an appropriate manner during development.

Conditions have been requested relating to unforeseen contamination, piling and to prevent the infiltration of surface water.

County Highway Authority – the County Highway Authority opinions that the submitted Transport Assessment is considered to be acceptable. No objection is raised in respect of highway or junction capacity, parking provision, manoeuvring of vehicles or construction management. Conditions have been requested in respect of access delivery, parking provision and delivery of a construction traffic management plan.

Representations:

6 representations have been received, which can be summarised as follows:

Amenity

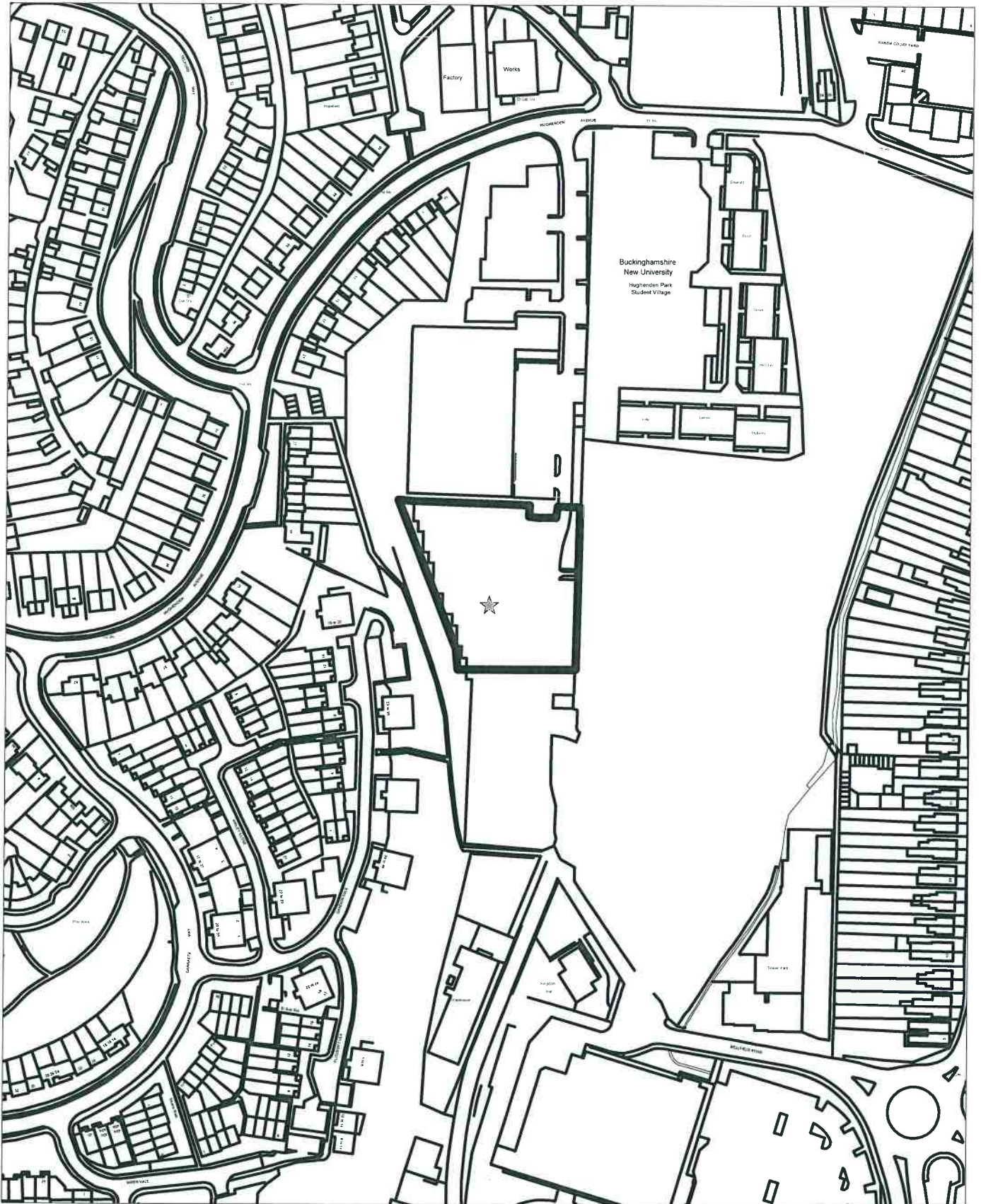
- Loss of light
- Additional impact of pollution.
- Noise impact from construction work.
- Bus drivers for the Carousel depot were able to walk to town through the site. This is no longer possible.

Highways and Parking

- Traffic issues and air pollution.
- Inadequate parking.
- Possible errors in junction modelling.

18/05323/R9FUL

Scale 1/2500

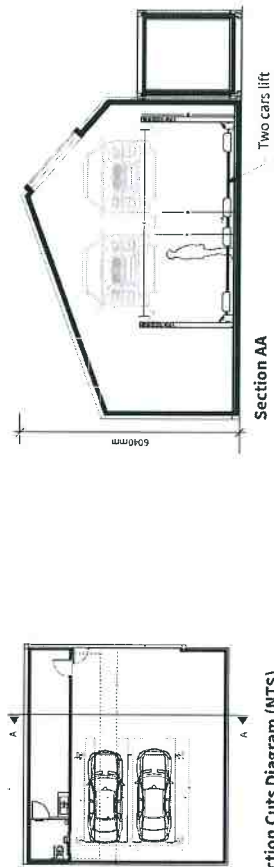


Auto Zone Units Long Elevation



East Facing Elevation
Larger units (130sqm) with ridge of 6m

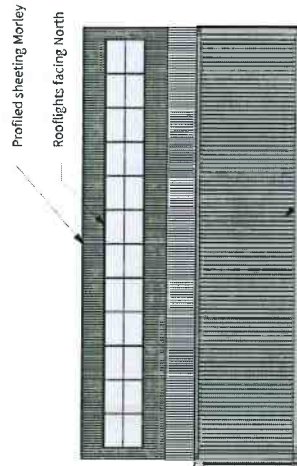
Individual Modular Units



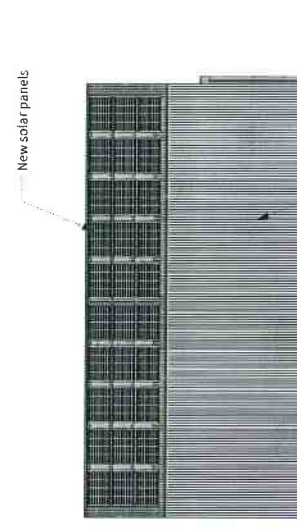
Section Cuts Diagram (NTS)



Rear Elevation



North Facing Elevation



South Facing Elevation

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Revisions:

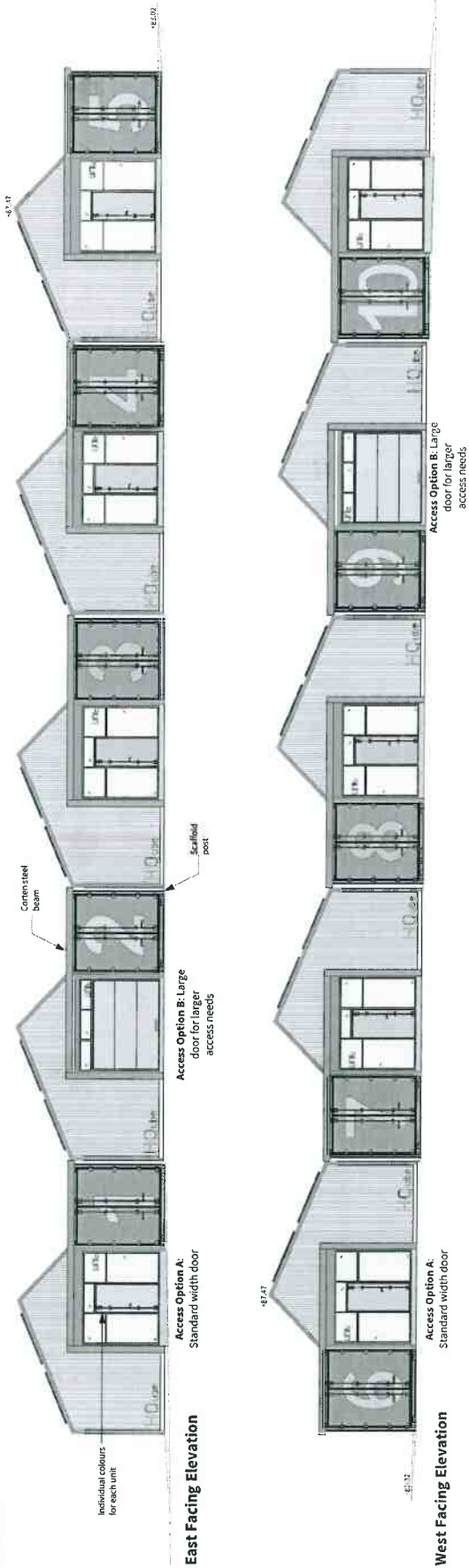
Rev	Date	Issue to	Checked
A	14/07/2016	Issue to Dan	NS
B	02/11/2018	Planning	NS

Dwg No: 18010-P-013B
Drawing Title: Project of Extension to the existing building
Address: 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

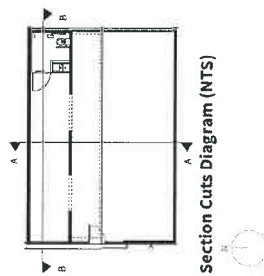


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Maker Zone Units Long Elevations



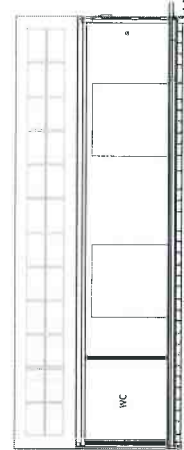
Individual Modular Units



Section Cuts Diagram (NTS)



Section AA

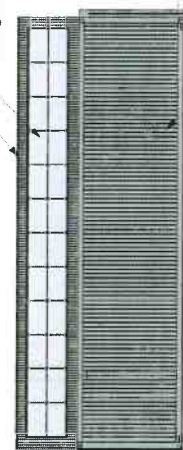


Section BB

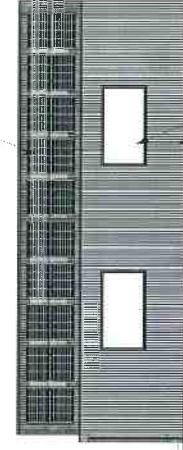
Rear Elevation



North Facing Elevation



South Facing Elevation



New powder coated aluminium frame windows to side of units 1 & 10 only
Prolified sheeting Morley

Revisions:
A 14/07/2016 Issue to Dan Planning
B 02/11/2018
NS NS

Checked	Issue to Dan Planning
NS	NS

Dwg No: 18010 P-012B
Drawing Title: Maker Zone Units - South Facing Elevation
Address: Farnley Community School, Farnley, Leeds LS17 8PT
Client: Farnley Community School
Scale: 1/100 @ A3
Stage: Planning 2
Drawn by: AG
Checked by: RC



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- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - WORK FROM FIGURED DIMENSIONS ONLY. ALL DIMENSIONS IN METERS UNLESS NOTED OTHERWISE
 - ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROADWORKS UNLESS OTHERWISE INSTRUCTED BY LOCAL HIGHWAY OFFICER
 - REFER TO SERIES 900 OF VOLUME 1 OF THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS FOR ROAD INCIDENTS AND STOPPING SIGHT TRIANGULAR REFLECTORISATION
 - THE VERTICAL JOINT BETWEEN EXISTING AND PROPOSED SURFACING SHALL BE FINISHED WITH HOTPEN BITUMEN
 - THE EDGE OF EXISTING CARBIDE GRAY TO BE SAW CUT BACK 300MM TO SOUND FACE OR AS DIRECTED BY THE ENGINEER
 - THE CONTRACTOR IS OBLIGATED TO OBTAIN NECESSARY ROAD OPENING NOTICES OR LICENSES PRIOR TO COMMENCEMENT OF THE WORKS
 - STATIONARY OBJECTS, COVERS AND RAILINGS SHALL BE PROTECTED BY SIGNAGE AND CARRIAGEWAY LEVELS PRIOR TO SURFACING
 - ALL NEW PAVING DETAILS TO BE INTO EXISTING
 - ANY INFORMATION GIVEN REGARDING EXISTING UTILITIES IS FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY THE ACCURACY OF ALL INFORMATION ON SITE PRIOR TO WORK COMMENCING AND TAKING DUE CARE WHILE UNDERTAKING THE WORKS

- KEY:**
- Existing highway boundary
 - Proposed new highway boundary
 - Proposed new highway boundary for adoption under the Section 38 Agreement
 - Existing highway area to be resurfaced
 - Proposed new footway construction
 - Proposed new vehicular crossover construction
 - Resurfacing (in-situ) location
 - Proposed new tactile paving
 - Proposed surface water sewer
 - Existing surface water sewer & headwall
 - Proposed surface water gully
 - Existing surface water gully
 - Proposed low level planting

• For drainage and gullies details please see drawing 0500
 • For tracking layout and visibility splays see drawing 0707
 • For road markings see drawing 1200
 • For construction details see drawing 0705 and 0706
 • Proposed new surface water sewer subject to Section 104 and Section 106 Agreement with Thames Water

Proposed demarcation chamber, private surface water sewer connection under the Section 106 Agreement. Discharge restricted to 54l/s

New public surface water sewer under the Section 104 Agreement

Transition between Trief kerb and 125mm upstand kerb

Existing white lining to be refreshed

New Trief Safety Kerb and fencing to be installed along the eastern side of the road.

Proposed new double yellow lining

Plane off approximate 45mm of existing surface course material and apply bituminous Spray (Track Coat) to all planned surfaces and lay minimum of 45mm of AC10 CGSC surface course material. Existing road to be resurfaced with 300mm tie in into the existing surface.

New public surface water sewer under the Section 104 Agreement

New kerb to be constructed and lined with the existing kerb

Existing road markings to be removed and new road markings to be reinstated in accordance with 'The Traffic Signs Regulations and General Directions 2016'

Connect to the new surface water sewer to the existing pipe. The existing sewer upstream of this connection is to be abandoned.

Existing tactile paving to be removed and footway resurfaced to proposed levels

Existing surface water sewer to be retained.

Existing kerb and surface to remain

Reuse the existing headwall outlet to Hughenden Stream. Location to be determined and confirmed prior to construction.

Proposed new uncontrolled pedestrian crossing point and tactile paving. Existing footway to be resurfaced to tie in with the proposed levels and tactile paving construction.

Existing footway to be resurfaced to tie in with the proposed levels and tactile paving construction.

Existing yellow lining to be refreshed

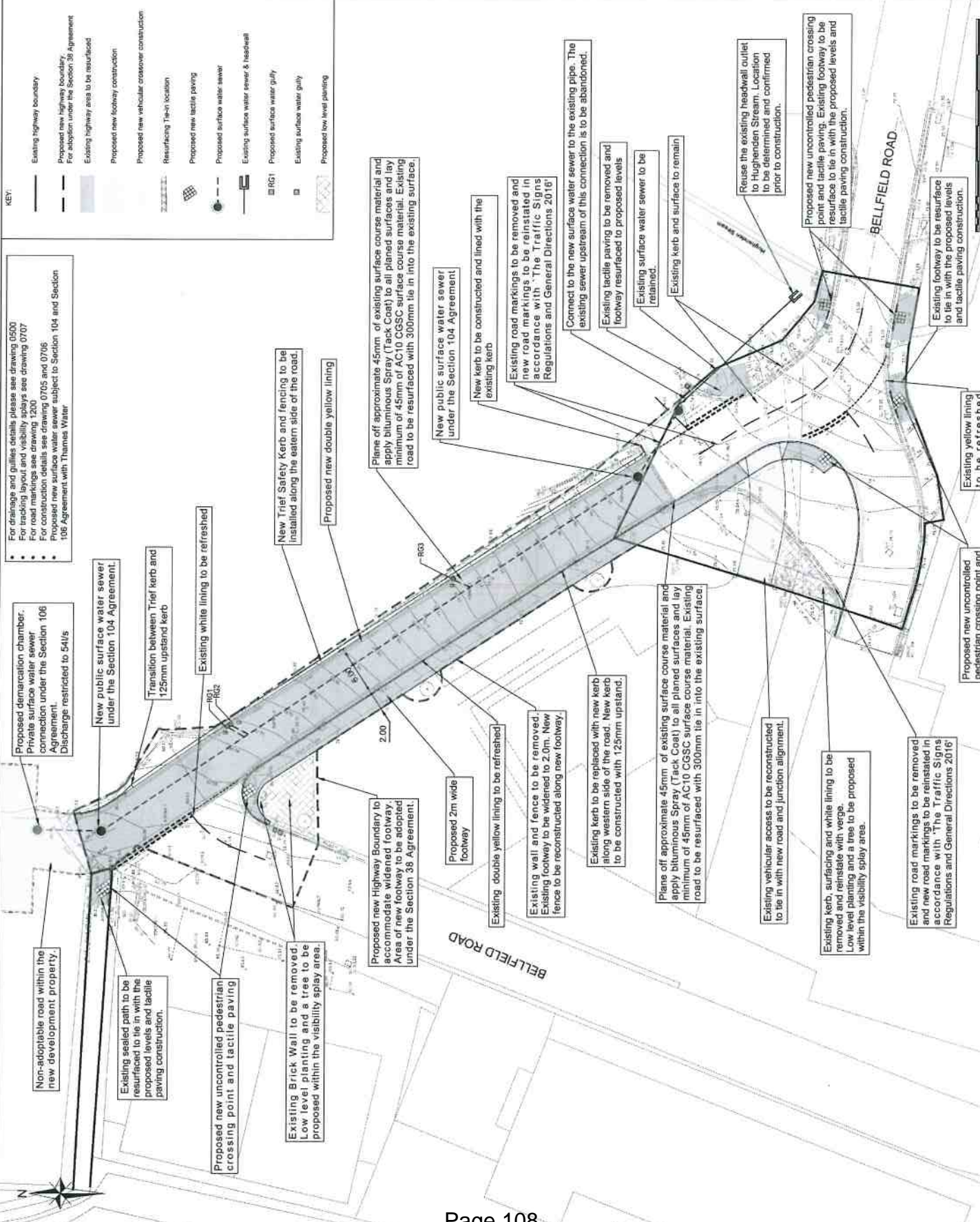
Proposed new uncontrolled pedestrian crossing point and tactile paving

Plane off approximate 45mm of existing surface course material and apply bituminous Spray (Track Coat) to all planned surfaces and lay minimum of 45mm of AC10 CGSC surface course material. Existing road to be resurfaced with 300mm tie in into the existing surface.

Existing vehicular access to be reconstructed to tie in with new road and junction alignment.

Existing kerb, surfacing and white lining to be removed and reinstated with verge. Low level planting and a tree to be proposed within the visibility splay area.

Existing road markings to be removed and new road markings to be reinstated in accordance with 'The Traffic Signs Regulations and General Directions 2016'



PLEASE NOTE
 ALL DESIGN AND DETAILS ALTERNATION REMAIN ON THE FINAL DESIGN STAGE APPROVAL FROM THE LOCAL AUTHORITY AND BEYOND.
FOR TENDER
NOT FOR CONSTRUCTION

ODYSSEY
 122018 @A1 MAY18 MR T2
 18-002-0001

GENERAL ARRANGEMENT
 WYCOMBE DISTRICT COUNCIL

BELFIELD ROAD, HIGH WYCOMBE

GENERAL ARRANGEMENT

WYCOMBE DISTRICT COUNCIL

122018 @A1 MAY18 MR T2
 18-002-0001

Agenda Item 9.

Contact: Stephanie Penney DDI No. 01494 421823

App No : 19/05601/FUL App Type : FUL

Application for : Demolition of existing garage block and construction of a detached 4 bedroom part-subterranean dwelling

At Garages and Access Road, The Cottages, Bricks Lane, Beacons Bottom, Buckinghamshire

Date Received : 29/03/19 Applicant : Mr Stewart Martin

Target date for decision: 24/05/19

1. **Summary**

- 1.1. A revised planning application has been submitted, following a recent refusal and dismissal at appeal. It is considered that the submitted application resolves the refusal reason of the Planning Inspectorate, relating to ‘...greater impact on the openness than the existing’.
- 1.2. The proposal is considered, on balance, to respect the openness of the Green Belt and to accord with adopted Green Belt Policy. Furthermore the proposal is considered acceptable with regards to its impact on the wider character of the area, taking into account the sites location within the Chilterns Area of Outstanding Natural Beauty (AONB), on neighbours, on highway safety or public footpath, subject to conditions.
- 1.3. The application is recommended for approval.

2. **The Application**

- 2.1. This application seeks permission for demolition of the existing single storey garage block and erection of a six habitable room dwelling.
- 2.2. The site is located within the Beacon’s Bottom built-up area in the Green Belt and Chilterns AONB. A public footpath (no. 66) shares the proposed access which currently serves the garages to the rear. The site is located to the rear of a row of terraced dwellings.
- 2.3. The proposed dwelling is sited 13.8m (at the nearest point) from number 3. The levels increase from the existing dwellings to the existing garage block by approximately 2.5m.
- 2.4. The proposed dwelling includes a basement accommodating a family room, bedroom and store room. The ground floor would accommodate a living room / dining room / kitchen, three bedrooms and bathroom, boot room and utility room. Two of the bedrooms would have en-suites.
- 2.5. The application is accompanied by:
 - a) Design and Access Statement
 - b) Ecology Wildlife Checklist
 - c) Arboricultural Survey
 - d) Topographic Survey

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 used the Council's planning advice service. The application was considered acceptable and progressed without delay.

4. Relevant Planning History

- 4.1. 17/08094/FUL. Demolition of existing garage block and construction of a detached 3 bed dwellinghouse. Application refused and dismissed on appeal.
- 4.2. 15/06336/FUL. Demolition of existing terrace of cottages and rear garage block and erection of a terrace of 5 x 4-bed cottages with bin/cycle stores & 4 bay car port to rear with associated parking (alternative scheme to p/p 14/08217/FUL). Application permitted.
- 4.3. 14/08217/FUL - Demolition of existing terrace of cottages and rear garage block and erection of a terrace of 5 x 3-bed cottages with bin/cycle stores & 4 bay car port to rear with associated parking. Application approved

The 2015 and 2014 applications have not been implemented but essentially approved two and a half storey dwellings on the site frontage and parking to the rear which included a single storey car port / garage structure.

- 4.4. The 2017 application was refused at Planning Committee for the following reasons:
 1. In the opinion of the Local Planning Authority, the proposed development will result in a dominant feature within the locality due to the scale, massing and design of the dwelling proposed which is not of a scale, form and design comparable to the adjoining development. The proposal would therefore adversely affect the open character of the Green Belt and the visual amenities of the Chilterns Area of Outstanding Natural Beauty. Therefore in the absence of any other material considerations, the proposal represents an inappropriate form of development in the Green Belt and a visually intrusive addition to the Chilterns Area of Outstanding Natural Beauty. As such the development would conflict with Policies GB4 (Built up Areas in the Green Belt), L1 (The Chilterns Area of Outstanding Natural Beauty), 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 CS9 (Green Belt), CS17 (Environmental Assets) and CS19 (Raising the Quality of Place-Shaping and Design) of the Core Strategy DPD (Adopted July 2008); and the Chilterns Building Design Guide.
 2. In the opinion of the Local Planning Authority, the proposed development would result in an un-neighbourly form of development by virtue of the proximity to the boundary with 1- 4 The Cottages. The excessive mass and form of the dwelling would result in undue loss of outlook from the rear of the neighbouring properties and be dominant and overbearing in appearance to the detriment of its occupiers. The proposal is thus considered to be contrary to Policies G3 and G8 of the adopted Wycombe District Local Plan to 2011 (as saved, extended and partly replaced) and Policy CS19 of the Adopted Core Strategy Development Planning Document.
- 4.5. The applicant appealed the Council's decision and the application was dismissed. However, not for the reasons the Council gave.
- 4.6. The Inspectorate did not consider the development as infill as, "...this site is not undeveloped, with a large garage block in existence within the site. Furthermore, the site is to the rear of existing housing and does not, to my mind, constitute the filling of an existing gap between buildings. In this regard the proposal would not be an infill development..."
- 4.7. The Council has referred to the site as previously developed land. The Inspector did agree with this principle, but considered that the greater height and scale, of the

proposal than the garages, would have a greater impact on openness than the existing garages and thus considered the proposal inappropriate development in the Green Belt.

- 4.8. The Inspectorate did not however consider the proposal to have a negative impact on the character and appearance of the Chilterns AONB and considered that the proposal would not harm the amenities of adjoining occupiers due to the separation distance and obscure glazing.

5. Issues and Policy considerations

Principle and Location of Development

Adopted Local Plan (ALP): G8 (Detailed Design Guidance and Local Amenity), GB4 (Built-Up Areas in the Green Belt)

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

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

Housing Intensification Supplementary Planning Document (HISPD)

New Local Plan (Submission Version): CP1 (Sustainable Development) Policies, CP3 (Settlement Hierarchy), CP9 (Sense of Place), DM21: (The Location of New Housing) DM35 (Placemaking and Design Quality), DM42 (Managing Development in the Green Belt)

- 5.1. The site is located in the built up area of Beacons Bottom. Accordingly the principle of development, in this instance, will only be acceptable in the case of limited infilling. Infilling is defined as building on undeveloped land within the Built-Up Area and represents the closing of an existing small gap in an otherwise built up frontage. Infill development will be of a scale and form comparable to the adjoining development and must not adversely affect the character of the area.
- 5.2. However, the proposal is not considered infill development for the reasons set out in the Inspectorate's decision: "...this site is not undeveloped, with a large garage block in existence within the site. Furthermore, the site is to the rear of existing housing and does not, to my mind, constitute the filling of an existing gap between buildings. In this regard the proposal would not be an infill development..."
- 5.3. However, the site is previously developed land. The NPPF does include an exception to inappropriate development in the Green Belt, providing the development would not have a greater impact on the openness of the Green Belt.
- 5.4. The proposed dwelling is the same height as the existing garages and is sited on the existing footprint. The volume of the dwelling is greater than the existing structure. However, this is largely due to the basement accommodation.
- 5.5. There are no numerical parameters in assessing openness, comparison is normally drawn on height and siting. The proposal would therefore comply. In some cases volume has been taken into account when assessing bulk and impact. It is acknowledged that the volume is greater, however there will not be a greater impact on openness as the basement will not be visible beyond the site boundaries.
- 5.6. On this basis the proposal is, on balance, considered to be acceptable.

The impact of the development on the character and appearance of the Chilterns Area of Outstanding Natural Beauty and rural street scene

ADLP: Policies L1 (Chilterns Area of Outstanding Natural Beauty), G3 (General Design Policy), G8 (Detailed Design) and G11 (Trees and Hedgerows)

CSDPD: Policy CS7 (Rural settlements and the Rural Areas); CS17 (Environmental Assets) & CS19 (Raising the Quality of Place-Shaping and Design)

Emerging Local Plan (Regulation 19) Publication Version; CP9 (Sense of Place); CP10 (Green Infrastructure and the Natural Environment) and DM30 (The Chilterns AONB)

- 5.7. Policy L1 of the Adopted Local states that developments should 'conserve the scenic beauty and wildlife interest within the AONB', furthermore policy G3 (General Design Policy) states that 'developments should be compatible with the immediate surroundings of the site and appropriate to its wider context by reference to street pattern and land levels, plot sizes, means of enclosure, proportion, scale, bulk, form and massing; and are sympathetic to the design and appearance of their surroundings, including building materials and profile, window pattern, architectural detail, landscape treatment and means of enclosure.' Additionally, the National Planning policy framework gives great weight to conserving the landscape and scenic beauty in the Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty.
- 5.8. Any new development proposed within the Chilterns AONB will require special attention to be paid to the conservation of its scenic beauty and to any existing wildlife interest. Development will not be permitted if it is likely to damage the special character, appearance or natural beauty of the landscape or the future public enjoyment of the area. Where new development is considered to be acceptable for such a location, it should be of the highest quality, with its design being in sympathy with the local landscape and locally traditional building styles and materials.
- 5.9. Dealing with the layout of the site first, the new dwelling would be located on the footprint of the existing garages. It does however extend out towards the east (1.8m) and west (4.5m). The dwelling does not extend into the embankment to the north of the site.
- 5.10. Turning to the scale and appearance, the proposed dwelling has been purpose designed to take into account levels, adjoining residents and the character of the AONB. Whilst the accommodation is over two floors the height of the dwelling remains the same as the existing garages, due to the proposed basement. The materials comprise predominantly of timber boarding, brick and render. The roof is proposed as a green Sedum roof.
- 5.11. The proposal does include a sunken patio and lightwell. However, these will be well screened. This detail will be considered by condition in landscaping plan.
- 5.12. The proposed dwelling is the same height as the existing garages and is sited on the existing footprint. The volume of the dwelling is greater than the existing structure. However, this is largely due to the basement accommodation. The plot size remains the same as the garage site and the proposed basement will not be seen beyond the site boundaries.
- 5.13. Whilst the site is on an elevated position the wider views are considered important. The main view is from the south of the site on the public footpath. Due to the increase in levels, views would be looking down into the site. Accordingly the dwelling would be visible. The Inspectorate was not of the opinion that the previous scheme would have a detrimental impact. Therefore given that this revised scheme is reduced in height, the impact is reduced and therefore an objection could not be justified.
- 5.14. Trees have previously been removed. Replacement planting can be required via a landscaping scheme, to be secured by condition.

Transport matters and parking

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

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

DSA: DM2 (Transport requirements of development sites)

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

The proposed dwelling requires three on-site parking spaces, which have been provided. In

addition, as the use of this access is not being intensified, no objection is raised.

- 5.17 A public footpath (no. 66) shares the proposed access which currently serves the garages to the rear. A shared surface should allow pedestrians priority, where they will be able to stop without feeling intimidated by motor traffic. The minimum width for vehicles is 2.75m and the minimum width for pedestrians is 2m, the overall width should therefore be 4.75m which has been proposed. The shared access is therefore considered acceptable.
- 5.18 Concerns were previously raised regarding the erection of a close boarded fence and gate effecting the public right of way. However, this is matter of enforcement for Buckinghamshire County Council.
- 5.19 The application site is in separate ownership to the existing dwellings fronting Brick Lane. The Design and Access Statement submitted with the application states that the site is vacant and unrelated to The Cottages. No evidence has been submitted to contradict this statement. There is an informal parking area opposite the Cottages which appears utilised for parking, although it's legal position is not known. Therefore, there is no objection to the loss of parking currently provided at the application site.

Amenity of existing and future residents

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

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

Housing intensification SPD

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

- 5.15. The application site is at a higher level than the dwellings fronting Bricks Lane. The Inspector did not consider that the previous scheme would have a negative impact.
- 5.16. The height of the proposal is the same as the existing garages. The only fenestration on the southern elevation is a door. Therefore, the proposal is not considered to have a detrimental impact on the occupiers of The Cottages.
- 5.17. In terms of the amenity of future occupiers, amenity space has been provided and the positioning of the windows will ensure that the habitable rooms will be afforded sufficient natural light.
- 5.18. Accommodation is provided in the basement, but sunken patios are proposed which will allow natural light to the rooms.

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)

- 5.19. The site is in flood zone 1, accordingly a flood risk assessment is not required.
- 5.20. The risk of surface water flooding is considered negligible.

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)

- 5.21. Following the Adoption of the Delivery and Site Allocations Plan (July 2013) and in

particular policy DM18 (Carbon Reduction and Water Efficiency) it would have previously been necessary to impose a condition to secure the required 15% reduction in carbon emissions as well as reducing future demand for water associated with the proposed dwelling. However, this was superseded in October 2016 by ministerial policy to transfer the issue to Building Regulations. It is only considered necessary to condition water efficiency.

Infrastructure and Developer Contributions

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

BCSNP: Policy 13 (Connecting the Parish)

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

5.22. The development is a type of development where CIL would be chargeable

Environmental issues

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

CSDPD: CS18 (Waste, natural resources and pollution)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF)

5.23. A pre-commencement condition has been requested in connection with foul water drainage. This has been agreed with the Agent and will be submitted prior to commencement.

5.24. Environmental Health has also requested a condition in relation to contamination, should anything be found. The Agent has agreed this condition, given that it would be required prior to commencement.

Weighing and balancing of issues – overall assessment

5.25. 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.

5.26. 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

5.27. As set out above it is considered that the proposed development would accord with the development plan policies.

Recommendation: Application Permitted

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).

- 2 The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers WDC1; F3217-T; PD01B; PD02B; PD03B; PD04 and PD05 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 A fully detailed landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority before any development, above damp proof course, takes place.
The scheme shall include provision for
* Additional planting to compensate for the loss of some of the existing trees
* Native trees to reflect the rural context of the site
The development shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.
- 5 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the 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.
- 6 Prior to the commencement of development, details of the method of non-mains drainage shall be submitted to and approved in writing by the Local Planning Authority (LPA). The details shall show compliance with paragraph 020 (Reference ID: 34-020-20140306) of the National Planning Policy Guidance (NPPG). Should anything other than a package treatment plant be chosen, the applicant will need to submit a drainage assessment to the LPA in accordance with the NPPG. The scheme shall be implemented in accordance with the approved details prior to the occupation of the development.
Reason: To protect controlled waters and residential amenity.
- 7 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 once the Local Planning Authority has identified the part of the site affected by the unexpected contamination, development must be halted on that part of the site. Before development recommences on the part of the site where contamination is present 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.

- 8 With the exception of any planting specifically shown to be removed in the landscaping scheme, no trees, shrub or hedge shall be lopped, topped, felled or removed without the prior approval of the Local Planning Authority. If during construction of the development, or within a period of three years of its completion, any such tree, shrub, hedge dies or becomes damaged, destroyed, diseased or dangerous, it shall be replaced during the following planting season by another healthy, tree, shrub or hedge as the case may be of a similar size and species, unless otherwise approved in writing by the Local Planning Authority. Thereafter any such replacement planting shall be maintained or further replaced as necessary for three years after replacement.
Reason: To ensure the satisfactory retention of existing trees, shrubs and hedges and in the interests of visual amenity.
- 9 Details of the parking and manoeuvring scheme shall be submitted in writing to and approved by the Local Planning Authority, prior to the occupation of the development hereby approved. The approved scheme shall be implemented prior to occupation and retained for the life of the development.
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.
- 10 The development, hereby permitted, shall be designed and constructed to meet a water efficiency standard of 110 litres per head per day.
Reason: In the interests of water efficiency as required by Policy CS18 of the Adopted Core Strategy and Policy DM18 of the Adopted Delivery and Site Allocations Plan (July 2013).

INFORMATIVE(S)

- 1 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 used the Council's planning advice service. The application was considered acceptable and progressed without delay.
- 2 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.
- 3 This permission shall not be deemed to confer any right to obstruct the public that provides access to 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.
- 4 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.
- 5 No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.

19/05601/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Shade Adoh

Comments: As you are aware, there is strong objection to this application. My concern is around the impact on our Green Belt. If you are minded to approve, I would like to call the application to committee please.

Councillor Saddique

I am objecting to this planning application primarily because of its impact on the green belt; the location sits very near to the area of outstanding natural beauty and the building proposed will not be in the character of the neighbourhood. The hamlet sits in a location which has natural beauty which must be protected.

Additionally, this will be development/dwelling in rear gardens of properties in Beacons Bottom which would impinge privacy of existing residents. Further the access road leading to the development is also quite narrow which would be problematic for traffic access which needs to be taken into consideration.

Both Cllr Adoh and Saddique as ward members are therefore conveying the above objection to the application.

Parish/Town Council Comments/Internal and External Consultees

Stokenchurch Parish Council

Comments: Stokenchurch Parish Council resolved to object. The objection was raised on the grounds that the design of the property was not in keeping with the hamlet/surrounding area.

County Highway Authority

Comments: No objection subject to conditions.

Rights of Way and Access

Comments: Not received

The Ramblers Association

Comments: Not received

Control of Pollution Environmental Health

Comments: The set of garages has been built on previously undeveloped land and has occupied this site since the mid/late 1960s for the storage of motor vehicles. As such, there is the potential for ground contamination arising from leaks and spills from fuel and oils associated with general vehicle maintenance. In addition, the application states that this site was previously used as an unlawful builders' yard. Due to the age of the garages, the applicant's attention is also drawn to the potential for asbestos containing material within the building fabric. A watching brief during development is therefore recommended. No objection subject to the following condition - unexpected contamination 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 once the Local Planning Authority has identified the part of the site affected by the unexpected contamination, development must be halted on that part of the site. Before development recommences on the part of the site where contamination is present 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.

Objection subject to condition: Non-Mains Foul Drainage. Details of the method of non-mains drainage shall be submitted to and approved in writing by the Local Planning Authority (LPA). The details shall show compliance with paragraph 020 (Reference ID: 34-020-20140306) of the National Planning Policy Guidance (NPPG) titled 'Are there particular considerations that apply in areas with inadequate wastewater infrastructure?' Should anything other than a package treatment plant be chosen, the applicant will need to submit a drainage assessment to the LPA in accordance with the NPPG. The scheme shall be implemented in accordance with the approved details prior to the occupation of the development.

Arboricultural Officer

Comments: Arb report confirms that there are no trees directly affected by the proposed development, but suggests that additional ground protection may be beneficial within the RPAs of neighbouring trees. This could be dealt with by condition. A number of protected trees have been removed previously along with a duty to plant replacements. This can be dealt with under the landscaping scheme, which is to be secured by condition.

Parish Councillor Neil Watson

Whilst I appreciate the applicant's attempts to satisfy the terms set in the rejection of the previous application, there are still serious objections to this application:

1. This site is in the extreme north-east of the hamlet. Development of it for a house is extending the envelope of the hamlet and the area is Green Belt, which precludes development. I appreciate that there have been garages on the site for a number of years, but these are not habitations, so cannot be considered prior habitable development. A development of a barn or garage would be considered very differently in the green belt to a house so cannot be taken as prior rights.
2. The style of the proposed development is completely out of character for the hamlet: every other dwelling has a pitched roof and is traditional looking (some adjacent properties being very old) - making this style of development inappropriate.
3. Others have expressed concern with the access for heavy lorries to the site: Water End Road / Bricks Lane is a very narrow lane with poor access onto the site. The construction and in particular the removal of large quantities of soil from the site will cause major inconvenience to the local residents.
4. A semi-subterranean design of house might well be at significant risk of flooding - there is a history of an ancient river flowing down the valley and through Beacons Bottom and this could impact the development. Flooding last happened in Jan 2016 I believe.

Representations

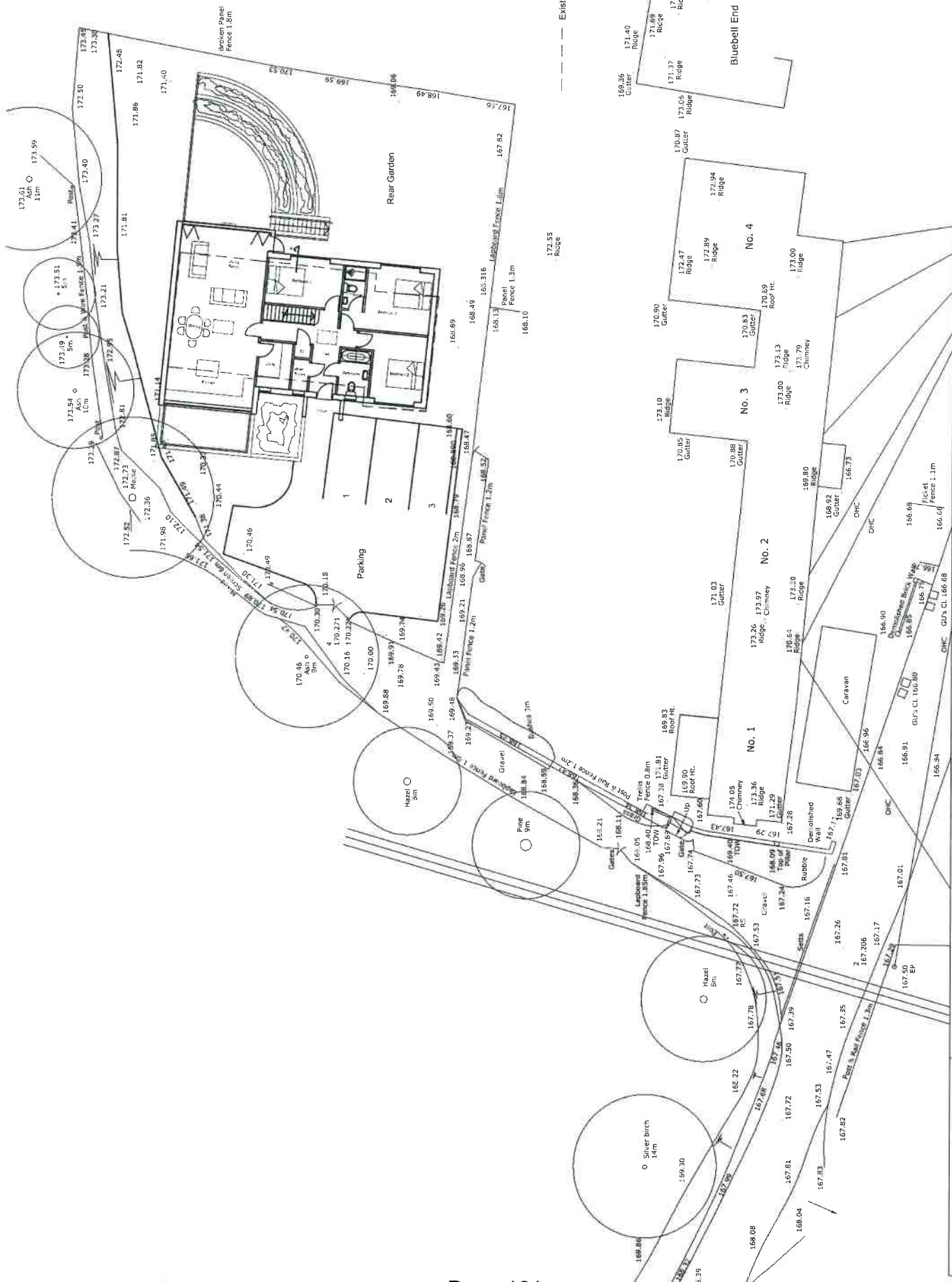
17 letters of objection:-

- Concerned regarding ground stabilisation and massive earth works. Could cause a landslide.
- Proposal out of keeping with the AONB and Green Belt.
- Would be an eyesore to users of the footpath
- Would set a precedent.
- Out of keeping with building line.
- Noise and disturbance during construction phase and earthworks
- Overdevelopment of the site
- Trees and hedgerow removed without consent
- Existing unauthorised barrier should be removed straight away.
- Will have a greater impact on openness, the property will be about 40% larger
- The proposal is not infill
- Impact on privacy of adjoining cottages
- Access track is too narrow
- The ground may well be contaminated
- The owner had made no effort to address two enforcement notices on the site.

19/05601/FUL

Scale 1/2500

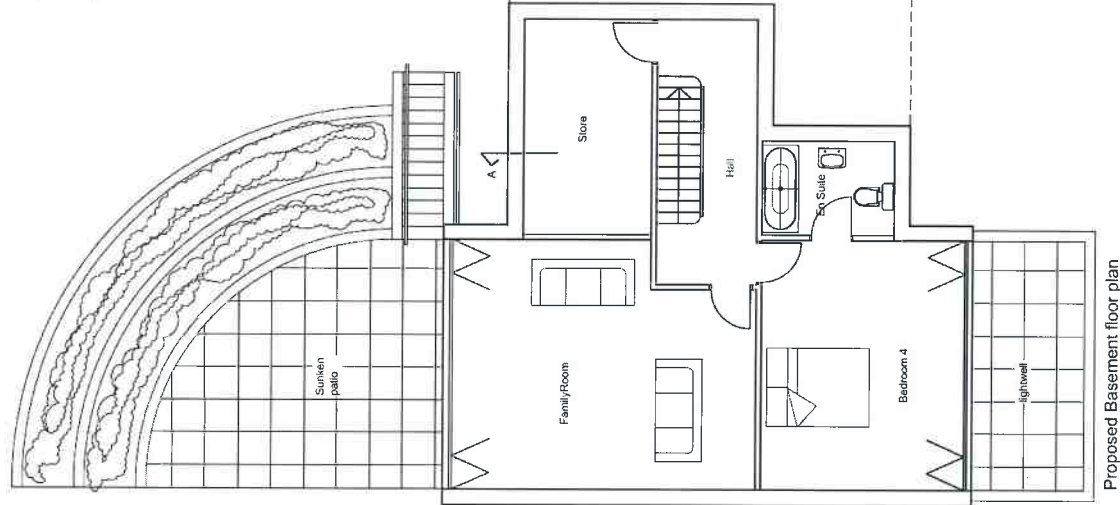
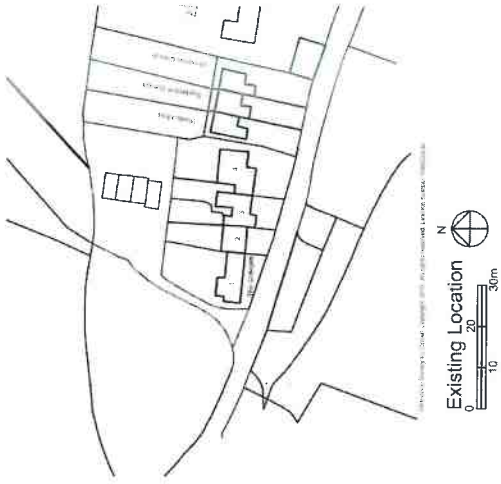




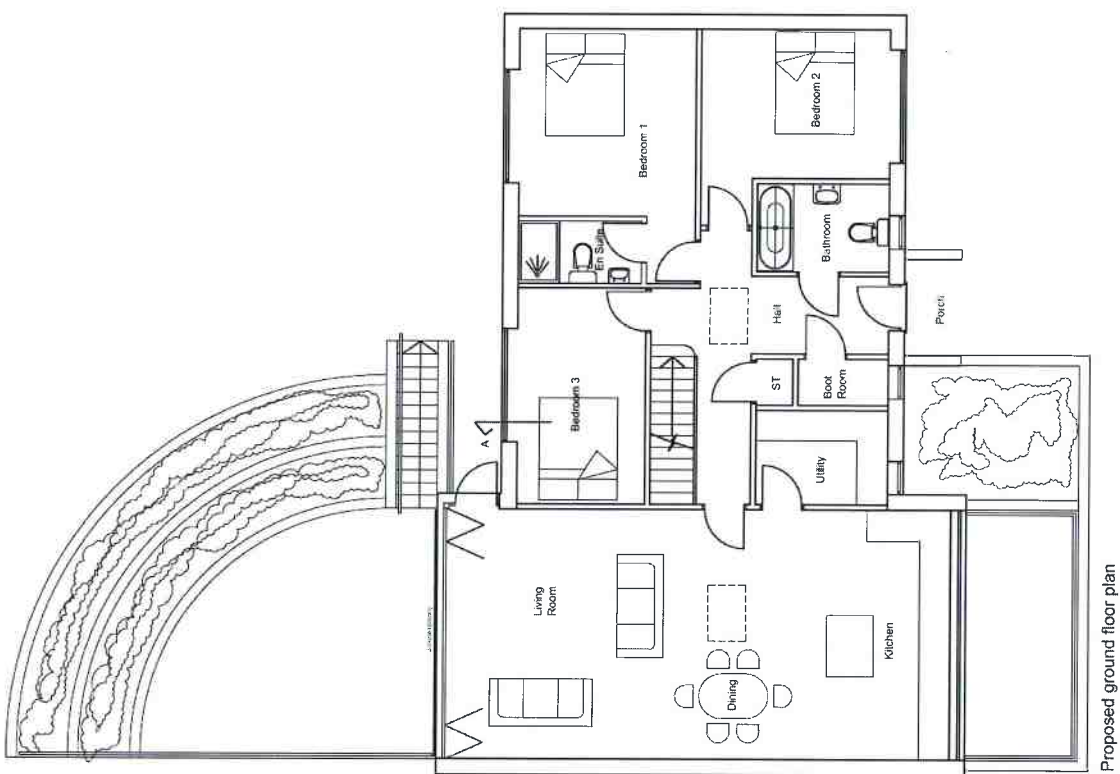
Existing building outline



Client	Job	Drawing	Date	Scale	Drawing No.	Revision
Stewart Martin	3 Bricks Lane, Beacons Bottom.	Proposed Site Plan	January 2019	1:100	PD 01	Rev B



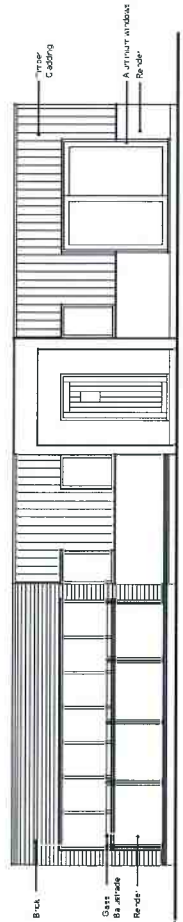
Proposed basement floor plan



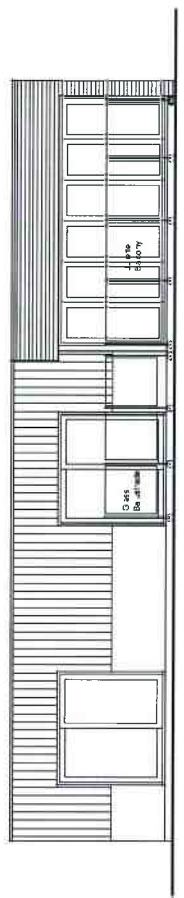
Proposed ground floor plan



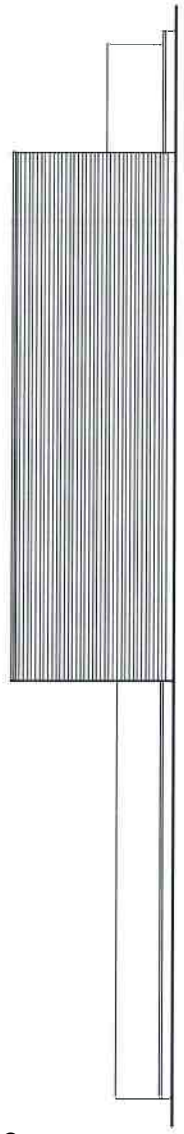
Client	Job	Drawing	Date	Scale	Drawing No.	Revision
Stewart Martin	3 Bricks Lane, Beacons Bottom.	Proposed Plan, Section & Location	January 2019	1:100 / 200/1250	PD 02	Rev B



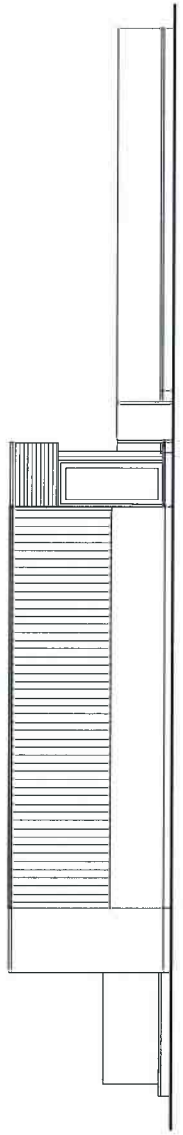
Proposed front elevation



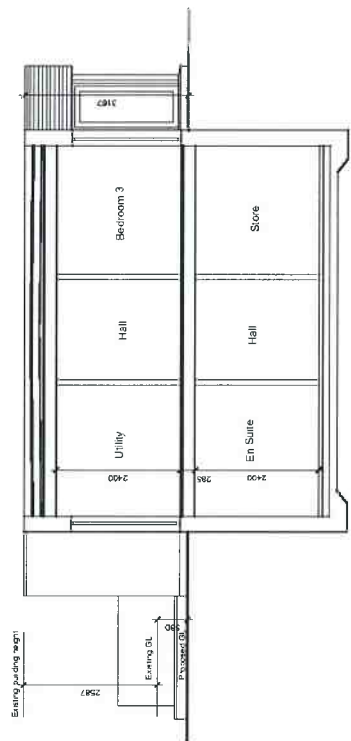
Proposed rear elevation



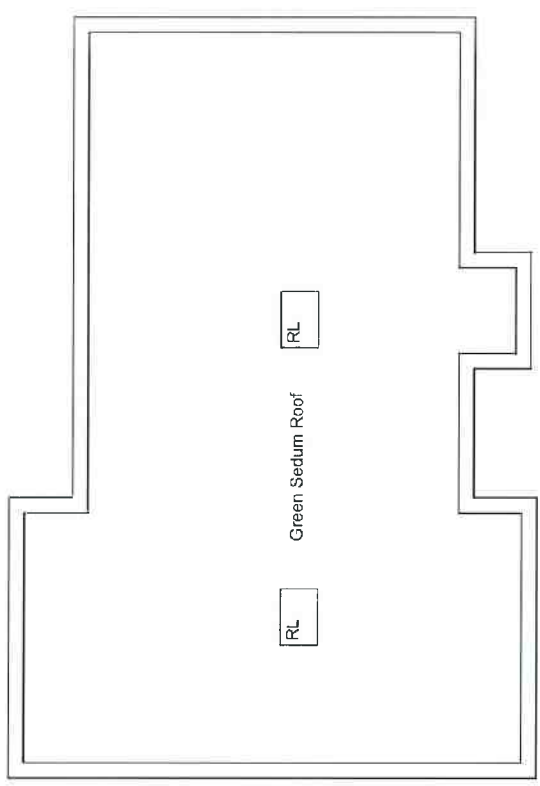
Proposed side elevation



Proposed side elevation



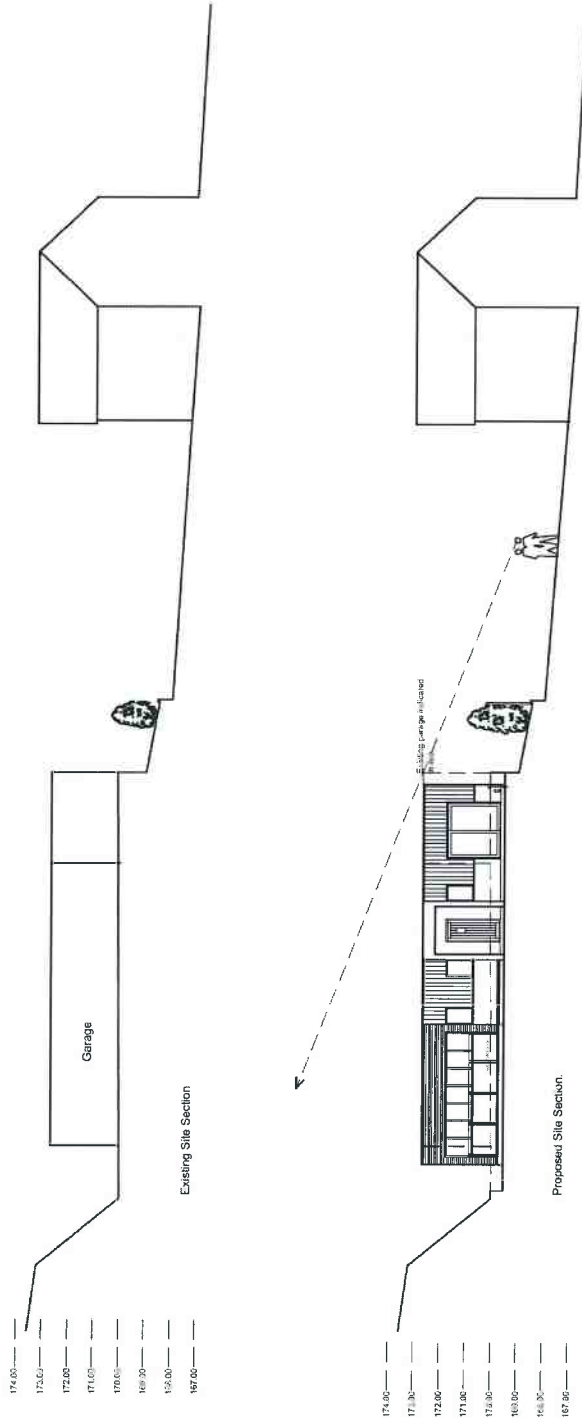
Proposed section A



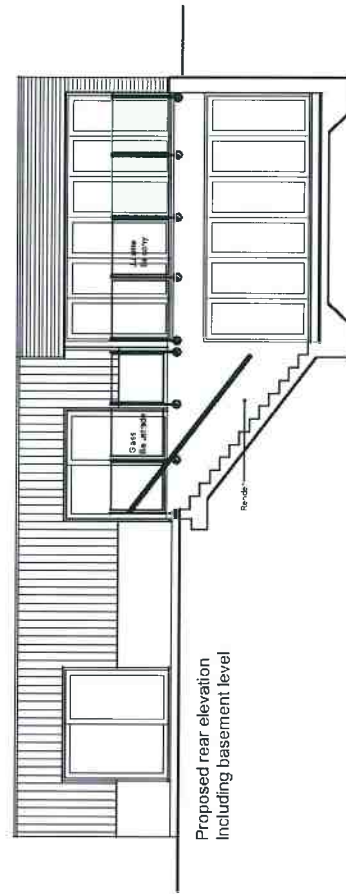
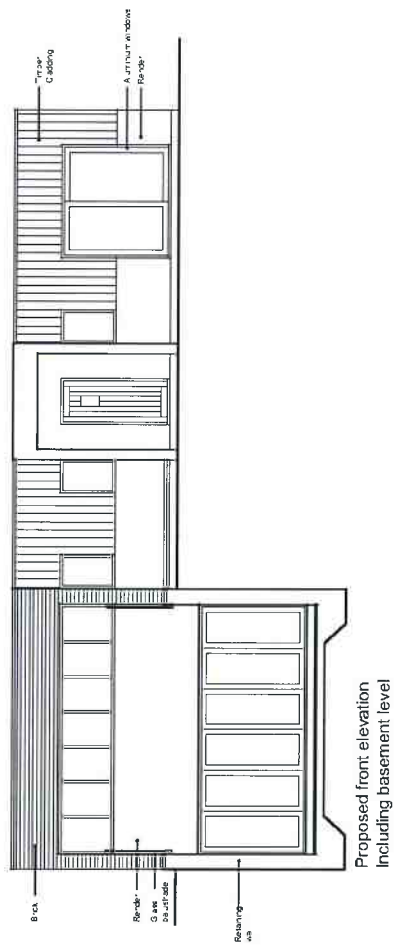
Proposed ground floor plan



Client	Job	Drawing	Date	Scale	Drawing No.	Revision
Stewart Martin	3 Bricks Lane, Beacons Bottom.	Proposed Elevations	January 2019	1:100	PD 03	Rev B



Client	Job	Drawing	Date	Scale	Drawing No.	Revision
Stewart Martin	3 Bricks Lane, Beacons Bottom.	Proposed Site Section	January 2019	1:200	PD.04	Rev



Client	Job	Drawing	Date	Scale	Revision
Stewart Martin	3 Bricks Lane, Beacons Bottom.	Proposed Elevations Sheet 2	January 2019	1:100	Rev
					Rev

Agenda Item 10.

Contact: Stephanie Penney DDI No. 01494 421823

App No : 19/06031/FUL App Type : FUL

Application for : Demolition of existing dwelling & erection of 2 x 4-bed detached dwellings with associated bin stores & car parking

At Site of 80 Daws Hill Lane, High Wycombe, Buckinghamshire

Date Received : 02/05/19 Applicant : Mr Nazeem Raza - Premier Homes London Limited

Target date for decision: 27/06/19

1. **Summary**

- 1.1. The proposal is to demolish the existing dwelling and erect 2 x 4-bed detached dwellings.
- 1.2. The application is considered to preserve the character of the area and provides sufficient private amenity space. Access and parking is considered acceptable. The application is considered acceptable.

2. **The Application**

- 2.1. This application follows previous applications that were approved in 2017 and 2018 for an extension and conversion of the existing dwelling to create 2 x 3-bed dwellings and an application for 2 x 4-bed semi-detached dwellings.
- 2.2. The proposal is now for the erection of two detached dwellings. The internal accommodation remains the same i.e. four bedrooms, a kitchen, dining room and lounge.
- 2.3. The dwellings as approved are 8.7m wide. The amended scheme results in a reduced width of 7.4m. The proposed dwellings achieve a 0.8 to 1m separation gap to each side boundary.
- 2.4. The scheme as submitted proposed six spaces to the front, resulting in hardstanding across of all of the site frontage. The Agent was advised that this was unacceptable given the previous appeal decision and impact on the character of the area. The scheme was amended, reverting back to the approved scheme and showing an area of soft landscaping.
- 2.5. Conditions 3 (materials) and 4 (arboricultural report) of 18/06845/FUL have been agreed. The surface water drainage condition remains outstanding.
- 2.6. The application is accompanied by:
 - a) Design and Access Statement

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 scheme was amended in accordance with Officer advice. The application then progressed without delay.

4. **Relevant Planning History**

- 4.1. 16/08267/FUL. Demolition of existing house and erection of two storey block of 5 x 2-bed and 2 x 1-bed self-contained flats with amenity areas, bin & cycle storage and associated car parking and landscaping. Application refused and dismissed on appeal.
- 4.2. 17/07902/FUL. Conversion of existing 1 x 4 bed detached dwellinghouse into 2 x 3 bed semi-detached dwellinghouses facilitated by construction of part two storey, part first floor side and rear extension, single storey front extension to create individual entrances and associated external alterations. Application permitted.
- 4.3. 18/06845/FUL. Demolition of existing house and erection of 2 x 4 bedroom houses. Application permitted

5. Issues and Policy considerations

Principle and Location of Development

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

DSA: DM1 (Presumption in favour of sustainable development), BCSNP: Policy 1 (Spatial Plan for the Parish), Policy 2 (Development within Settlements),

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

Daws Hill Neighbourhood Plan, Submission Plan

- 5.1. The proposed development would increase the current amount of housing provision within the district within a sustainable location. As such the principle of residential development is acceptable. This is providing that all other planning considerations are satisfied.
- 5.2. The western side of Daws Hill Lane is dominated by single family dwellings the intensity of use is perhaps the key determining issue in assessing the impact on the character of an area. The redevelopment resulting in an additional dwelling would not unacceptably alter the character of the locality. Whilst the proposal will result in a pair of detached dwellings, the character of the area will not be significantly affected.
- 5.3. It is acknowledged that the separation distance does fall below the recommended 1m, however the existing form is characterised by similar patterns of development.
- 5.4. The site is within the Daws Hill Neighbourhood Plan, however this has not yet been adopted and holds limited weight.

Transport matters and parking

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

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

DSA: DM2 (Transport requirements of development sites)

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

- 5.5. There is existing parking to the front of the site, although not formally marked out.
- 5.6. The site is within Residential Zone A. The proposal will result in a two x seven habitable room dwellings. Accordingly two spaces are required per dwelling.
- 5.7. Parking has been shown, but does not meet the required dimensions. This is however achievable and a condition is recommended ensuring they are laid out prior to occupation. Sufficient manoeuvring space has also been provided.
- 5.8. Access to the site will remain as existing, which also serves number 82 Daws Hill Lane. No objections were previously raised regarding the suitability of the access or

intensification of use given the width of the access and the existence of the highway verge on the western side of Daws Hill Lane. In addition visibility splays are commensurate with the speed limit in force and can be achieved without third party infringement. No objections have been received subject to conditions.

Raising the quality of place making and design

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

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

DSA: DM11 (Green networks and infrastructure),

Housing intensification SPD

New Local Plan (Submission Version): CP9 (Sense of place), DM35 (Placemaking and Design Quality)

Daws Hill Neighbourhood Plan, Submission Plan Policy 2 (Trees, Hedgerows and Woodlands), Policy 7 (Quality Design)

- 5.9 The height of the proposed dwellings is in keeping with the approved scheme and adjacent dwellings. The width of the dwellings have been reduced as the scheme us now for detached dwellings.
- 5.10 The separation distances have therefore been reduced, but the reduction of 0.2m is not considered significant given the existing pattern and form of other development in the vicinity.
- 5.11 The expanse of hardstanding does not now increase to that approved.
- 5.12 A larger area of hardstanding is not acceptable given the previous refusal and Inspector's comment. Existing trees have unfortunately been removed in the front area, however the prominent trees to the front will be retained. It however considered necessary to require an additional landscaping scheme to ensure that the front area is landscaped as the plans indicate.
- 5.13 Therefore the resultant development is considered acceptable.
- 5.14 Reference has been made to the Daws Hill Neighbourhood Plan and how the development is contrary to the policies. However, the Plan has not been adopted and holds limited weight. Notwithstanding this however, permission has already been granted for the intensification of the site to two dwellings and is thus a material consideration.

Amenity of existing and future residents

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

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

Housing intensification SPD

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

- 5.15 The proposed dwellings are accessed from the front. Both have dedicated private amenity space to the rear which goes beyond the minimum requirements.
- 5.16 All habitable rooms have natural light. The building has been designed to maintain separation distances and to comply with the Council's 45 degree light angle guidance. The proposal will not therefore appear dominant to neighbouring properties. No side windows are proposed. Accordingly, there would be no direct overlooking.

Environmental issues

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

CSDPD: CS18 (Waste, natural resources and pollution)

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

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

- 5.17 The Council's Environmental Services Division have requested a condition related to mitigation of traffic noise from M40 and Daws Hill Lane. This will therefore be attached.

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)

- 5.18 Core Strategy Policy CS18 requires that development avoid increasing (and where possible reduce) risks of or from any form of flooding.
- 5.19 The site is not within an identified area of flood risk from fluvial flooding. The area is not known as an area of risk of surface water flooding. Therefore, there is no objection to the proposal on flooding grounds.
- 5.20 A Drainage Statement was submitted with the previous application and it is proposed to use a tanked permeable paving system. The Lead Local Flood Authority (LLFA) previously raised no objection subject to conditions. This remains outstanding from the previous consent. A pre-commencement condition is recommended and has been agreed with the Agent.

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)

- 5.21 Following the Adoption of the Delivery and Site Allocations Plan (July 2013) and in particular policy DM18 (Carbon Reduction and Water Efficiency) it would have previously been necessary to impose a condition to secure the required 15% reduction in carbon emissions as well as reducing future demand for water associated with the proposed dwelling. However, this was superseded in October 2016 by ministerial policy to transfer the issue to Building Regulations. It is only considered necessary to condition water efficiency.

Infrastructure and Developer Contributions

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

BCSNP: Policy 13 (Connecting the Parish)

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

- 5.22 The development is a type of development where CIL would be chargeable.
- 5.23 It is considered that there would not be other types of infrastructure, which will be put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure.

Weighing and balancing of issues – overall assessment

- 5.24 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.
- 5.25 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

5.26 As set out above it is considered that the proposed development would accord with the development plan policies.

Recommendation: Application Permitted

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).
- 2 The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers WDC1 and 1818-pl-10 B unless the Local Planning Authority otherwise first agrees in writing.
Reason: In the interest of proper planning and to ensure a satisfactory development of the site.
- 3 The proposed materials shall be as per the approved drawing number 1818-cn-01 submitted with PI19/00022/ADRC unless otherwise agreed in writing with the Local Planning Authority.
Reason: To safeguard the character of the area.
- 4 The development shall be carried out in accordance with the approved AMS submitted with PI19/00022/ADRC unless otherwise agreed in writing with the Local Planning Authority.
Reason: To safeguard the character of the area.
- 5 The development, hereby permitted, shall be designed and constructed to meet a water efficiency standard of 110 litres per head per day.
Reason: In the interests of water efficiency as required by Policy CS18 of the Adopted Core Strategy and Policy DM 18 of the Adopted Delivery and Site Allocations Plan (July 2013).
- 6 A scheme to protect the proposed development from noise from the M40 and Daws Hill Lane shall be implemented before any part of the accommodation hereby approved is occupied, unless the Local Planning Authority otherwise agrees in writing. The scheme shall ensure the indoor ambient noise levels in living rooms and bedrooms meet the standard in BS 8233:2014 of 30dB LAeq for the appropriate time period. The scheme shall include acoustic ventilation to meet the requirements of the Noise Insulation (Amended) Regulations 1988.
Reason: To protect the occupants of the new development from noise disturbance.
- 7 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. For clarification the dimension of the parking spaces shall be 2.8m x 5m.
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.

- 9 Notwithstanding the provisions of Part 2 of the Second Schedule to the Town and Country Planning General Permitted Development Order 2015 (or any Order revoking or re-enacting that Order) no gates shall be erected along the site boundary with the Daws Hill Lane highway maintained at public expense carriageway.
Reason: To enable vehicles to draw off clear of the highway for the safety and convenience of the highway users.
- 10 No other part of the development shall be occupied until visibility splays have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.
Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.
- 11 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. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:
- Ground investigations including:
 - Infiltration in accordance with BRE365
 - Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the hierarchy listed in the informative below.
 - Full construction details of all SuDS and drainage components
 - Detailed drainage layout with demonstration of all SuDS components, pipe 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 how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance.
 - Details of the proposed resistance and resilience measures to mitigate the existing surface water flood risk.
- 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 A fully detailed landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority before any development, above damp proof course, takes place.
The scheme shall include provision for
- * Additional planting to compensate for the loss of some of the existing trees
 - * Details of soft landscaping for site frontage.
- The development shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.
- 13 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.

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 scheme was amended in accordance with Officer's advice. The application then progressed without delay.
- 2 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.
- 3 No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.
- 4 To comply with paragraph 080 of the Planning Practice Guidance (PPG) 'the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:
 - into the ground (infiltration);
 - to a surface water body;
 - to a surface water sewer, highway drain, or another drainage system;
 - to a combined sewer.

19/06031/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor L M Clarke OBE

Comments: If you are minded to approve please bring to the Planning Committee for determination as I have grave concerns about this application.

I am concerned at the hard standing proposed for parking as I believe this be a flooding risk. Also the changes in the buildings on this side of Daws Hill Lane is out of keeping.

Further to my comments on this application - 80 Daws Hill Lane is within the Daws Hill Neighbourhood Area Plan and part of the Neighbourhood wishes are to protect the ambience of the houses within the Daws Hill Neighbourhood area. Therefore the building of 2 x 4 bedroom houses over 3 floors on a site which formerly housed one large dwelling goes against that plan. Thus it would be out of keeping with the Daws Hill Neighbourhood itself. As you are aware the Pinetrees Development is NOT included in the Daws Hill Neighbourhood Plan and although similar buildings are across the road from this application I believe it to be out of keeping with the street scene and Neighbourhood plan.

Parish/Town Council Comments/Internal and External Consultees

High Wycombe Town - Abbey Ward

County Highway Authority

Comments: No objections subject to conditions

Control of Pollution Environmental Health

Comments: No objections received subject to condition.

Buckinghamshire County Council (Non Major SuDS)

Previous Comment: No objection subject to condition.

Representations

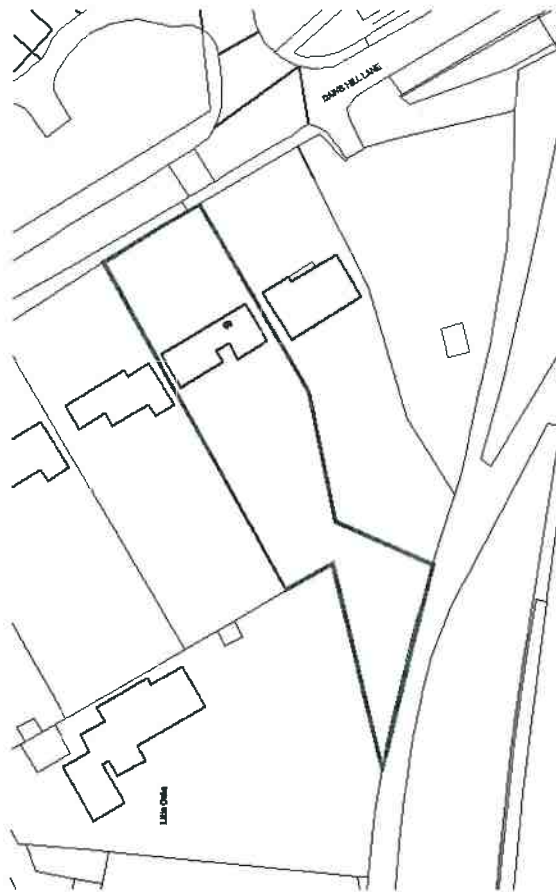
One letter of objection received:-

- Amended plans do alleviate some concerns.
- Continued activity on site.
- Works have commenced prior to the discharge of pre-commencement conditions.
- Demolition has occurred.
- Dwellings do not occupy the same footprint as approved.
- Insufficient gap between dwellings, concerned that there is not enough room for the dwellings to be built.
- Risk of surface water flooding from hardstanding

19/06031/FUL

Scale 1/2500





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Agenda Item 11.

Contact: Charles Power DDI No. 01494 421513

App No : 18/05597/OUT App Type: Outline Application

Application for : Outline application (all matters reserved) for the development of up to 150 dwellings (including affordable homes), accessed off Stratford Drive, together with ancillary infrastructure including the provision of public open space, parking and circulation facilities and the management and protection of the water and ecological environments.

At Slate Meadow, Stratford Drive, Wooburn Green, Buckinghamshire

Date Received : 12/04/18 Applicant : Avant Homes and Croudace Homes

Target date for Decision 12/07/18

1. **Summary**

- 1.1. This report provides an update upon the policy position since the application was considered at the August 2018 Planning Committee. It is an addendum to that original report and plans – which can be found at appendix B and its aim is to present any changes that need to be considered by Members when determining the application as it now stands before them.
- 1.2. At committee Members resolved: That the Planning Committee are minded to grant outline planning permission, subject to:
 - a) Further discussion by their officers with the Environment Agency (EA) to clarify the current ambiguity over whether they are formally objecting or not. Once this is clarified the application can then either proceed to determination, or if the EA is actually objecting the Secretary of State would be formally consulted.
 - b) That the Head of Planning and Sustainability be given delegated authority to grant Conditional Permission provided that a Planning Obligation is made to secure Affordable housing, Primary and nursery education, Improvements in the provision of public transport in the local area, Improvements to the provision of walking/cycling routes in the local area, Management and maintenance of green infrastructure within the site, An off-site contribution for the improvement/management and maintenance of the Village Green, Travel plan (including monitoring fee), or to refuse planning permission if an Obligation cannot be secured.
 - c) In consultation with the Planning Committee Chairman, that the Head of Planning and Sustainability be requested to decline to exercise her delegated authority to determine any subsequent reserved matters applications, should any Member request that the approval of such reserved details would benefit from the scrutiny of Planning Committee.
- 1.3. The application has been brought back to the Planning Committee because the legal agreement under Section 106 has now been signed and it does not include a contribution to nursery education or a travel plan for the site. The first was not considered to be justified, the second was not requested by the County Highway Authority.
- 1.4. Bringing the application back to Committee also provides an opportunity to update the Members on the following:

- a) the current policy position with regard to the application,
- b) the weight to be given to existing and emerging policy,
- c) changes, where relevant, to the NPPF, and their impact
- d) changes to the Council's position with regard to housing supply and any impact upon this application and
- e) to report further representations received from Bourne End and Wooburn community groups.

2. The Application

- 2.1. Please see the original report. No additional plans have been submitted apart from those appended to the Legal Agreement subject to this application.
- 2.2. The Environment Agency has provided an updated Flood Risk Assessment Map for the site based on their Wye (including Hughenden Stream) 2018 model this can be found at appendix D of this report. A colour copy can be found in the Council's 'Public Access' system.

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.
- 3.2. 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.
- 3.3. In this instance since the Committee delegated the application back to the Head of Planning and Sustainability the case officer and the Council's legal services have been working with the applicant and Buckinghamshire County Council to produce a legal agreement.

4. Relevant Planning History

- 4.1. Please see the original report.

5. Issues and Policy considerations

The policies taken into consideration are the same, albeit that there has been a further NPPF published earlier this year (2019), as those considered in the original report.

Principle and Location of Development

Development Plan Framework

- 5.1. For the purposes of considering this application the relevant parts of the Development Plan are the Wycombe Development Framework Core Strategy (July 2008), the Wycombe District Local Plan (January 2004) and the Delivery and Site Allocations Plan (July 2013), this has not altered since the original report to Committee in August 2018.

- 5.2. However, the emerging Local Plan is now further through its examination in public having published and consulted upon the main modifications. The Council is awaiting the Inspector's report.
- 5.3. The emerging policies of the New Local Plan can therefore be afforded greater weight in the determining of this application. The amount of weight will still depend upon the extent of unresolved objection to relevant policies and the degree of consistency of relevant policies with the NPPF.

Principle and Location

- 5.4. The principle of residential development on this site is as set out in the original report.
- 5.5. The primary emerging policy for this site is Policy BE1 – Slate Meadow, Bourne End and Wooburn. It is considered that the application complies with that policy.
- 5.6. There were a number of representations made to the Examination in public (EIP) of the emerging Local Plan concerning the draft policy. These are listed in Appendix C. The evidence base for this allocation was considered at the hearing into 'Matter 10' on 6th September 2018. Of those representations that requested to speak at the EIP only one (Progress Planning at sections 2.1 to 2.4) objected to the allocation at Slate Meadow on the basis of potential flood risk, ecology and highways considerations.
- 5.7. These objections were considered in the Council's Matter 10 Statement to the EIP at 1c (1.29 to 1.55) the Inspector sought no modifications to the emerging policy as part of the Main Modifications to the Plan. The policy requires a Flood Risk Assessment and a sequential approach to development. The Ecology of the site and the impact upon Burnham Beeches SAC are enhanced and protected respectively by section 3 of the policy and the impact upon the highway network is considered at Section 2.
- 5.8. The representation with regard to Matter 10 by 'Keep Bourne End Green' only make a passing reference to Slate Meadow when considering whether 'Wooburn and Bourne End' is a 'Tier 2' settlement. At paragraph 11 it refers to the development brief for Slate Meadow and appears to support the stance that the development of Slate Meadow seeks to provide multi-functional spaces that maintain the separation between the two communities of Wooburn and Bourne End. No other comment on the Slate Meadow allocation and policy is made within the document.
- 5.9. The representation with regard to Matter 10 by West Waddy on behalf of Bourne End Residents Association & Hawks Hill Widmoor Residents Group makes no mention of Slate Meadow or its allocation.
- 5.10. The representation by this Council sets out the background to the allocation. This includes the statement at 1.38 by the Environment Agency. 'The EA raised concerns with regards to the level 2 SFRA at Regulation 19 stage but withdrew their comments on this particular site, confirming that they "know that the site is deliverable with the indicative dwelling numbers". The indicative dwelling numbers are 150 in the policy.
- 5.11. As stated above, there were no proposed modifications to this policy in the consultation on the main modifications to the emerging Plan. The policy is considered to be consistent with the NPPF as a whole as it seeks to achieve sustainable development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

- 5.12. Based upon the above it is your officer's opinion that considerable weight can be given to policy BE1 in the determination of this application. The development brief for the site is considered to be consistent with the requirements of policy BE1.

Flooding and drainage

- 5.13. The Environment Agency have clarified that they remove their objections subject to conditions being imposed on any planning permission granted. They repeat their advice with regard to a sequential test.
- 5.14. Since that report the NPPF has been updated but the advice on flooding and the sequential test has not altered.
- 5.15. The question of whether a sequential test is triggered was considered in the original report. Since that report the Environment Agency has now provided an update to the flood map for this area in the form of a flood risk assessment map. This is taken for the Wye (including Hughenden Stream) 2018 model.
- 5.16. That model shows that the whole of the proposed development area is outside the 1%+35% Climate Change Annual Exceedance Probability. Based on this there would be no requirement for a site specific sequential test and policy DM17 (1) would no longer apply. As the site is greater than 1 ha policy DM17(2) would apply and the application is considered to be in compliance with this.
- 5.17. Slate Meadow is also an allocated site for development in the emerging Local Plan. Under that Plan it has passed the Level 2 Strategic Flood Risk Assessment without objection from the Environment Agency. The position the Environment Agency took with regard to this allocation in the emerging Local Plan was based on their latest assessment of flooding in the slate meadow area (referred to above).

Affordable Housing and Housing Mix

- 5.18. The Section 106 agreement provides for affordable housing at 40% of bedspaces. This is the ratio set out in the current supplementary planning document on developer contributions. Given that some weight can be given to the emerging policy and published background information on affordable housing need, the ratio of affordable rented housing to shared ownership housing has been changed from 66% and 34%, to 70% and 30%, respectively.

Transport matters and parking

- 5.19. The resolution put before the Planning Committee in August 2018 included the requirement for a travel plan for the development. A travel plan outlines objectives that, in accordance with national and local policy, are concerned with reducing or sustaining a low level of vehicle trips to/from the development. A package of measures is identified aimed at encouraging the use of sustainable travel opportunities.
- 5.20. In their response on the application the Highways Authority suggested that, in terms of sustainable travel, 'the furthest dwelling from the nearest bus stop generally meets the objectives of the Wycombe District Council's Delivery and Site Allocations Policy DM2. Specifically this allows a pedestrian to walk around 400m toward a bus stop served by a reliable and frequent bus route (relative to the site's location).'

- 5.21. The response continues 'With reference to this development, the stops in question can be used for half-hourly buses to High Wycombe town centre, Bourne End or hourly daytime services to Maidenhead. From that point on, rail links can be used to reach London (Paddington or Marylebone).'
- 5.22. It concludes 'I am therefore content that this site is acceptable in terms of its access to sustainable transport links. Nonetheless, the infrastructure at the locations closest to the site is antiquated. I therefore suggest that the overall permission binds the applicant to install Real Time Passenger Transport Information systems and generally modernise these bus stops.'
- 5.23. The Section 106 legal agreement provides the mechanism for the upgrading of bus stops adjacent to the site and the funds to do this, including the installation of Real Time Passenger Information systems on at least one stop in each direction. The requirements of the Highway Authority as far as sustainable transport links for the site have therefore been satisfied and the need for a Travel Plan falls away.
- 5.24. No Travel plan has therefore been sought within the Section 106 agreement and the agreement therefore varies from the 'minded to grant' resolution made by the Planning Committee.

Community facilities

- 5.25. Being a development of over 100 dwellings a contribution is sought for education in line with the adopted developer contributions SPD. CIL funds are used for secondary education as this covers a much wider catchment area than primary or nursery education facilities.
- 5.26. It was initially reported that there had been no response from Children Services (Bucks County Council Education Department) and therefore contributions were being sought for both Primary and Nursery education. However, this was reported in error and the response from Bucks County Council Education Department is at appendix E. This confirms that only a contribution for Primary Education was being sought.
- 5.27. During the course of negotiating the S106 agreement clarification was sought from the County Council on this matter and it was confirmed that there is no justification for additional nursery provision due to the development.
- 5.28. The primary school contribution is specifically for the expansion of Claytons Combined School or such other education project within the Wooburn and Bourne End Civil Parish Boundary.

Ecology

- 5.29. The original report refers to the potential impact upon the Burnham Beeches (SAC). For clarification the habitats Directive 79/409/EEC called for the identification of habitats of particular importance and Burnham Beeches is one such site.
- 5.30. Articles Article 6(2) and 6(3) provide as follows:
2. Member states shall take appropriate steps to avoid, in the special areas of conservation, the deterioration of natural habitats and the habitats of species as well as disturbance of the species for which disturbance could be significant in relation to the objectives of this Directive.

3. Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.

- 5.31. Natural England did not respond to the consultation on this application but they did comment upon the new Local Plan and the policy BE1 allocation for Slate Meadow within that plan. In their response they highlighted the potential for the increased population from Slate Meadow to have a significant effect upon the SAC due to recreational pressures. They advised that in order to counteract this potential pressure a level of high quality open space provision equivalent to 8 ha/1000 people should ideally be provided on sites within 5 km of the site and at a closer or more convenient location than the protected site.
- 5.32. As far as this application is concerned the site would deliver approximately 150 units, which equates to 375 people. This would result in a need for 3 ha of open space according to the Natural England standard referred to above. The proposal gives additional areas adjacent to the village green of over 4 ha, although some of the additional areas will be inaccessible due to ecology or standing water (SUDS).
- 5.33. The village green which is approximately 2.7ha in size will be improved and access to the on-site open space increased through improvements to the local footpath and cycle network. This has now been secured through the S106 legal agreement.
- 5.34. The proposal is therefore considered to have mitigated for any potential increase in recreational pressure upon the Burnham Beeches SAC in line with the advice of Natural England. It is noted that Natural England have not raised any subsequent objections to emerging policy BE1 and are satisfied with the HRA for the emerging Local Plan.

Infrastructure and Developer Contributions

- 5.35. As previously stated, the Planning Obligations SPD sets out the Local Planning Authority's approach to when planning obligations are to be used in new developments.
- 5.36. Having regard to the statutory tests in the Community Infrastructure Levy regulations and the National Planning Policy Framework the applicants have entered into a legal agreement that covers the following:
- a) Affordable Housing (including local criteria in respect of the Occupation of Shared Ownership Housing)
 - b) Open Space (including an open space management plan and a contribution towards the future upkeep of the Village Green)
 - c) A scheme for improvements to the Village Green
 - d) A scheme to maintain the sustainable drainage system (SuDS) of the development
 - e) A management company for the purpose of administering and maintaining the Open Space Land and to be capable of maintaining the SuDS.
 - f) A bus real time passenger information contribution
 - g) A cycleway and Public Right Of Way improvement Contribution

- h) An education contribution for primary education

It is considered that these contributions are reasonably necessary to ensure a policy compliant form of development on the site.

Weighing and balancing of issues – overall assessment

- 5.37. This section brings together the above to weigh and balance relevant planning considerations in order to reach a conclusion on the application. The weight that can be given will have potentially changed since the original report due to the change in the housing supply position and the advanced stage of the new Local Plan.
- 5.38. Section 38(6) of the Planning and Compulsory Purchase Act 2004 still 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) the original report suggested this was approximately 4.5 million, this was corrected by the case officer at the Committee meeting and revised down to £2.5 million
 - c) Any other material considerations
- 5.39. At the time of the original report, the evidence available, based on the Wycombe Monitoring report (para 5.73) was that the Council did not have a 5 year supply of housing. That for the period 2017-22 against a target of 4291 (including shortfall and a 5% buffer) there is a supply of 4256 which equates to 4.96 years supply. This supply included the delivery of 150 dwellings at Slate Meadow.
- 5.40. The current position is that, based on the current method of calculating housing numbers, there is a 5 year supply, again this includes 150 dwellings at Slate Meadow. As such there would now be no weighted balance under the NPPF paragraph 11.
- 5.41. As set out above it is considered that the proposed development would no longer conflict with policy DM17 or require a sequential test.
- 5.42. In favour of the development is;
- a) the provision of up to 150 new dwellings for the district. The weight that can be given to this is still significant.
 - b) the economic contribution that the development would provide through the creation of jobs during the construction stage. New residents are also likely to support existing local services and businesses with a possible increase in local jobs as a result. Weight is limited as there is nothing here that would not be provided by any other development. Limited weight can still be given to this aspect of the proposal.
 - c) moderate weight can also be given to the social role the development would play in delivering a mix of housing type and tenure that would meet the social needs of the population of the district; the provision of both additional open space and improvements to the local footpath/cycle network for both the existing and proposed population to enjoy and the proposed improvements to the bus-stops in the local area.
 - d) in terms of the environmental benefits moderate weight can be given to improvements to ecological areas, the village green and a net gain in biodiversity.

- e) some weight can also be given to the potential to reduce flooding in the surrounding area. However, this is only aspirational and therefore the weight in favour is very limited.
- 5.43. Given there is a 5 year supply, footnote 6 of Para 11 of the NPPF is no longer engaged. The applicants have demonstrated to the satisfaction of the EA and the LLFA that this proposal would not (once ground levels have changed) be an area at risk from any form of flooding. The weight that can be given to the emerging policy BE1 (which has been sequentially tested) has also increased.
- 5.44. As set out above, it is considered that the application now complies with the requirements of the development plan and there are no material considerations which sufficiently indicate that permission should not be granted. The application is recommended for approval.

Other matters

Referral to the Secretary of State

- 5.45. Following the original Committee resolution in August 2018 the Council was contacted by the Ministry of Housing, Communities and Local Government. The Ministry had received a request from the general public to use its 'call-in' powers to recover the application for the Ministers own consideration. The Ministry was provided with the comments of the Environment Agency and a record of our communications with their officers. Clarification of the EA position was sought and conformation received that the Environment Agency position is that they remove their objections subject to conditions being imposed on any planning permission granted. The suggested conditions have been discussed and agreed with the EA.
- 5.46. On 11 September 2018 a letter was received from the Ministry which confirmed that the Secretary of State has decided, having had regard to the call-in policy as set out in the Written Ministerial Statement by Nick Boles on 26 October 2012, not to call in this application.

Representations by the local community

- 5.47. Representations from the local community seek to suggest that officers have misled Members in the housing supply figures they have presented. In response, the way housing supply is calculated and projected for an emerging Local Plan is not the same as the way it is calculated for day to day development management purposes.
- 5.48. The current situation as far as determining this application is that set out in the five year housing land supply position (March 2019) document on the council's web site. Wycombe District Council is able to demonstrate more than five years' supply of specific deliverable housing sites (from a 31st March 2018 base date). This accords with paragraph 73 of the 2019 NPPF. We therefore still weigh and balance the positive and negative aspects of the proposal but that is not a weighted balance.
- 5.49. Much has been made in the representations on this application about the lack of a sequential test and the assessment made in the original report in this regard. In particular the 'Watermead' judgement.
- 5.50. As previously stated, the starting point for any development management decision is the adopted development plan. (Section 38(6) of the Planning and Compulsory Purchase Act

2004). The emerging New Local Plan, the National Planning Policy Framework and supplementary planning policy and guidance (including the Slate Meadow Development Brief) will be key material considerations, alongside any other scheme specific issues. The NPPF itself reinforces S38(6) in paragraph 2.

- 5.51. The NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development, meeting the needs of the present without compromising the ability of future generations to meet their own needs. There are three overarching objectives, which are interdependent, an economic, a social and an environmental objective. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.
- 5.52. Watermead makes it clear that under certain circumstances a sequential test is required by the NPPF. Regardless of the Development Plan policies, the NPPF is a material consideration when determining a planning application so if we wish to depart from national planning policy it must be done consciously and for good reason.
- 5.53. The original report makes it clear that there has been no sequential test and considered the proposal in the light of that. It pointed out that the need for a sequential test in this case was debatable and gives the reasons for this. It recommended that a precautionary approach be taken. It also pointed out that the application as submitted demonstrates that the development proposed can meet the needs of the present without compromising the ability of future generations to meet their own needs by ensuring that the proposal does not impact negatively upon flooding in the local area.
- 5.54. However, as stated above, the Environment Agency have now provided a revised 2018 Flood Risk Assessment for the Wye which shows that a sequential test is not triggered.
- 5.55. Concern has been raised over the time the application has taken to reach determination and whether this is in accordance with the Planning Performance Agreement between the applicants and the Council. The PPA sets out the intentions of the two parties and provides a framework for the process. This framework was principally concerned with the production of a development brief for Slate Meadow.
- 5.56. During the Planning Application stage the PPA sought to provide comfort that both parties would seek to progress the application to a point where the Planning Committee could make a decision. The application is being brought back to Committee with a S106 Legal Agreement so that can happen. The delay in the process is due to the complexity of the site and the need to have all parties signed up to the agreement. It is your officer's opinion that the concerns of the general public with regard to the PPA are not materially significant in the determination of the application before you.
- 5.57. At the time of completing this report the S106 agreement has been signed by the District Council, the County Council and the applicants. A copy of the agreement can be found at appendix F of this report.

Recommendation: Permission with Planning Obligation

18/05597/OUT

Consultations and Notification Responses received since the Committee decision of 22 August 2019

Environment Agency (south-east)

Comments: Sequential test

This is my advice to you on the sequential test.

Has the sequential test for this development and planning application been carried out? Has the developer supplied this information in discussion with yourselves?

Paragraph 158 of the National Planning Policy Framework says:

The aim of the sequential test is to steer new development to areas with the lowest risk of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.

And Paragraph 163 says that:

“When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that....”

Have sites at lower risk of flooding been considered?

If the sequential test is passed you will need to apply the first part of the exception test and the second part which is about flood risk. You need to be satisfied that the sequential test is passed before considering the details of the development in terms of flood risk.

Environment Agency position

In my response dated 16 August 2018 our position is clear on planning application 18/05597/OUT which is that we remove our objections subject to conditions being imposed on any planning permission granted. (Bold added by the planning case officer to highlight the position rather than the advice)

Conditions

Regarding our River Wye ecological buffer condition you have amended this in your email dated 23 August 2018. I'm not clear as to what the trigger is for the submission of the details of this condition? The following wording is missing: “No development shall take place”

You have mentioned the reserved matters landscaping but not the layout. I think this will be important when it comes to agreeing the details of the 10 metre buffer zone.

I refer to the following condition draft from your email dated 23 August 2018 about floodplain modelling:

The submitted details of layout shall include design flood plain modelling for the proposed layout. The modelling should be in the form of an addendum to the Flood Risk Assessment and shall include a

model log with all model files documented and clearly referenced. The development shall be implemented in accordance with the approved details.

Reason: To ensure that the full extent of the flood risk is modelled accurately to ensure that proposals are based on the best possible information. This is to ensure that development will not be built in areas of flood risk and that flood risk is not increased due to the development proposals.

Bucks County Council Education Department

Comments:

I have considered the details of the above application for 150 dwellings and I 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 the area are currently at capacity with projections indicating a need for additional capacity. I have included the education infrastructure costs per dwelling type to allow an assessment to be made of the scale of contributions which would be required on the scheme.

Provision Type	Flats			Houses			
	1 Bed	2 Bed	3+ Bed	1 Bed	2 Bed	3 Bed	4+ Bed
Primary	£403	£1,298	£2,640	£1,715	£3,296	£5,787	£6,965

Representations

Two letters have been received stating they are on behalf of Bourne End Residents Association, Hawks Hill & Widmoor Residents Group & Keep Bourne End Green. These letters make the following observations:

- Despite five-months passing a formal grant of planning permission has yet to be made for this application
- Earlier this year (January 2019) the Council published an interim housing supply position statement which confirms a five-year supply. This is a material change in circumstances and it would be contrary to the Council’s statutory duty to make a formal grant of permission for this application without reconsidering the planning merits.
- concern is raised over factors they claim were omitted or misrepresented in the Officer Report that was submitted to the Planning Committee, these are set out as:-
 - The report did not refer to the housing supply as set out in the emerging Local Plan instead it relied upon aged data.
 - The report gave significant weight to the lack of a five year supply of housing and subsequently applied a ‘presumption in favour of sustainable development’ with reference to NPPF (2018) policy 11 bullet d).
 - The report, while acknowledging footnote 6, draws the wrong conclusions when considering its trigger and the EA objection was contingent on their advice concerning the Sequential Test
 - The report does not take into account the March 2018 report forecast for the five-year housing supply which was validated in the January 2019 Interim report and disagrees with the position set out in the case officer report.
 - the Council had testified in the new local plan Public Hearings, and submitted a Topic Paper and Matter Statements to the Inspector (all at a date prior to the Officer Report) that it is able to demonstrate a five-year supply in every period from 2018 through to the end of the plan period in 2033;
 - the case officer should have taken into account the information provided to him by the objectors to the scheme about windfall sites in the area that were completed, under construction or with planning permission but not yet started but capable of development

- that were not included in the 2018 monitoring report or the five-year supply position statement.
- The officer should not have placed significant weight upon the delivery of 150 houses at Slate Meadow without having undertaken a sequential test to see if those houses could have been delivered somewhere with less risk of flooding.
 - The officer should have made the Planning Committee aware that the lack of a sequential test should be a matter of concern and that the council had failed to establish if the sequential test has been passed.
 - The officer should not have proposed a mitigation approach to dealing with the sequential test as this is contrary to the NPPF, policy DM17, the 'Watermead' case and EA advice.
- Why did the developers not submit a different plan if they wanted to show that none of the dwellings would be in the potential areas of flood as suggested by the case officer
 - The site is in the flood plain and therefore new houses will have great difficulty with insurance.
 - The Planning Committee were perhaps misled by the Officer Report, potentially in an unlawful manner.
 - The Officer Report made no mention (or other inferences) of an intention to depart from national policy, and neither was such departure raised by the lead Planning Officer at the Planning Committee meeting when considering the outline application
 - A Planning Performance Agreement (PPA) between Wycombe District Council and Avant Homes and Croudace Homes provided the timetable for legal obligations to be agreed "in full (without prejudice) ahead of any determination by Planning Committee to allow a permission to be issued in a timely manner". All parties committed to the PPA in October 2015 yet all parties failed to secure the legal obligations ahead of the Planning Committee meeting in August 2018 and a further 6-months have passed since the Planning Committee 'in principle' decision. This amounts to over 3-years in which to agree legal obligations for this site.
 - There was limited time to check the officer report prior to planning committee.
 - The decision in *Hallam Land v. SSCLG* [2018] EWCA Civ 1808 suggest that the case officer applied too much weight to the delivery of houses on this site.

Agenda Item 5: Appendix B

Contact: Charles Power DDI No. 01494 421513

App No : 18/05597/OUT App Type: Outline Application

Application for : Outline application (all matters reserved) for the phased development of up to 150 dwellings (including affordable homes), accessed off Stratford Drive, together with ancillary infrastructure including the provision of public open space, parking and circulation facilities and the management and protection of the water and ecological environments.

At Slate Meadow, Stratford Drive, Wooburn Green, Buckinghamshire

Date Received : 12/04/18 Applicant: Avant Homes and Croudace Homes

Target date for Decision 12/07/18



1. Summary

- 1.1. Outline permission with all matters reserved is sought for up to 150 dwellings on the site. A single vehicular access is proposed off Stratford Drive with pedestrian and cycle access through the site to surrounding areas. The developers propose to raise the ground levels on part of the site to take that land out of the potential future flood plain and compensate for this in other areas as part of a sequential approach to the development of the site. One hundred and fifty dwellings over the raised area would give a density of 37.5 dwellings per hectare.
- 1.2. Subject to a legal agreement to secure 40% affordable housing, contributions to the provision of primary and nursery school places in the area, off-site contributions to improve local bus stops and to improve local footpaths and provide a cycleway to the Cores End Road, a management company for the site and ecological improvements plus a further agreement for improvements to and management and maintenance of the village green the proposed development is considered to be acceptable and is recommended for permission.

2. The Application

- 2.1. Outline planning permission with all matters reserved is sought for the phased development of up to 150 dwellings (including affordable homes), accessed off Stratford Drive, together with ancillary infrastructure including the provision of public open space, parking and circulation facilities and the management and protection of the water and ecological environments at Slate Meadow, Stratford Drive, Wooburn Green, Buckinghamshire.
- 2.2. The application site does not cover the whole of Slate Meadow which is comprised of three fields, aligned loosely with ownership. The north-western field is broadly rectangular in shape and is a designated village green, this is outside the red edged application site and not under the applicant's control. It is however under the ownership and control of the District Council.
- 2.3. The other two fields (south-west and south-east) form the application site. The south-western field has areas of scrub in the south-eastern part; the north western corner of this field contains a triangle of land in which the trees are covered by a Tree Preservation Order. A thin hedgerow forms the boundary with the other two fields, this delineates the Ward boundary. The south-eastern field is laid to grass, adjoins Stratford Drive and the River Wye and is currently used to graze horses.
- 2.4. Slate Meadow lies between Bourne End and Wooburn, immediately north of the River Wye and south of the former High Wycombe to Maidenhead railway line. The former railway provides an edge to the north-western boundary of the site. Beyond the



dismantled railway line, the land, identified as a Local Landscape Area, is steeply sloping and rises to a level some 100 metres AOD and comprises open grassland with mature hedgerows and fields.

- 2.5. The steep slope combined with the 'hard' edge of the former railway line, creates a sense of containment to the northern area of site with the River Wye defining the south-eastern edge. It forms a clear boundary between the site and the grass verge adjacent to Brookbank. The river and associated grassland form a green corridor between Brookbank and Stratford Drive and create an attractive feature of the area.
- 2.6. The site is surrounded by residential development on three sides. To the north-east the site is adjoined by medium density 'estate' housing, which is serviced off Stratford and Orchard Drives. St Paul's Church of England Primary School lies directly opposite the site on Stratford Drive. Residential areas to south-east of the site exhibit much lower densities with significant tree cover. Grange Drive and Brookhouse Drive are characterised by larger detached properties set within generous sylvan plots, beyond which the treed valley side rises.
- 2.7. The south-western boundary of the site adjoins properties that front onto Cores End Road. Here, the character is more varied with some medium to high density housing from the nineteenth century interspersed with more recent high density housing, comprising terraced homes and apartments: most notably in the area of Frank Lunnon Close. The former Heart in Hand public house on Cores End Road is a Grade II listed building the grounds of which form a small part of the site boundary.
- 2.8. The application is accompanied by:
 - a) Planning Statement
 - b) Design and Access Statement
 - c) Transport Assessment
 - d) Statement of Community Involvement
 - e) Landscape and Visual Impact Assessment
 - f) Flood Risk Assessment
 - a. River Wye – Hydrology and Hydraulic Modelling Report
 - g) Preliminary Ecological Appraisal
 - a. Invertebrate Survey
 - b. Breeding Bird Survey
 - c. Reptile Presence/Likely Absence Surveys
 - d. Transect & Static Activity Surveys for Bat Species
 - h) Tree Survey; Arboricultural Impact Assessment and Arboricultural Method Statement
 - i) Desk Study and Site Investigation & Risk Assessment Report
 - j) Foul and Surface Water Drainage statement
- 2.9. During the course of the application the applicants changed the description of the proposal so that it is now "all matters reserved" and the matter of 'Access' will be dealt with as a reserved matter. They also submitted additional information regarding the proposed changes in ground levels on the site as part of their response to concerns expressed by the case officer, the Lead Local Flood Authority and the Environment Agency.
- 2.10. A desk based archaeological study was also submitted during the application to overcome concerns raised by the County Archaeological Service.
- 2.11. The development has been screened under the Environmental Impact Assessment Regulations and the local planning authority has concluded that an environmental impact assessment will not be required in this case.
- 2.12. Statement of Community Involvement. The applicant and the Council through the production of a development brief for the site have involved the local community in the way this site can be developed. This community consultation exercise has included (at the development brief stage) exhibitions, meetings with community

interest groups and stakeholders. The Slate Meadow Liaison Group (combination of elected Councillors, members of the public and technical advisors) was established in February 2015 to help facilitate the process. The work of the Liaison Group, together with stakeholder and public consultation and visioning exercises fed into the development brief which any application, including this, will be expected to take into consideration. The Council has also widely consulted on the planning application and the responses are summarised in Appendix A of this report and during the consideration of the application are available in full on the Council web site.

3. Working with the applicant/agent

3.1. In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by:

- Entering into a Planning Performance Agreement for the preparation of a development brief for the site and entering into pre-application discussions.
- The applicant/agent was updated of any issues after the initial site visit.
- The applicant was provided the opportunity to submit amendments to the scheme/address issues.
- The application was amended and additional information provided to clarify the proposed levels and drainage information.
- The application was considered by the Planning Committee where objectors to the proposal, including the Parish Council and the applicant/agent had the opportunity to speak to the committee regarding the application.

4. Relevant Planning History

4.1. W/90/5423/OUT – application for outline planning permission for the site (174 dwellings) – application refused, the reasons for refusal were, as follows:-

- a) Premature
- b) Impact upon the highway network
- c) Flooding

4.2. A development brief for the site was approved by the Council's Cabinet in March 2018. The development brief (SMDB) for the site sets out the overall vision for its development:-

'The site should be developed to respond to the ecological, hydrological and landscape constraints through the creation of multi-functional spaces that maintain the separation between Wooburn and Bourne End are well integrated with high-quality housing to meet the amenity needs of the community, delivering a truly distinctive and sustainable neighbourhood.'

4.3. The SMDB sets out the development objectives for the site in section 3 and in section 4 provides a development framework which gives the structure for development, including the general location of access points, development blocks and green infrastructure.

4.4. The remainder of this report will consider the application in light of those objectives and that proposed framework as well as its compatibility with the Development Plan, and NPPF2 which requires local planning authorities to apply government policies in the document considering it as a whole in deciding whether or not development is economically, socially and environmentally sustainable.

5. Issues and Policy considerations

Principle and Location of Development

Development Plan Framework

- 5.1. For the purposes of considering this application the relevant parts of the Development Plan are the Wycombe Development Framework Core Strategy (July 2008), the Wycombe District Local Plan (January 2004) and the Delivery and Site Allocations Plan (July 2013).
- 5.2. The New Local Plan Submission Version – March 2018. The emerging policies of the New Local Plan should be given some weight in any planning decisions as a material consideration.

Principle and Location

- 5.3. Slate Meadow was one of five sites reserved in the Council's Core Strategy 2008 as a location for future development (Policy CS8). A major public consultation took place on the New Local Plan from February to April 2014. This re-stated the need for the development of the reserve sites. The summary leaflet stated "We expect to see these sites developed in the next few years".
- 5.4. On November 17th 2014 the Cabinet agreed to release the five strategic development sites to contribute towards meeting local housing needs. In June 2016 consultation on the emerging New Local Plan took place, which proposed the allocation of Slate Meadow for residential development in line with the draft Development Brief. The site continues to be proposed for allocation in the emerging New Local Plan (policy BE1).
- 5.5. It was envisaged at the time of the Core Strategy that the subsequent Site Allocations Development Plan Document would be the method for reviewing and as necessary, releasing these sites for development, this was to be informed by the Annual Monitoring Report. The subsequent Delivery and Site Allocations Plan (DSA) adopted in 2013 was however scaled back following the release of the NPPF and the final document did not include the reserved locations referred to in policy CS8.
- 5.6. The release of the sites for development in 2014 followed a review of the Council's objectively assessed need which showed that there would be a considerable shortfall of housing (potentially around 1,300 homes) over the subsequent five years (2015-2020) if the sites were not released. The decision was therefore taken to release the sites for development to cope with this forecasted shortfall. This is set out in the Cabinet reports of October and November 2014.
- 5.7. Following the release of Slate Meadow for development, work has been undertaken to produce a Development Brief for Slate Meadow. The Slate Meadow Development Brief was adopted by the Council at Cabinet in March 2018. The brief gives a limit to the number and the location of residential development within the site having taken into consideration the policy situation and site constraints. The emerging local plan policy for the site adopts a similar position and both limit the number of units to 150.
- 5.8. Given the above there would be no 'in principle' objection to the change of use of this land to that proposed. The benefits and potential adverse impacts of the proposal will need to be weighed and balanced before a decision can be made.

Flooding and drainage

- 5.9. The application site includes the River Wye and its flood plain. Policy DM17 states that developments that are in flood zones 2 or 3 and have not been allocated in a Local Plan document by the Council will only be permitted where it has been demonstrated that:
 - a) there are no other sites available in a lower flood risk zone as a result of a sequential assessment including an assessment against allocations in this (or any subsequent) Local Plan document;
And where appropriate
 - b) That the requirements of the exceptions test as set out in national policy have been met.

- 5.10. The site has not been allocated through any currently adopted local plan document (although it has been allocated in the emerging Local Plan, released for development by the Council and has a development brief setting out the parameters for the residential development of the site) therefore we need to consider whether the development proposed is in flood zones 2 or 3.
- 5.11. The submitted Flood Risk Assessment (FRA) does not specifically indicate whether the development is in what is currently fluvial flood zone 2 and 3 but makes it clear that as it currently stands about 5% of the site is in flood zone 3a or b and a further 15% (so 20% in total) would be in the 100 year plus 70% flood area (worse than the 1,000 year flood area – flood zone 2).
- 5.12. Information submitted during the course of the application in response to questions from the Environment Agency indicate that a 1 in 1000 year event would be more serious than a 1 in 100 year plus 35% and parts of the area proposed for development would be flooded in a 1 in 100 year plus 35% event.
- 5.13. The requirements of the NPPF are that residential development is classified as 'More Vulnerable' development and it should not be located in areas that would flood in a 1 in 100 (plus climate change) event. An exception test is therefore required if such development is proposed in areas that would flood between a 1 in 100 and a 1 in 1000 year event.
- 5.14. The NPPF and the explanatory text in the Planning Practice Guidance (PPG) however is more nuanced, but it is clear from the Watermead Parish Council v Aylesbury Vale District Council [2017] that the first consideration where an application includes land in flood zones 2 and 3 is whether the proposal would pass the sequential test. It has also been held that it is only the development that is in the parts of the site that are liable to flood that need to be sequentially tested.
- 5.15. Given that this is an application that has all matters reserved, even though there is a detailed 'indicative' plan showing a potential layout for the development it cannot be assumed that this will be the final layout for the purposes of this application. We can only consider whether 150 units would be possible (based on policy) accessed as proposed.
- 5.16. For the purposes of fluvial flood risk the 1 in 100 year plus 35% for climate change is the scenario that needs to be considered. The applicants' have taken a precautionary approach and have based their work on the 1 in 1000 event model which is shown to be slightly worse in terms of flood extent than the 1 in 100 plus 35%.
- 5.17. The applicant has not attempted to demonstrate (as part of this application) that there are no other sites available in a lower flood risk through a sequential test as part of the application and therefore the requirements of policy DM17 have not been satisfied.
- 5.18. The pragmatic approach is to base the analysis on the 'indicative' plans. This would suggest that (based on the June 2018 response to the Lead Local Flood Authority by HR Wallingford) the 1 in 100 surface water flooding would impact up to approximately 8 units and the fluvial flooding would impact upon a further 7; 15 units in total.
- 5.19. It could be argued that given the relatively generous nature of the proposed layout it would be possible to design an alternative layout that could remove all the dwellings from the areas currently at risk of flood resulting in a situation where there are no dwellings in areas liable to flood. However it could also be just as easily argued that this has not been demonstrated and it is highly likely that there are reasonably available sites within the district and in areas not liable to flood that could take the 15 dwellings and therefore based on the indicative plan the development would fail the sequential test. It is your officers' opinion that a precautionary approach should be taken and the potential that the development may trigger a sequential test and would not pass it if it did should weigh against the proposal.

5.20. The NPPF2 in paragraph 163 sets out the considerations for determining planning application. They are as follows:-

Ensure that flood risk is not increased elsewhere – the EA are satisfied that this site can be developed through the increase in some ground levels without increasing flooding elsewhere.

Development should be supported by a site specific flood risk assessment and development should only be permitted in light of this assessment (and the sequential and exceptions test as appropriate) if it can be demonstrated that:-

- a) Within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location. – The FRA for the site shows that by raising some of the ground levels the whole of the developable area would be in flood zone 1 (does not flood in a 1 in 1000 flood event) and therefore all development would be in the most sequentially preferable part of the site (and one of the sequentially preferable parts of the district)
- b) The development is appropriately flood resistant and resilient – the EA and the Lead Local Flood Authority (LLFA) are both satisfied that this is the case.
- c) It incorporates sustainable drainage systems – the application includes a surface water management proposal that has been agreed by the LLFA
- d) Any residual risk can be safely managed – conditions have been proposed by the EA and the LLFA to deal with this
- e) Safe access and escape routes are included where appropriate as part of an agreed emergency plan. The access onto the site is considered to be acceptable in terms of providing access onto the site in a 1 in 1000 year flood event and this have been acknowledged by the LLFA in their response to the FRA. The FRA and the surface water mapping for the area indicates that there is also surface water flooding on the A4094 in the region of the Stratford Drive/Brookbank junction. The applicants have provided an addendum to the FRA in the form of two email received 6 August 2018 to show that while there is some surface water flooding to the A4094 in this area there is no fluvial flooding and the Flood Hazard Rating for this area returns a Low hazard for the 1 in 1000 pluvial event.

As such your officers are satisfied that the application as presented and supported by its FRA acceptable in terms of its impact upon flooding and its flood risk.

Transport matters and parking

- 5.21. The SMDB sets out the general parking requirements for the site which includes additional on street parking – over and above that already required by the adopted parking standards - to help with the current periodic traffic congestion in the local area and give more flexibility for parental parking during the drop of and pick up periods for the adjacent St Paul's primary school.
- 5.22. The County Highway Authority has not objected to the development based on their assessment of the submitted Transport Assessment and traffic counts. They have raised some concerns over the indicated highway widths on the indicative site plan and have therefore suggested conditions requiring details to be submitted and approved at the reserve matters stage. As "Access" is a reserved matter this information would be required as part of any future submission.
- 5.23. The site is considered to be in an economically sustainable location with public transport links to High Wycombe and Bourne End rail terminal from which access can be gained to Maidenhead and Marlow. In order to encourage the use of the local bus network the developer will be required to upgrade the closest stops to the site with shelters and real time passenger information systems (RTPI). This would be secured through a Section 106 legal agreement if Members agree to the application being approved.

- 5.24. The Buckinghamshire guidance aims to ensure that consideration is given to making provision for electric vehicle charging infrastructure in new developments. This will contribute towards the government's commitment to drive forward the market for ultra-low emission vehicles, whilst also addressing the carbon consequences of motoring. It states that in some residential developments, for instance, an appropriate electricity supply to a garage may be sufficient.
- 5.25. The District Council's Environmental Services Division are also concerned regarding the overall impact of additional development upon air quality within the district and have recommended a condition regarding electrical charging points within the development. The site is however not in a designated air quality management zone.
- 5.26. It is considered that as there is currently no specific adopted policy to cover air quality, or the provision of electrical charging points, such a condition would not meet the tests for planning conditions as set out in the National Planning Policy Guidance (NPPG).
- 5.27. Policy DM33 (Managing Carbon Emissions: Transport and Energy Generation) as proposed in the New Local Plan requires development to make provision for alternative vehicle types and fuels. This currently carries limited weight as does the advice in the Bucks Countywide Parking Guidance which states that consideration should be given to electric vehicle charging points in new developments. Given the scale of the development and inherent cost of retrofitting such infrastructure it is therefore considered appropriate to impose a condition requiring an appropriate electrical supply either within garages or where there are no garages to an external parking area would be a suitably balanced approach to allow for the provision of electrical vehicles and a subsequent reduction in emissions.
- 5.28. Concerns have been raised by the general public over the capability of the bridge onto Brookbank from Stratford Drive to take the additional traffic generated by the development and its construction. The bridge forms part of the highway network and the County Highway Authority have not objected to its use or sought any additional testing and therefore the case officer has to conclude that the bridge is capable of supporting the traffic from the proposed development.

Raising the quality of place making and design

- 5.29. Given that this application has all matters reserved the appearance, layout, landscaping, scale and access are not for consideration here. The primary concern is whether 150 units can be accommodated within the proposed development platform and comply with the overall requirements of the residential design guidance and the SMDB.
- 5.30. The indicative layout gives some comfort in this respect. The indicated layout shows adequate back to back distances can be achieved in an overall layout that comprises mainly of perimeter blocks with a development density of approximately 37.5 dwellings per hectare. Your officers are aware of the comments of the County Highway Authority and recognise that the final scheme may well revise road layouts and require additional on-street parking within the public areas; however, officers are of the opinion that this can be accommodated within the proposed development area while still complying with the overall design requirements for the site.
- 5.31. Given the above, it might be necessary for the developers to amend the overall housing mix for the site (19 one bed, 42 two bed, 58 three bed and 31 four bed dwellings) from that provided with the indicative layout in order to accommodate the parking requirements and changes to the road network. There is however scope to revise the proposed mix that will satisfy policy CS13 and still provide up to 150 units.
- 5.32. In order to ensure that the development can deal with the identified flooding issues, it is proposed to raise the ground levels over the developable area and the potential impact of this also needs to be considered and controlled at this stage, given that there are important views that need to be retained across the site from the public

footpath along Brookbank to the hillside beyond.

- 5.33. The developers have submitted cross sections through the site that indicate the extent of the changes in levels together with existing and proposed levels information. Drawing PLMO-01 Rev 2 indicates that the maximum ground levels – prior to development – would be below 33m above ordinance datum (AOD). As a comparison the very rear of gardens of properties on Stratford Drive backing onto the site have general ground levels between 32.7 and 32.99 and Stratford Drive itself is at 33 AOD. Based on this information it is your officer's opinion that the relationship (in terms of relative heights of ground and therefore buildings) between development proposed on the site and that existing in Stratford Drive is an acceptable one.

Amenity of existing and future residents

- 5.34. Being an application with all matters reserved the specific impact on existing and future residents cannot be considered at this time. However, the indicative site plan shows that it is possible to provide a form of development at this density that would comply with the requirements of both policy and the Development Brief for the site.
- 5.35. Concerns have been raised by objectors to the proposal regarding the potential impact of three storey development upon neighbouring properties. The development brief for the site confines three storey development to sites away from the boundary with existing dwellings that back onto the site and therefore this is not considered to be an issue at this time.

Environmental issues

- 5.36. Concerns have been raised regarding light intrusion into sensitive ecological areas from the proposed development. Development of this type – by its very nature – will have an impact but it is not considered that the impact will be so great as to prevent the development from progressing. There will be areas where light spillage will need to be minimised, for example next to the river and in the ecological corridor between the river and the land to the north it is however expected that some lighting will be required on the cycleways through and beyond the site. This would be controlled by condition, details of which could be submitted with the reserved matters application(s).
- 5.37. Concerns have been raised with the developer regarding the ability of the indicative site plan to deal with refuse collection due to distances from dwellings and the layout of some parts of the road network. None of these matters are considered to be insurmountable and they can be dealt with at the reserved matters stage.
- 5.38. The Council's Environmental Services Division have raised some concerns over the lack of ground investigation work in environmentally sensitive areas. This is not unexpected as due to the sensitivity of the site the developers did not wish to disturb it (particularly the area covered by the Badger setts). It is considered that a suitably worded condition can cover the need for ground investigation in these areas should any development be proposed within them.
- 5.39. Air quality has already been considered above

Landscape Issues

- 5.40. The Council's Landscape Officer is satisfied that based on the information provided a scheme can be designed that reflects the landscape principles established by the Development Brief. The indicative plan seeks to retain the existing hedgerows and drainage ditches (the ditch adjacent Stratford Drive is not a drainage ditch but the result of a bund to prevent access to the 'pony field'). It also provides for a clear break between the development and existing development to the west.
- 5.41. The Design and Access Statement (March 2018) demonstrates that views through and out of the site to the surrounding valley landscape are achievable with the indicated road layout. This will have to be verified at the reserved matters stage

when the design details and layout of buildings are submitted.

- 5.42. The case officer had initial concerns that the need to secure a scheme that would take the development out of the future indicative flood plain would raise the site levels to the point that it would have an unacceptable impact upon the views north and west from Brookbank; the illustrative views provided were not based on any particular ground level and are not therefore considered to overcome this concern.
- 5.43. In order to overcome this, information has been provided, (see above) that shows the remodelled ground levels for the site and the case officer is now satisfied that views across the site from the public footpath next to Brookbank will allow for views of the hillside beyond. In order to control this a maximum finished floor level for the site of 33.5m above ordnance datum should be conditioned on any approval.

Green Infrastructure including ecology and wildlife

- 5.44. The general public have raised a number of concerns over the impact development will have upon the current ecology and wildlife. It is acknowledged that development of a greenfield site such as this will impact upon the existing wildlife and ecology. However, that does not mean that development cannot take place, it means that development has to be confined to the less sensitive areas and it has to provide mitigation, either on-site, off-site or a combination of both.
- 5.45. Development as indicated would have no impact upon the protected trees within the site. The Council's Arboriculturalist is satisfied that their protection can be secured by condition as can the details of new tree planting that would be required as part of the details submitted as part of the landscaping reserved matter.
- 5.46. This site has ecologically sensitive areas which are intrinsically and physically linked to the adjacent Village Green. It provides a link from the River Wye to the wider countryside to the north and east also the river and its environs forms an important corridor for local wildlife. The indicative development plan indicates how development can be steered away from these areas and confined to a smaller less sensitive part of the site. This is in line with the aims and objectives of the SMDB and the council's ecological officer is generally satisfied that, subject to conditions, the ecological integrity of the site can be maintained and the biodiversity enhanced.
- 5.47. Both the Environment Agency and the Council's ecological officer have raised concerns over the encroachment of a footpath/cycleway to within 10 metres of the river. Council policy is to provide a 10 metre buffer zone to the bank top of a river.
- 5.48. It must be recognised that being an outline application the plan is indicative and the details will be dealt with at the reserved matters stage. Those reserved matters will be expected to comply with policy and the SMDB which seeks to 'protect the river channel and its buffer areas of at least 10m on both sides and include some variation'. It further clarifies how this should occur by stating that 'new habitats will be created and connections will be made, around and as part of the development.' and 'A buffer to the river of at least 10 metres will be retained without any vehicular access, parking or development and enhanced for wildlife.'
- 5.49. There is a tension between the provision for wildlife and ecology and the attraction of the river and its environment to the human population. New development has to acknowledge this and should seek to manage that. It is not incompatible or inappropriate for low key footways and cycle ways to be located close to the river provided they are sensitively provided and form part of a wider management strategy. It is your officer's opinion that the SMDB allows for this, and would protect from an unacceptable encroachment. Changes to the indicative plan that would not impact upon the ability of the site to provide for up to 150 units would be possible as part of the details submitted at the reserved matters stage.

Historic environment and Archaeology

- 5.50. There were initial concerns expressed by the County Archaeology Service, however

additional information had been provided by the developers in the form of a desk based study and subject to conditions the County are satisfied that they have no objections to the proposal.

- 5.51. The site adjoins the curtilage of the former Heart In Hand Public House, a Grade II listed building. It is not considered that the proposed development will have a neutral impact on the significance of the setting of this building. It is therefore acceptable in heritage terms.

Building sustainability

- 5.52. Following the Adoption of the Delivery and Site Allocations Plan (July 2013) and in particular policy DM18 (Carbon Reduction and Water Efficiency) it would have previously been necessary to impose a condition to secure the required 15% reduction in carbon emissions as well as reducing future demand for water associated with the proposed dwelling. However, this was superseded in October 2016 by ministerial policy to transfer the issue to Building Regulations. It is only considered necessary to condition water efficiency to the higher Building Regulations Standard of 110 litres per person per day.

Public open space

- 5.53. To accord with policy DM16, the development will be required to make provision for public open space to serve new residents. The SMDB states that 'the site has potential to provide high quality open space that integrates public access with ecological and wildlife management. If an appropriate scheme on site is brought forward then the strategic open space requirements will be satisfied within the site'.
- 5.54. While it must be remembered that the submitted plan is indicative officers, including those specialists responsible for landscape, ecology and urban design are generally satisfied that the proposal demonstrates that the requirements of the Brief can be accomplished.
- 5.55. The Burnham Beeches Special Area of Conservation (SAC) lies within 2 km of Slate Meadow. The introduction of a new population could place additional recreational pressure on the SAC unless appropriate alternative provision is made within the site.
- 5.56. There is a concern that the Village Green is covered by the Brief and does not form part of the application; while its management and maintenance are intrinsically linked to the successful delivery of an integrated open space network, which will cater for not only the existing population but the increased demands from the new development. This increased pressure from the new development will require areas of the village green to be actively managed, so that the existing ecology and uses such as dog walking and informal play can be supported. The aim as referred to in the SMDB would also be to provide an (albeit much smaller) alternative to Burnham Beeches for the existing and proposed local population.
- 5.57. It is therefore considered appropriate to secure improvements to the village green and its continuing management and maintenance through a legal agreement prior to the occupation of the first dwelling on the site; possible with an addition Grampian condition trigger as appropriate.
- 5.58. The SMDB requires that the development provides a local area of play within the developed area and ecological trail including boardwalk access over areas of permanent and semi-permanent wetland covering the wider site, these can be controlled by condition on any approval. Due to the nature of the site, this provision, together with the improvements to the Village Green and an overall management and maintenance package is considered to be a more appropriate form of contribution to local open space provision that a standard package of formal sports and play provision that would normally be sought from a development of this size.

Affordable Housing and Housing Mix

5.59. The affordable housing requirements for the site were initially set out under the Planning Obligations SPD at 40% of bedspaces split 66% affordable rent and 34% shared ownership. During the course of the consideration of the development of the site the authority changed this to 80% affordable rent 20% shared ownership. Given that discussions regarding the development were in an advanced state when the policy change was approved a 70% affordable rent 30% shared ownership at 40% of bedspace has been agreed. This would be secured through a Section 106 legal agreement if Members agree to the application being approved.

Infrastructure and Developer Contributions

5.60. The development is a type of development where CIL would be chargeable. The amount of CIL that this development would be liable to pay is approximately £4.5million.

5.61. It is considered that there would be other types of infrastructure that will be put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure.

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

5.63. 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) Affordable housing
- (b) Primary and nursery education
- (c) Improvements in the provision of public transport in the local area
- (d) Improvements to the provision of walking/cycling routes in the local area
- (e) Management and maintenance of green infrastructure within the site
- (f) An off-site contribution for the improvement/management and maintenance of the Village Green
- (g) Travel plan (including monitoring fee)

5.64. The applicants have confirmed that they are willing to enter into a legal agreement.

Weighting and balancing of issues – overall assessment

5.65. 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.

5.66. 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

5.67. As set out above it is considered that the proposed development would conflict with policy CS17 and the requirement to undertake a sequential test. This weighs against the proposed development.

5.68. In favour of the development is the provision of up to 150 new dwellings for the district. The weight that can be given to this is significant.

5.69. Additional limited weight can be given to the economic contribution that the

development would provide through the creation of jobs during the construction stage. New residents are also likely to support existing local services and businesses with a possible increase in local jobs as a result. Weight is limited as there is nothing here that would not be provided by any other development.

- 5.70. Moderate weight can also be given to the social role the development would play in delivering a mix of housing type and tenure that would meet the social needs of the population of the district; the provision of both additional open space and improvements to the local footpath/cycle network for both the existing and proposed population to enjoy and the proposed improvements to the bus-stops in the local area.
- 5.71. In terms of the environmental benefits moderate weight can be given to improvements to ecological areas, the village green and a net gain in biodiversity some weight can also be given to the potential to reduce flooding in the surrounding area however, this is only aspirational and therefore the weight in favour is very limited.
- 5.72. It is acknowledged that the Council does not currently have a five year supply of housing - In December 2016 the Council published a Five Year Housing Land Supply Position Statement which concluded that the Council could demonstrate 4.91 years supply against FOAN
- 5.73. The Wycombe Monitoring Report (previously known as the Annual Monitoring Report or AMR) March 2018 contains information showing how our planning policies are performing against key indicators. This includes information on housing delivery. This report now contains an update on our five year and long term housing supply against our Objectively Assessed Need in the absence of a revised Local Plan target. This shows that against our full target of 13,200 dwellings, the five year housing land supply position as at 31 March 2018 for the period 2017-22 against a target of 4291 (including shortfall and a 5% buffer) there is a supply of 4256 which equates to 4.96 years - and therefore in line with Para 11 footnote 7 of the NPPF relevant policies for the supply of housing cannot be considered up to date and the application has to be considered in the context of the presumption in favour of sustainable development.
- 5.74. Footnote 6 of Para 11 includes areas at risk of flooding, however the applicants have demonstrated to the satisfaction of the EA and the LLFA that this proposal would not (once ground levels have changed) be an area at risk of flooding and therefore there is not in this instance a clear reason for refusing the development proposed.
- 5.75. As set out above, it is considered that the weight in favour of the development outweighs the lack of a sequential test and the lack of compliance with policy CS17 and the application is recommended for permission subject to a legal agreement.

Other matters

Equalities Act

- 5.76. Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

Other matters

- 5.77. There have been a number of comments that this application is premature and should not be considered before the Inspectors report on the New Local Plan. Government expects authorities to determine planning applications without delay and while there is a policy in the New Plan there is already a development brief for the site which this proposal is considered to be in line with.
- 5.78. Concerns have also been raised that the potential future development at Hollands Farm has been ignored, this is because planning applications are considered upon

the basis of the existing situation and do not consider what may happen in the future.

Policies taken into consideration

- 5.79. **Adopted Local Plan (ALP):** G3 (General design policy), G7 (Development in relation to topography), G8 (Detailed design guidance and local amenity), G10 (Landscaping), G11 (Trees), G15 (Noise), G16 (Light pollution), H9 (Creating balanced communities), H19 (Residents amenity space and gardens), L2 (Areas of Attractive Landscape and Local Landscape Areas), HE3 (Development affecting the setting of a listed building), HE11 (Development adjoining Conservation Areas), HE18 (Ancient monuments), HE19 (Archaeology), T2 (On – site parking and servicing), T4 (Pedestrian movement and provision), T5 and T6 (Cycling), T7 (Public transport), T8 (Buses), T13 (Traffic management and calming), T16 (Green travel) and Appendix 1.
- 5.80. **Core Strategy Development Planning Document (CS):** CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS8 (reserved locations for future development), CS12 (Housing provision), CS13 (Affordable housing and housing mix), CS16 (Transport), CS17 (Environmental assets), CS18 (Waste, natural resources and pollution), CS19 (Raising the quality of place shaping and design), CS21 (Contribution of development to community infrastructure).
- 5.81. **Delivery and Site Allocations Plan (DSA):** DM1 (Presumption in favour of sustainable development), DM2 (Transport requirements of development sites), DM11 (Green networks and infrastructure), DM12 (Green space), DM13 (Conservation and enhancement of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in development), DM15 (Protection and enhancement of river and stream corridors), DM16 (Open space in new development), DM17 (Planning for flood risk management), DM18 (Carbon reduction and water efficiency), DM19 (Infrastructure and delivery).
- 5.82. **The New Local Plan:** CP1 (Sustainable Development), CP3 (Settlement Hierarchy), CP4 (Delivering Homes), CP7 (Delivering the infrastructure to support growth), CP8 (Sense of place), BE1 – (Slate Meadow), DM20 (Matters to be determined in accordance with the NPPF), DM22 (Housing Mix), DM24 (Affordable Housing), DM32 (Accessible locations, sustainable transport and parking), DM33 (Delivering green infrastructure in development), DM34 (Placemaking and design quality), DM38 (Internal space standards), DM39 (Optional technical standards for Building Regulation approval), DM44 (Landscape character outside of the Chilterns AONB).
- 5.83. **Other Planning Documents** NPPF2, Slate Meadow Development Brief (March 2018), Residential Design Guidance SPD (April 2017), Buckinghamshire Countywide Parking Guidance (Sept 2015), Housing Intensification SPD (2011), Planning Obligations SPD (2013).

Recommendation:

Minded to grant 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 Affordable housing, Primary and nursery education, Improvements in the provision of public transport in the local area, Improvements to the provision of walking/cycling routes in the local area, Management and maintenance of green infrastructure within the site, An off-site contribution for the improvement/management and maintenance of the Village Green, Travel plan (including monitoring fee), or to refuse planning permission if an Obligation cannot be secured.

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

- 1 Details of the access, appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins 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 reserved matters shall be made to the Local Planning Authority before the expiration of three 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)
- 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).
- 4 The development hereby approved shall comprise no more than 150 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 proposed.
- 5 The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers ;SLP-01 Rev B; CMP-01 Rev H; A090152 - SK07 Rev A; ELM-01 Rev P2; PLMO-01 Rev P2; PHP-01 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.
- 6 **MATERIALS**
Notwithstanding any indication of materials which may have been given in the application, a schedule, and/or samples, of the hard landscape 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.
Materials should:
 - * be discreet and natural in appearance and reflect the rural character of the surrounding landscape;
 - * avoid bright and reflective materials;
 - * reinforce the local identity of the area by using specific materials traditional to the localityReason: To secure a satisfactory external appearance.
- 7 **BUILDING FLOOR LEVELS**
Based on the submitted topographical survey of the site, received 13 March 2018 Ref WDC 1 the Foul & Surface Water Drainage Statement Ref 18/0134/5683:B no dwelling on the site shall have a finished floor level higher than 33.5 AOD
Reason: To ensure a satisfactory form of development constructed at an acceptable level with regards to the surrounding area in line with the approved development brief for the site.
- 8 The following details shall be submitted with the reserved matters detail of Layout
 - a) Existing ground levels on site (spot heights) including a datum point that is located off site. Levels should be Above Ordnance Datum (AOD).
 - b) The level of the road outside the site. (AOD).

- c) The proposed levels on site following completion of the development (for each existing height a proposed height should be identified).
- d) The location and type of any retaining structures needed to support ground level changes.
- e) The Finished Floor Level for every building that is proposed.
- f) Cross sections within the site taken up to the site boundaries. The information supplied should clearly identify if land levels are being raised or lowered.
- g) In the case of residential development backing onto dwellings that front onto Stratford Drive sections showing the level of the proposed garden(s) and any retaining structures.

Reason: To ensure that the proposal is constructed at an acceptable level with regards to the surrounding area.

- 9 The reserved matters for Landscaping shall include a biodiversity impact assessment and enhancement statement in line with the Warwickshire Metric or Buckinghamshire Metric if available.

Reason: This is a pre commencement condition and is required in the interests of biodiversity. The details are required before any development commences so that the requirements of biodiversity can be included within the reserved matters submission and implemented with the development.

- 10 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. The scheme shall subsequently be implemented in accordance with the approved details in line with an implementation programme to be agreed in writing by the local planning authority. The scheme shall include the following:

- Information to demonstrate that water quality, ecological and amenity benefits have been considered
- Ground investigations including:
 - Infiltration in accordance with BRE365
 - Groundwater level monitoring over the winter period
- Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the hierarchy listed in the informative below.
- 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 onsite without increasing flood risk to occupants, or to adjacent or downstream sites.
 - Flow depth
 - Flow volume
 - Flow velocity
 - Flow direction

Reason: The reason for this pre-start condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 103 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

- 11 Following the changes to the levels within the development platform and prior to any other works including the installation of drainage, infiltration rate testing in the locations of the proposed infiltration devices and necessary amendments to the surface water drainage strategy to incorporate testing results, shall be submitted to and approved in writing by the local planning authority. This must include:
- Infiltration rate testing in accordance with BRE 365 Information to demonstrate the infiltration capacity of the fill material and confirm hydraulic connectivity within the underlying Shepperton Gravels.
- Reason: To ensure that the development has a suitable method of surface water disposal to ensure that surface water flood risk is not increased elsewhere in accordance with Paragraph 163 of the National Planning Policy Framework.
- 12 Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer shall be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Urban 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 is designed to the technical standards.
- 13 Unless the local planning authority otherwise agrees in writing, the reserved matter of landscaping shall include an all-encompassing Ecological Mitigation and Enhancement strategy for the site. This will strategy will bring together the recommendations in the submitted ecology reports and set out how habitat areas and protected species will be dealt with in a positive manner which offers the most appropriate and beneficial solution for the sites existing and proposed flora and fauna.
- This strategy shall include the following:
- plans and specifications;
 - any specific operations which need to be undertaken;
 - measures to be included for the benefit of wildlife across the site (within landscaping and in the built development);
 - specific measures to improve the river Wye and its corridor including the buffer zone
- Reason: So that matters of ecology and landscaping can be considered together as part of the development in the interests of the existing wildlife and the future biodiversity of the site and surrounding area.
- 14 Following the approval of the reserved matter of landscaping and prior to the implementation of any works on the site including any changes in ground levels details of a supervision and implementation strategy for the approved Ecological Enhancement Strategy shall be submitted to and approved by the local planning authority. This strategy will set out in a clear, quantifiable way how the works will be supervised during the implementation phase, including:-
- when works need supervision from an Ecologist,
 - a site monitoring program to demonstrate that mitigation measures are being followed and that enhancement measures are being installed correctly,
 - the format for recording this information (i.e. including photographic evidence),
 - a protocol for escalating and dealing with any deviations from agreed measures.
- The works shall thereafter be implemented in accordance with the approved strategy.
- Reason: This is a pre-start condition because translocation of species may be required prior to development commencing and to ensure the ecological benefits of the development are implemented.
- 15 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.

- 16 Prior to any development other than the changes of ground levels approved under condition X a programme for the implementation of the landscaping within the site which, unless the local planning authority first agrees in writing, shall be completed within 6 months of the occupation of the last dwelling or completion of the development, whichever is sooner. The development shall thereafter be carried out in accordance with the approved programme.

Reason: To secure the implementation of the approved landscaping scheme for the site in the interest of the amenity of the area in general and the site in particular.

- 17 The reserve matters of layout and landscaping and access shall include details of arrangements for the setting out of the public open space and play facilities as part of the development. The arrangements shall address and contain the following matters:
- a. The delineation and siting of the proposed public open space
 - b. The type and nature of the facilities to be provided within the public open space
 - c. The method of access to the areas of public open space including boardwalks
 - d. The arrangements to ensure that the public open space is laid out and completed during the course of the development.

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

Reason: To ensure that the development provides public and accessible open space in accordance with policy and the development brief for the site.

- 18 Prior to commencement of works on site, an Arboricultural Method Statement (AMS) shall be submitted to and approved in writing by the local planning authority. This must include the specification and methodology for the construction of surfaces within the Root Protection Areas (RPA) of any retained trees (as shown on the drawing: Arboricultural Impact Assessment and Arboricultural Method Statement) and the timing of these works along with the timing of the erection and subsequent removal of tree protective measures. It shall also include details of Supervision, monitoring and reporting which set out:

- when works need supervision from an Arboricultural Consultant,
- a regular site monitoring program to demonstrate that measures in the AMS are being followed structures with in RPAs are being installed correctly,
- the format for recording this information (i.e. including photographic evidence),
- a protocol for escalating and dealing with any deviations from agreed measures.

Reason: In the interest of protecting the existing and retained trees on the site and in the local area.

- 19 Unless the local planning authority first agrees in writing the reserved matters applications of Layout and Access shall demonstrate or include details of the following:

- estate roads to an adoptable standard;
- site access from Stratford Drive constructed in accordance with Buckinghamshire County Council's guide note "Commercial Vehicular Access Within Highway Limits" 2013;
- a scheme for parking and manoeuvring in accordance with the County Council's Buckinghamshire Countywide Parking Guidance policy document;
- satisfactory access, egress and turning provision for refuse and rigid delivery vehicles throughout the development;
- on-street parking facilities within the site and in close proximity to St Paul's C of E Combined School;
- widening of the footway on Stratford Drive into the site to a maximum width of 2 metres.

Reason: To enable vehicles to draw off, park and turn clear of the highway; to minimise danger, obstruction and inconvenience to users of the highway and the development, and to maximise sustainable travel associated with the proposed development.

- 20 Details of the proposed raised table at the entrance to the site shall be submitted to and approved by the local planning authority prior to any above ground construction works on the site. The approved details shall be implemented prior to the completing of the final dwelling and, unless the local planning authority first agrees in writing, thereafter retained.
Reason: In the interest of highway safety.
- 21 The approved cycle and bin storage facilities for the site; shall be provided prior to occupation of the dwellings they service and thereafter the facilities shall be permanently retained, unless otherwise first agreed in writing by the Local Planning Authority.
Reason: To ensure the continued provision of cycle parking and waste storage and in the interests of the amenities of the occupiers and adjacent residents.
- 22 Details of all screen and boundary walls, fences and any other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority before any development takes place. The development shall thereafter only be carried out in accordance with the approved details and the buildings hereby approved shall not be occupied until the details have been fully implemented. The screen and boundary walls, fences and any other means of enclosure which are part of the approved scheme shall thereafter be retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.
Reason: To ensure that the proposed development does not adversely affect the privacy and visual amenities at present enjoyed by the occupiers of neighbouring properties, and to ensure a satisfactory environment within the development.
- 23 The development hereby permitted shall be carried out in accordance with a fully detailed Arboricultural Method Statement and Tree Protection Plan (to BS5837:2012) which will be submitted to the Local Planning Authority with the reserved matters submission for the details of the landscaping of the site.
Reason: In order to protect trees the interests of the visual amenities and character of the area.
- 24 A detailed layout of drainage, utilities and any other services which have been designed so as to avoid conflict with retained and proposed trees, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any development on the site. The installation of any such services shall be in accordance with guidelines set out in British Standard B.S. 5837:2005 'Trees in Relation to Construction - Recommendations' and the National Joint Utilities Group (Guidelines for the Planning Installation and Maintenance of Utility Apparatus in Proximity to Trees) Volume 4.
Reason: To ensure that the trees to be retained are not damaged, in the interests of visual amenity.
- 25 No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously 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. Any lighting which is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.
Reason: In the interest of visual amenity, wildlife interest and/or highway safety.
- 26 The development, hereby permitted, shall be designed and constructed to meet a water efficiency standard of 110 litres per head per day.
Reason: In the interests of water efficiency as required by Policy CS18 of the Adopted Core Strategy and Policy DM18 of the Adopted Delivery and Site Allocations Plan (July 2013).

27 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 7 days to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination, development must be halted on that part of the site.

Before development recommences on the part of the site where contamination is present 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 2A 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.

INFORMATIVE(S)

- 1 The archaeological investigation(s) referred to in the conditions should be undertaken by a professionally qualified archaeologist working to the agreed written scheme(s) of investigation which should be based on Buckinghamshire County Archaeological Service on-line template briefs.
- 2 The attention of the applicant is drawn to the requirements of section 60 of the control of pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application under Section 61 of the Act, for prior consent to the works, can be made to the environmental Services Division of the Council.
- 3 The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the appropriate Water Authority may be necessary.
- 4 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.

18/05597/OUT

Consultations and Notification Responses



Ward Councillor Preliminary Comments

Councillor Julia Adey

In light of the many concerns of residents I should like the planning application (ref: 18/05597/OUT) for Slate Meadow to be brought to the Planning Committee.

Councillor Julia Langley – no comments received

Cllr Mike Appleyard (Bourne End cum Hedsor Ward)

I would like to support this referral.

Parish/Town Council Comments/Internal and External Consultees

Wooburn and Bourne End Parish Council

Comments: Strongly object. There is nothing in this outline application regarding any aspect of infrastructure that would reassure anyone living in this Parish that this development should go ahead. We strongly oppose this application at this time because it is premature being submitted before the Independent Examiner has reviewed the Local Plan. This application makes a nonsense of the consultation process and we therefore request that this application is rejected.

County Archaeological Service

Comments:

We welcome the inclusion of the archaeological desk based assessment produced by the Canterbury Archaeological Trust with the additional plans. We concur with this and recommend that a number of conditions are attached to any consent.

County Highway Authority

Although all matters are now reserved for future consideration, the transport implications of this development have been treated as principle matters. To this end, no issues have presented themselves from a highways perspective that would result in a principle objection. Nevertheless, the site that will come forward as part of one or several Reserved Matters applications will need to address several matters in order to mitigate its impact on the local area, protect the safe and convenient use of the existing highway, provide improved access to sustainable transport and deliver sufficient walking and cycling links.

Therefore I do not have any objections to this application with regard to highway issues subject to suggested conditions:

Control of Pollution Environmental Health

With regards to air quality, Wycombe District Council declared a new Air Quality Management Area on 22.12.17 that covers the main arterial roads in High Wycombe, Marlow and the M40. The majority of vehicle movements from the development are likely to pass through one of the three Air Quality Management Areas. It is therefore recommended that at least 1 charging point per 10 unallocated car parking spaces are provided. All other spaces should have appropriate cable provision to prepare for increased demand in future years.

Noise from the A4094 is likely to cause disturbance to future residents living at that side of the proposed development. The applicant should therefore implement a scheme that ensures that all habitable rooms comply with BS8233:2014.

Recognising the limitations arising from an initial ground investigation undertaken in March 2017, a condition requiring further investigation is recommended.

Objection, unless following conditions imposed;

- Condition - Electric Vehicle Charging Points
- Condition – Noise mitigation scheme to protect future residents from traffic noise
- Condition - Contaminated Land
- Informative: Construction/Demolition Noise

Environment Agency (south-east)

Initial Comments: (the full response is available on the website)

The site lies with Flood Zones 1, 2 and 3 in accordance with our flood risk mapping.

Flood Zone 3 is defined as having a high probability of flooding in accordance with table 1 'Flood Risk' of the Planning Practice Guidance. The River Wye runs along the southern boundary of the site. We have two objections to the proposed development. One objection is about the ecological buffer zone and the other objection is about flood risk.

Final response: Following a meeting to discuss the scope of the current application the EA have indicated that they now withdraw their objections. Written response to follow.

Bucks County Council Education Department

Comments: None received

Rights of Way and Access

Comments: No objection subject to conditions to secure the proposed contributions to footpaths and cycleways.

Crime Prevention Design Advisor

Comments: None received

Natural England

Comments: None Received

Arboriculture Spatial Planning

Comments: It will be necessary for details to be submitted with regards to the timings of works relating to retained trees. So conditions should be applied requiring: Timing and supervision of works relating to retained trees. Details of tree planting specification including incorporation with the SuDS system.

Landscape Officers Planning Policy

Comments: The LVIA (Landscape Partnership, March 2018) accepts that the development will have some adverse effects on both landscape character and on views as would any sizeable development on a green field, however this is counterbalanced to some extent by the benefits in relation to additional planting and to watercourses/wetlands. The Concept Masterplan CMP-01 Rev H shows an illustrative layout which forms a logical outcome of the negotiations had over the past two years and reflects the landscape principles established by the Development Brief. The Design and Access Statement (March 2018) demonstrates that views through and out of the site to the surrounding valley landscape are achievable with the proposed road layout. This will have to be checked again at the reserved matters stage when the design details and layout of buildings are submitted.

Ecological Officer

Comments: I am happy with the level of detail submitted relating to existing ecological constraints on site. From a Green Infrastructure perspective the network of green spaces and paths works well. Details need to be submitted by condition with regards to: ecological mitigation through a CEMP. Ecological Enhancement through landscape detail and details of what is incorporated into buildings. Lighting details will need to be submitted, these will need to include a short section explaining how the lighting has been designed to avoid impacting of wildlife.

Conservation Officer Spatial Planning

Comments: The Heart in Hand is a grade II listed building which backs onto the slate meadow site. The masterplan illustrates a substantial area of landscaping along this boundary. The development proposals will consequently have a neutral impact on the significance of the setting of the building and is acceptable in heritage terms.

Urban Design

Comments: Proposal is as expected, however there are outstanding issues relating to vehicular access, servicing, and parking that need to be resolved at this stage if access through the site is to be approved. Alternatively the application could be amended to include access as a reserved matter. This would allow minor design issues to be dealt with at the reserved matters stage.

June 2018 addendum - the applicant has amended the application and all matters are now reserved. There are no outstanding design issues.

Thames Water Utilities Ltd

Comments:

- Foul Water – Prior to the submission of this planning application the Utility Company raised no objection to the Development Brief and have confirmed to the applicant that there is no issue with foul water connection. In response to a consultation on this application they initially request for a condition to prevent any properties from being occupied until either all wastewater network upgrades required to accommodate the additional flows from the development have been completed or a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. This was because the development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available.

The case officer has sought clarification of the current capacity and the additional number of dwellings that can be safely added to the current system. It has been confirmed that that the site is still being modelled. Until this is complete the exact nature of upgrades required cannot be determined and we are unable to advice of a specific number. This could impact phasing and so will need to be clarified before a permission is issued.

- Clean Water Capacity - I have reviewed the capacity with the modelling manager and can confirm we do have sufficient capacity.
- Surface Water – no objections
- Water Mains – Thames Water do not permit construction over water mains

Buckinghamshire County Council (Major SuDS)

Comments:

Buckinghamshire County Council as Lead Local Flood Authority has reviewed the information provided in the following documents

- Flood Risk Assessment (MAM7613-RT003-R01-00, March 2018, HR Wallingford)
- FRA – Responses to LLFA Comments (ref. MAM7613-RT004-R02-00, June 2018, HR Wallingford)
- Foul and Surface Water Statement (FSWDS) (AMc/18/0134/5683 Rev. B, June 2018, MJA Consulting).
- Fould & Surface water Statement (ref. AMc/18/0513/5683, 1st August 2018, MJA Consulting)
- Email correspondence from HR Wallingford dated 30th July 2018.

The LLFA **has no objection** to the proposed development **subject to conditions**.

Representations:

Bourne End Residents Association
Objects on the following grounds

- The lack of information contained within the Outline application, full drainage details should be provided.
- The application should not be determined until development of the site (and the council's policy) has been considered by the Inspector at the Examination in Public of the Local Plan
- The association disagrees with the developers Transport Assessment which they claim is not in line comments given by the Council's own transport consultants (Jacobs) to the Slate Meadow Liaison Group.

Slate Meadow Liaison Group
Objects on the following grounds

- This is an Outline Application and therefore the major issues are not addressed in detail with respect to the deliverability of the measures required to ensure that the flood risks are managed.
- The application should not be determined until the impact of the development of this site and that at Holland's Farm have been considered by the Inspector at the Examination in Public of the Local Plan
- That the application is being rushed through to avoid the consideration referred to above
- Concerns that the conclusions of the Transport Assessment commissioned by the developers contradict those of that commissioned by KBEG on the same junctions and highways issues raised by the Council's own consultants.
- Strongly oppose this application at this time because it is premature and weak on detail and we would request that this application is rejected.

The Chiltern Society

- while recognising that the application is in outline objects to the footpath/cycleway and mown grass strip within the buffer to the river on the indicative masterplan for the site

Original proposal

There have been over 300 separate objections to the proposal, these raise the following concerns:-

- An in principle objection to building upon greenfield sites when, in the opinion of the objectors, there are plenty of brownfield sites, including former office and industrial units, that could be converted to a residential use.
- Concern that the application is only in outline and therefore there is not enough detail to be able to fully consider the impact of 150 units upon the site and the local area.
- Concern that development here has already been refused by WDC and if anything the local infrastructure has deteriorated since that time so WDC should not be going against their previous decision now.
- Concern that Wooburn Green and Bourne End are separate villages and should remain so. That the proposal would mean they would be merged together with minimal greenery separating them.

- Concern that 150 houses could not fit on the site and flats would be out of character with the area.
- Concern that the application is premature and should not be considered prior to the Inspector's report on the New Local Plan so that the inspector's views can be taken into consideration by the Council.
- Concern that the aged base data for alternate housing sites combined with an out of date housing target that were jointly employed in the sequential test at Slate Meadow (by WDC for the new local plan) provides an unsound basis for decision-taking.
- Concern that the impact of the possible future redevelopment of Holland's Farm in Bourne End has not been taken into consideration.
- Requests to put Slate Meadow back into the Green Belt and take the meadow by Spade Oak out of the Green Belt to build on instead.

Highways, traffic and access

- The bridge into Stratford Drive has insufficient strength to cope with the increased traffic.
- The entrance of the estate is unsuitable for an additional 300+ cars as twice a day it comes to a standstill with the school traffic for up to half an hour at a time.
- Concern over the ability of emergency services to access the site and Stratford Drive if the development goes ahead.
- Concern that the estate is already extremely dangerous for the school children and residents to walk, with cars parking on every pavement and grass verge and the expected 300+ cars will make the situation worse.
- The impact of additional vehicles on the site and the impact upon safety for parents and children using St Paul's School.
- Concern that the proposed additional on-street parking for the school will not work.
- Stratford Drive already regularly suffers with flooding, heavy cracking and potholes.
- Concern that Town Lane is already an extremely dangerous road with at least four accidents in recent years. A request for traffic lights and increased safety measures to improve this situation.
- Concern that there will be underground parking
- Concern that the developers Transport Assessment comes to different conclusions than those of other professionals that have assessed the impact upon the road network.
- Safety concerns have been expressed particularly during the construction phase of any development with a school so close to the entrance of the site.
- Concern over the effect the extra traffic would have on Cookham bridge
- Concerns that car parking in the local area is already oversubscribed – leading to indiscriminate parking and this will only make the situation worse
- Concern that there is no realistic opportunity for a cycle path the Bourne End as the disused railway is not available.

Flooding and drainage

- Concern that the developers and WDC have not sequentially tested the site and it should not therefore be developed.
- Concern that there is insufficient drainage system to cope.
- Concern that Slate Meadow is a recognised flood plain and the green land helps with drainage
- Concern that the drainage system is already unable to cope and this proposal will make that situation worse.
- Concern that parts of Cores End Road, Brookbank and Town Lane flood when rains, that at times it becomes so serious it is affected by sewage overflow which has resulted in home

evacuation. Thames Water drainage fails to cope and Thames Water have confirmed that any improvement is not possible till 2020 to 2025.

- Concern that underground parking will have a flooding impact and should not be allowed in an area that potentially floods.
- Concern regarding runoff from the site resulting in pollution to the adjacent river Wye.

Wildlife and ecology

- The site is a home to vast wildlife i.e. badgers, deer, owls, kite, birds, slow worm; to name but a few. Also the horses which would have to be removed and the children clearly love watching and feeding them daily.
- Concern over the impact upon field mice, stag beetles and rats from the development.
- Concern that Slate Meadow is a habitat for many protected and endangered species and that the unlicensed relocation of some of the species is illegal
- Concern that the bird survey does not mention Barn Owls that are regularly seen flying over the site
- Concerns over the impact of artificial light upon the local bat population
- Concerns that development by its very nature destroys habitats for wildlife

Amenity and landscape issues

- I presuming they are planning to build flats/apartments, these are unacceptable if they overlook the current residents homes and are not in keeping with the village scene the developers are trying to create.
- The proposal of a phased development will impact greatly on the lives of the local residents, in the form of noise, dust and dirt, for a considerable amount of time. The poorer air quality will be detrimental to health.
- Concern that the proposal is to build on the Village Green
- Concern that the whole of Slate Meadow is public green space and this will be lost due to the development.
- Concern that the proposal seems to include potential for 3-storey development and provision for trees to the boundaries of new housing that will affect sunlight into many of my neighbours and their families gardens
- this is a quiet area and people have chosen to live here for this very reason. This development will bring noise and disruption.
- Slate Meadow offers uninterrupted views through to the surrounding hillside to the north of the site. Concern that the proposed development will be severely detrimental to the look of the immediate and surrounding areas of Bourne End and Wooburn.
- Concern that the construction of such a large, modern development is not in keeping with the character of the local community; in particular, such a large, concentrated mass of modern housing, the design of which will not be in alignment with the other homes in the area.
- Concern over the impact upon air quality
- Concerns over density and building heights
- Concern that this is an area of outstanding natural beauty and should be protected as such
- Concern that the houses are too close to the river and will block important views.
- Concerns that the village green will be tidied up and not left to nature as it currently is.

Infrastructure issues

- Concern that local facilities including Doctors, Dentists and schools are already overstretched (with unacceptable 3 week waits at Doctors) and would be unable to cope.
- Concern that Local schools cannot be expanded to take the additional population.

- Concern over the general wellbeing of the local population due to the extra pressure on existing infrastructure
- Concerns over interruption to gas supply due to replacement of pipes
- The affordable housing will not be affordable to most people

Archaeology

- Concern that the hill may be the site of a rare ancient feature, a banjo enclosure and Slate Meadow might have important archaeological features because of this.

Amended scheme

A reiteration of the comments above

- Additional concerns that the proposed change in ground levels will impact upon views into and across the site.
- Concern that the issues raised by the consultation responses from Thames Water, County Archaeology and others will not be dealt with
- Concerns that the proposal will be approved without sorting out serious matters on the site such as ecology and environmental impact.
- Additional requests that the application be deferred until after the examination in public of the new Local Plan so that the impact of all development proposed in Bourne End can be considered together.

Support for the proposal

There has been one letter of support which made the following point

- It is no use objecting unless you can suggest an available alternative site and, like the Hollands Farm site, this is more suitable than other more important areas of the Green Belt.

Other matters

- Concern that the development will decrease the value of surrounding property
- Concern expressed by members of the Slate Meadow Liaison Group that their comments on the draft development brief for the site were ignored by the Council and its officers
- Concerns over being able to secure insurance on properties due to flooding
- The interests of existing residents should be prioritised over those of developers or potential incomers
- Questions have been raised regarding the integrity of the officers of the council that are dealing with this site, particularly by the secretary of 'The Future of Our Village – Bourne End' who claims that officers are seeking to push the application through the Planning Committee before it can be considered by the Local Plan Inspector.

18/05597/OUT

Scale 1/3500

PLANNING APPLICATIONS
22 AUG 2018
COMMITTEE



NOTES

1. The site is located within the Stratford Drive Conservation Area. The site is bounded to the north and east by the Stratford Drive Conservation Area boundary. The site is bounded to the south and west by the Stratford Drive Conservation Area boundary.

2. The site is located within the Stratford Drive Conservation Area. The site is bounded to the north and east by the Stratford Drive Conservation Area boundary. The site is bounded to the south and west by the Stratford Drive Conservation Area boundary.

3. The site is located within the Stratford Drive Conservation Area. The site is bounded to the north and east by the Stratford Drive Conservation Area boundary. The site is bounded to the south and west by the Stratford Drive Conservation Area boundary.

4. The site is located within the Stratford Drive Conservation Area. The site is bounded to the north and east by the Stratford Drive Conservation Area boundary. The site is bounded to the south and west by the Stratford Drive Conservation Area boundary.

5. The site is located within the Stratford Drive Conservation Area. The site is bounded to the north and east by the Stratford Drive Conservation Area boundary. The site is bounded to the south and west by the Stratford Drive Conservation Area boundary.

KEY
 S - Boundary

PLANNING APPLICATIONS
 2 2 AUG 2018
 COMMITTEE



Site No: 130, The Valley, Bourne End, Bucks, HP8 4JY
 Date: 23/02/18
 Scale: 1:1250 @ A2

Site Name: Slate Meadow
 Bourne End

For: Avant Homes & Croulance Homes

Site Location Plan - 01

Scale	Date	Author	Rev
1:1250 @ A2	23/02/18	PR	MB
File No	Project	Client	Drawn
CAREL70529	SLP-01		B

STRATFORD DRIVE

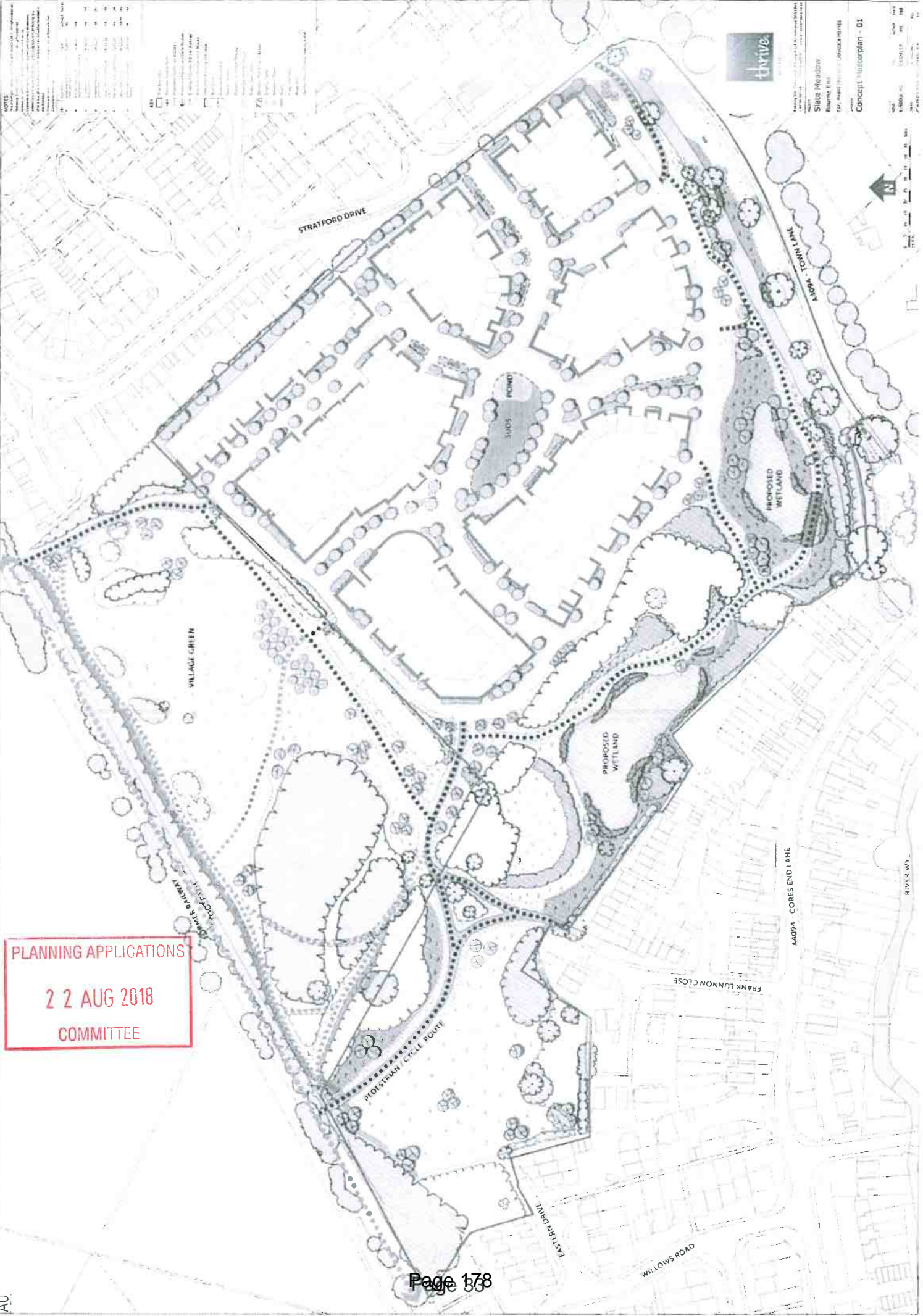
A409A

A409A

FRANK LUNNON CLOSE

WILLOWS ROAD





PLANNING APPLICATIONS
 22 AUG 2018
 COMMITTEE



STRATFORD DRIVE

Proposed crossing location for discussion
(Location to be supported with improved
school crossing signage)

Proposed crossing location for discussion
(Location to be supported with improved
school crossing signage)

Cycle path feature to be discussed

BROOK BANK

NOTES

1. Do no scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.
3. This drawing is to be read and printed in colour.
4. Layout drawn on OS background, will be updated when topographical information becomes available

PLANNING APPLICATIONS

22 AUG 2018

COMMITTEE

REF: [] DETAILS [] DRAWN [] CHECKED [] DATE []

PROJECT: Avant Homes
Croudace Strategic

Slate Meadow,
Bourne End

DRAWING TITLE:

Preliminary Site Access
With Raised Table
Arrangement

SCALE:

1:500

SHEET SIZE:

A3

DATE:

15.02.18

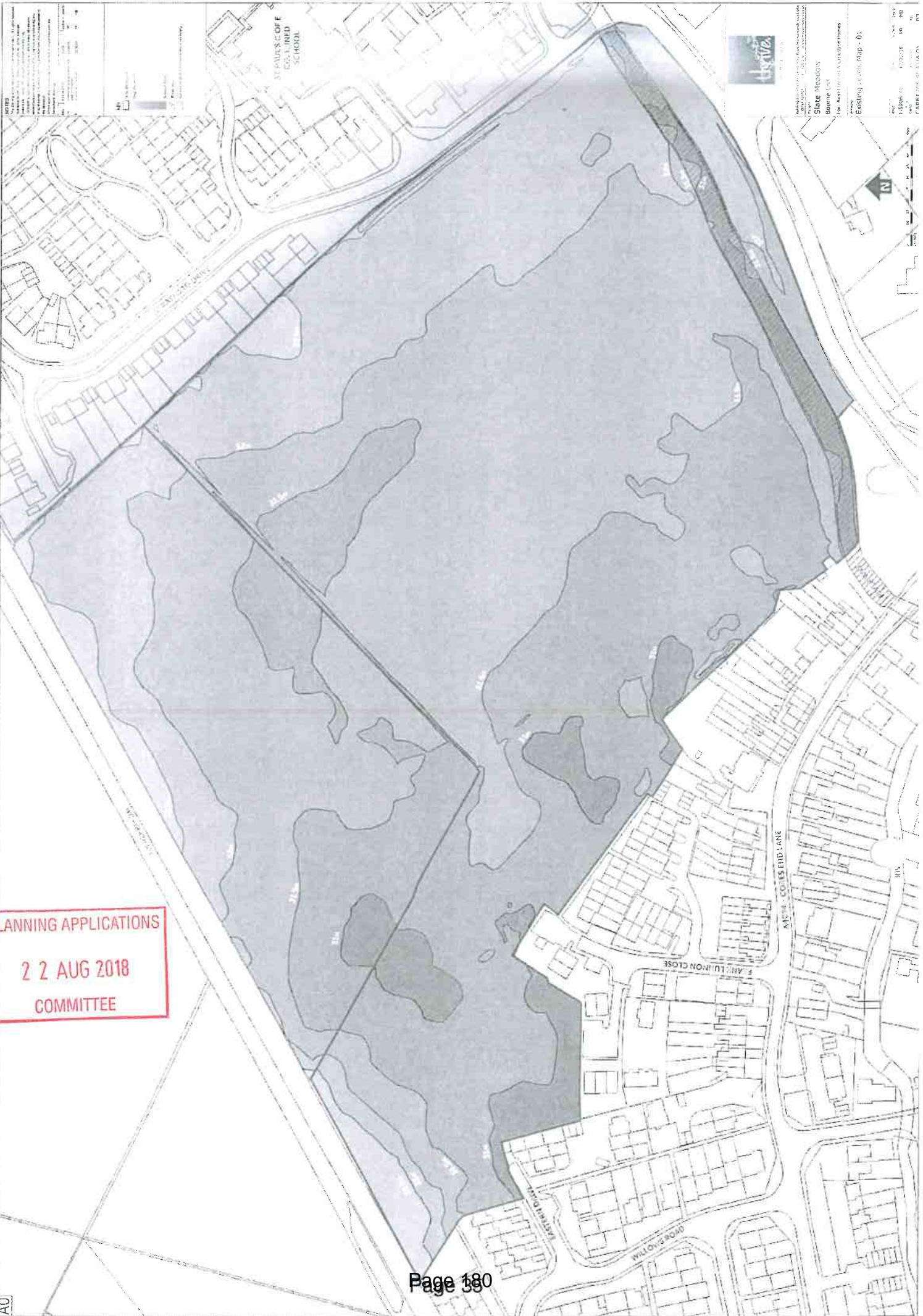
LPJ

CL

WYG Transport



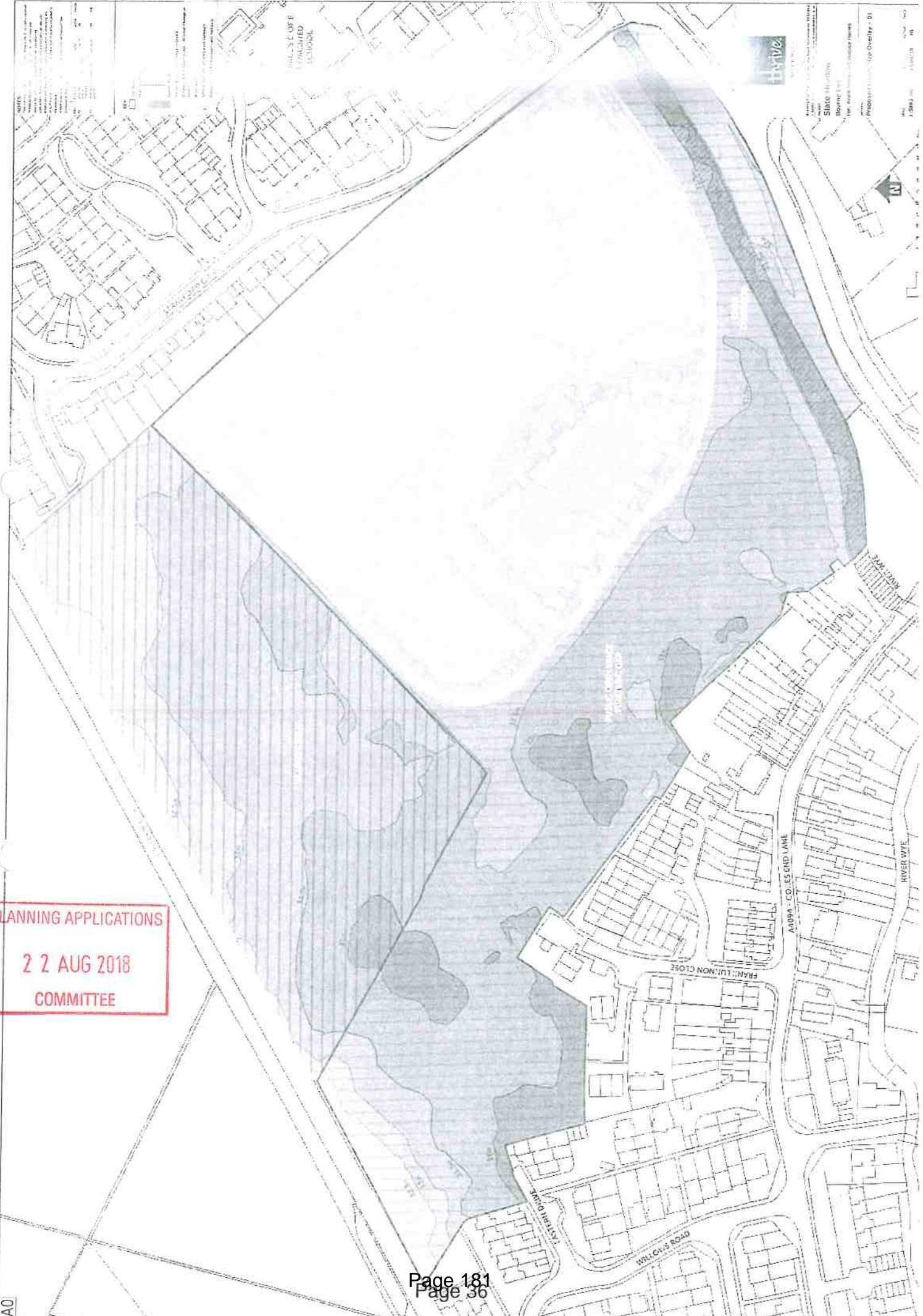
WYG Transport
90 Victoria Street
Bristol BS1 6DP
T: 0117 225 4233 E: 0117 953 4238
www.transportplanningwyg.com



Active
 Site Meadow
 Borne List
 For Aerial Photos & Satellite Images
 Existing Levels Map - 01
 1:5000
 15/08/18
 SA
 MB
 01

PLANNING APPLICATIONS
 22 AUG 2018
 COMMITTEE

PLANNING APPLICATIONS
22 AUG 2018
COMMITTEE



Agenda Item 11. Appendix C

New Local Plan Consultation responses on Draft policy BE1 – Slate Meadow

☒ Developers asserted that the flood risk sequential approach has been correctly followed and that the Environment Agency have incorrectly identified that SFRA level 2 is based on out of date evidence. A detailed modelling report was prepared in July 2016 (*Slate Meadow, Bourne End: River Wye - Hydrology and Hydraulic Modelling Report*) and the Environment Agency Modelling Team confirmed that the HR Wallingford modelling “has been deemed acceptable”.

☒ One developer suggested that the site off Whitepit Lane should be developed instead of Slate Meadow. Residents advocated the use of brownfield land instead.

☒ Residents asserted that Slate Meadow provides an important separation between the settlements of Bourne End and Wooburn Town, and suggested the deletion of the site as an allocation or a reduction in the number of dwellings to 75 homes.

☒ Residents believed that flood risk has not been adequately addressed, that it should not be left up to the developer, and development should not be taking place on a floodplain, citing extensive flooding events in recent years.

☒ Residents were of a view that there is inadequate infrastructure to support development. They feel that the roads are already congested, that there is not enough parking, and that schools and healthcare provision is oversubscribed.

☒ Residents are concerned that traffic leaving Stratford Drive (especially at school time) is already at dangerous level and risks the safety of young children. A sole exit at Stratford Drive serving Slate Meadow is felt to not be sufficient. Some residents suggest that the scale of development should be reduced to match the capacity of transport and the road infrastructure.

☒ Residents believed the site is not large enough for 150 homes, suggesting the development capacity is limited due to village green on part of site.

☒ Some respondents thought that the scale of development is out of proportion with the rest of the settlement.

Residents believed more affordable housing should be provided for local people rather than large executive homes

☒ Residents felt that development will obliterate the views to the hillside immediately to the north; and any undeveloped break between Bourne End and Wooburn.

☒ Residents felt that the village green is an important habitat for local wildlife.

☒ Residents expressed concern that if medical provision is located at Slate Meadow it will be less accessible than its current location.

☒ Some residents felt that public transport links should be established between the site and Bourne End village centre.

☒ Some residents felt that WDC has failed to take into account the historic environment.

☒ The **Education and Skills Funding Agency** supported the safeguarding of land for schools

☒ **Thames Water** noted that water and wastewater network capacity may need local upgrades.

☒ **Scottish & Southern Electric** confirmed the area is not currently covered by existing infrastructure.

☒ **Highways England** would expect to see an assessment on the strategic road network

☒ **Bucks County Council** supported the approach for provision of primary education. Development of the site should also provide financial contributions to the new bridleway along with providing a connection.

☒ The **Environment Agency** suggested that the policy should say make the most of Wye setting / the Wye is an asset and the river itself should be enhanced as well as its buffer / corridor.

Product 4 (Detailed Flood Risk) for Slate Meadow, Bourne End Our Ref: THM_25369

Product 4 is designed for developers where Flood Risk Standing Advice FRA (Flood Risk Assessment) Guidance Note 3 Applies. This is:

- i) "all applications in Flood Zone 3, other than non-domestic extensions less than 250 sq metres; and all domestic extensions", and
- ii) "all applications with a site area greater than 1 ha" in Flood Zone 2.

Product 4 includes the following information:

Ordnance Survey 1:25k colour raster base mapping;
Flood Zone 2 and Flood Zone 3;
Relevant model node locations and unique identifiers (for cross referencing to the water levels, depths and flows table);
Model extents showing *defended* scenarios;
FRA site boundary (where a suitable GIS layer is supplied);
Flood defence locations (where available/relevant) and unique identifiers; (supplied separately)
Flood Map areas benefiting from defences (where available/relevant);
Flood Map flood storage areas (where available/relevant);
Historic flood events outlines (where available/relevant, not the Historic Flood Map) and unique identifiers;
Statutory (Sealed) Main River (where available within map extents);

A table showing:

- i) Model node X/Y coordinate locations, unique identifiers, and levels and flows for *defended* scenarios.
- ii) Flood defence locations unique identifiers and attributes; (supplied separately)
- iii) Historic flood events outlines unique identifiers and attributes; and
- iv) Local flood history data (where available/relevant).

Please note:

If you will be carrying out computer modelling as part of your Flood Risk Assessment, please request our guidance which sets out the requirements and best practice for computer river modelling.

This information is based on that currently available as of the date of this letter. You may feel it is appropriate to contact our office at regular intervals, to check whether any amendments/ improvements have been made. Should you re-contact us after a period of time, please quote the above reference in order to help us deal with your query.

This information is provided subject to the enclosed notice which you should read.

This letter is not a Flood Risk Assessment. The information supplied can be used to form part of your Flood Risk Assessment. Further advice and guidance regarding Flood Risk Assessments can be found on our website at:

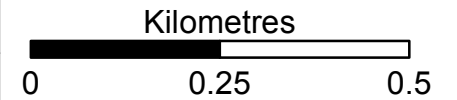
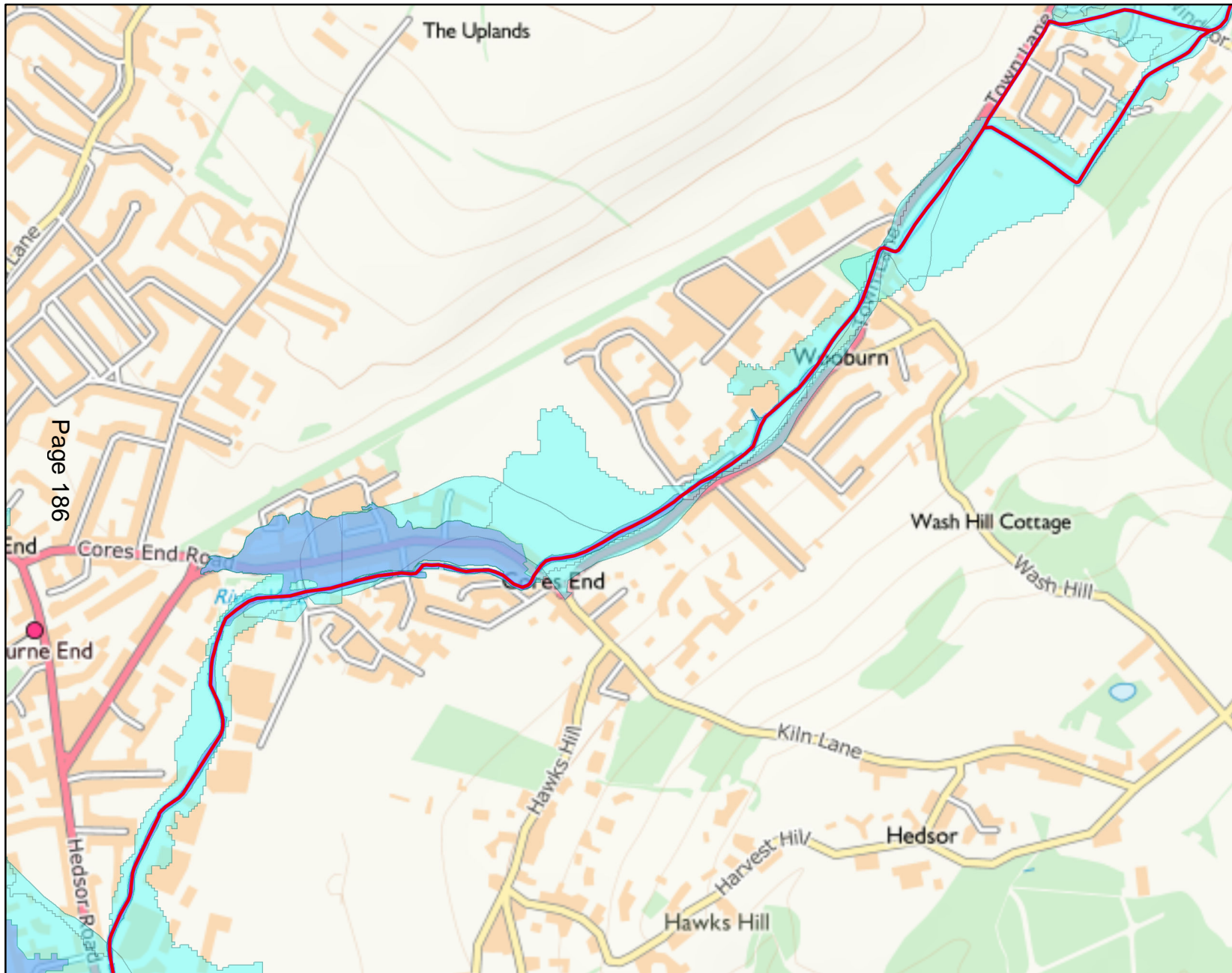
<https://www.gov.uk/guidance/flood-risk-assessment-local-planning-authorities>

If you would like advice from us regarding your development proposals you can complete our pre application enquiry form which can be found at:

<https://www.gov.uk/government/publications/pre-planning-application-enquiry-form-preliminary-opinion>

Flood Map for Planning centred on Slate Meadow, Bourne End

Created on 09/05/2019 REF: THM_25369



Legend

- Main River
- Flooding from rivers or sea (FZ3)
- Extent of extreme flood (FZ2)

Flooding from rivers or sea without defences (Flood Zone 3) shows the area that could be affected by flooding:

- from the sea with a 1 in 200 or greater chance of happening each year
- or from a river with a 1 in 100 or greater chance of happening each year.

The Extent of an extreme flood (Flood Zone 2) shows the extent of an extreme flood from rivers or the sea with up to a 1 in 1000 chance of occurring each year.

Defence information

Defence Location:

Description: This location is not currently protected by any formal defences and we do not currently have any flood alleviation works planned for the area. However we continue to maintain certain watercourses and the schedule of these can be found on our internet pages.

Model information

THM_25369

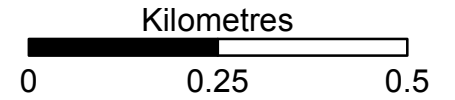
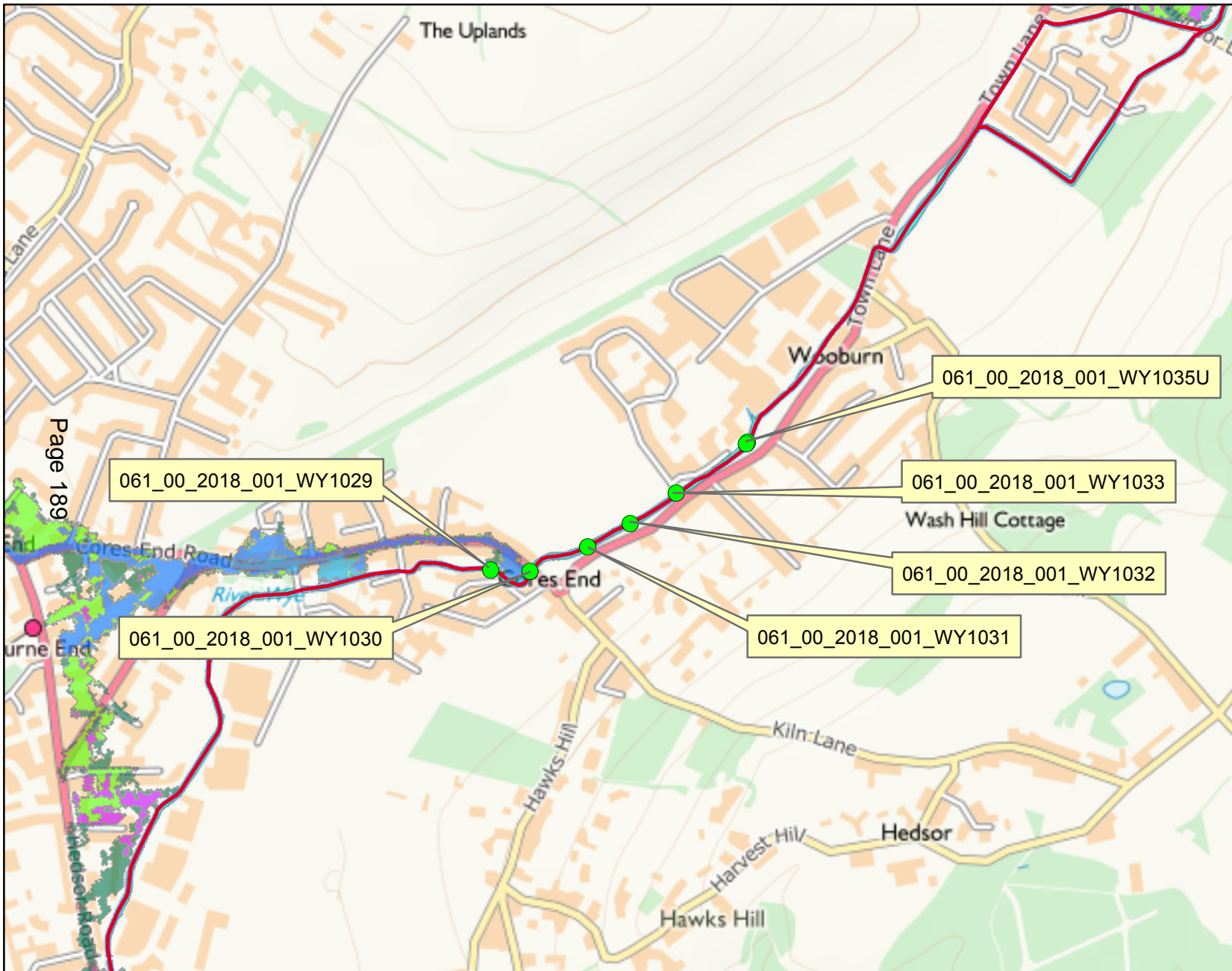
Model: Wye (including Hughenden Stream) 2018

Description: The information provided is taken from the River Wye and Hughenden Stream modelling study in May 2018. The study was carried out using Flood Modeller ESTRY-TUFLOW software. This data supersedes the 2002 model.

Model design runs and Mapped Outputs:

- 1 in 5 / 20% AEP
- 1 in 20 / 5% AEP
- 1 in 30 / 3.3% AEP
- 1 in 75 / 1.33% AEP
- 1 in 100 / 1% AEP
- 1 in 100+15% / 1% AEP with 15% AEP climate change allowance
- 1 in 100+25% / 1% AEP with 25% AEP climate change allowance
- 1 in 100+35% / 1% AEP with 35% AEP climate change allowance
- 1 in 100+70% / 1% AEP with 70% AEP climate change allowance
- 1 in 1000 / 0.1% AEP

FRA Map centred on Slate Meadow, Bourne End
Created on 09/05/2019 REF: THM_25369



Legend

- Wye Model Node Data
- Main River
- 20% AEP Flood Outline
- 5% AEP Flood Outline
- 1% AEP Flood Outline
- 1%+25% CC AEP Flood Outline
- 1%+35% CC AEP Flood Outline
- 1%+70% CC AEP Flood Outline
- 0.1% AEP Flood Outline

AEP = Annual Exceedance Probability
 The probability of a flood of a particular magnitude, or greater, occurring in any given year

Where available climate change extents have been calculated with an additional flow added to an AEP event. An example of how this is written is 1%+20% AEP.

Modelled in-channel flood flows and levels

THM_25369

The modelled flood levels and flows for the closest most appropriate model node points for your site that are within the river channel are provided below:

Node label	Model	Easting	Northing	Flood Levels (mAOD)						
				20% AEP	5% AEP	1% AEP	1% AEP (+25% increase in flows)	1% AEP (+35% increase in flows)	1% AEP (+70% increase in flows)	0.1% AEP
061_00_2018_001_WY1035U	Wye (including Hughenden Stream) 2018	490723	187584	31.84	31.93	32.05	32.10	32.11	32.19	32.08
061_00_2018_001_WY1033	Wye (including Hughenden Stream) 2018	490597	187494	31.52	31.62	31.73	31.78	31.79	31.85	31.75
061_00_2018_001_WY1032	Wye (including Hughenden Stream) 2018	490516	187440	31.39	31.50	31.61	31.65	31.66	31.72	31.63
061_00_2018_001_WY1031	Wye (including Hughenden Stream) 2018	490441	187398	31.35	31.45	31.56	31.60	31.61	31.66	31.58
061_00_2018_001_WY1030	Wye (including Hughenden Stream) 2018	490338	187355	31.31	31.41	31.51	31.54	31.55	31.59	31.53
061_00_2018_001_WY1029	Wye (including Hughenden Stream) 2018	490269	187358	31.05	31.15	31.24	31.28	31.29	31.33	31.25

Node label	Model	Easting	Northing	Flood Flows (m3/s)						
				20% AEP	5% AEP	1% AEP	1% AEP (+25% increase in flows)	1% AEP (+35% increase in flows)	1% AEP (+70% increase in flows)	0.1% AEP
061_00_2018_001_WY1035U	Wye (including Hughenden Stream) 2018	490723	187584	3.70	4.79	6.18	6.90	7.03	8.15	6.53
061_00_2018_001_WY1033	Wye (including Hughenden Stream) 2018	490597	187494	3.70	4.79	6.18	6.90	7.03	8.15	6.53
061_00_2018_001_WY1032	Wye (including Hughenden Stream) 2018	490516	187440	3.70	4.79	6.18	6.90	7.03	8.15	6.53
061_00_2018_001_WY1031	Wye (including Hughenden Stream) 2018	490441	187398	3.70	4.79	6.18	6.90	7.03	8.15	6.53
061_00_2018_001_WY1030	Wye (including Hughenden Stream) 2018	490338	187355	3.70	4.79	6.18	6.90	7.03	8.15	6.53
061_00_2018_001_WY1029	Wye (including Hughenden Stream) 2018	490269	187358	3.70	4.79	5.99	6.44	6.54	7.27	6.24

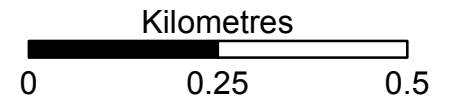
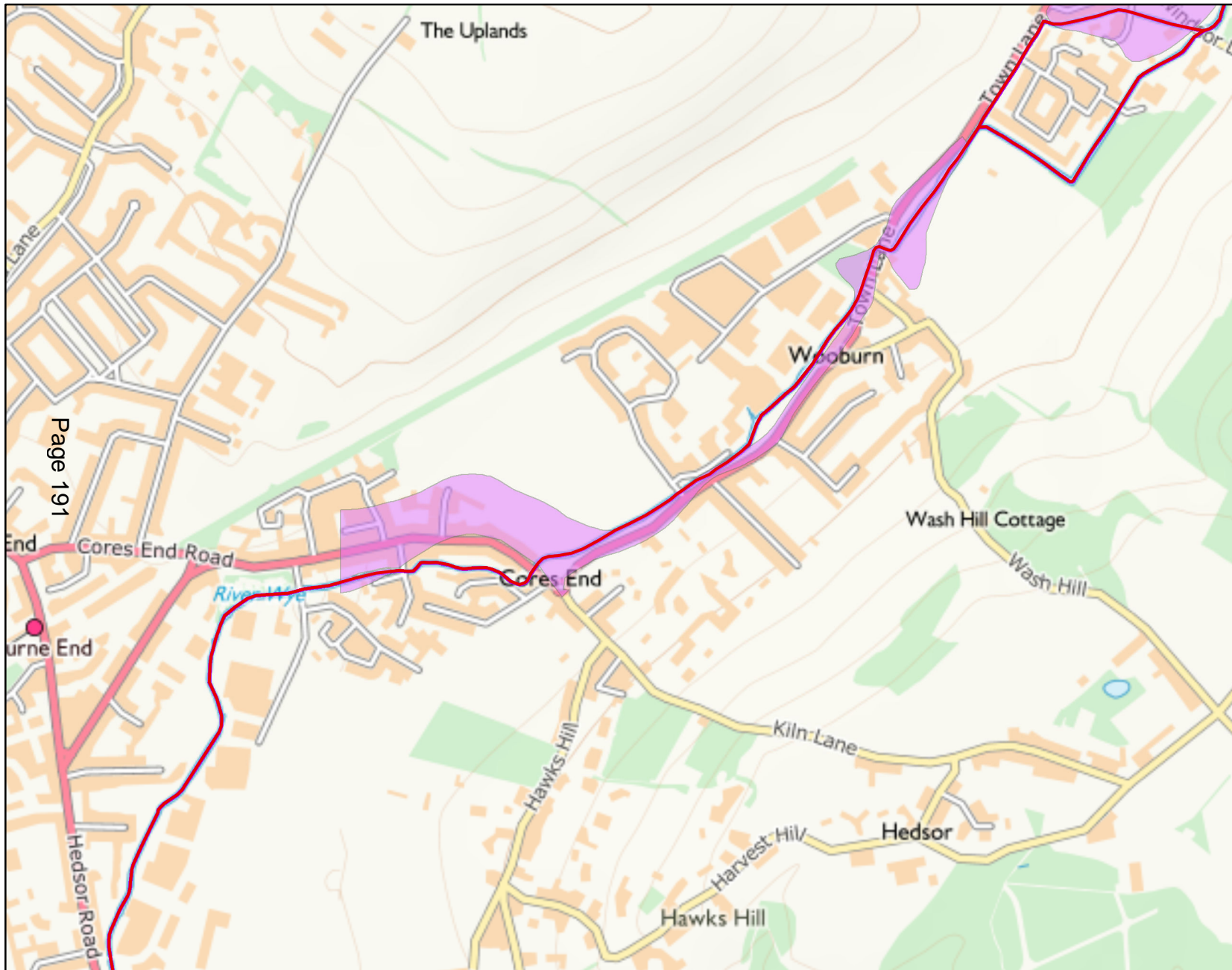
Note:

Due to changes in guidance on the allowances for climate change, the 20% increase in river flows should no longer to be used for development design purposes. The data included in this Product can be used for interpolation of levels as part of an intermediate level assessment.

For further advice on the new allowances please visit <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>.

Historic Flood Map centred on Slate Meadow, Bourne End

Created on 09/05/2019 REF: THM_25369



Legend

— Main River

year

1981

Historic flood data

THM_25369

Our records show that the area of your site has been affected by flooding.
Information on the floods that have affected your site is provided in the table below:

Flood Event Code	Flood Event Name	Start Date	End Date	Source of Flooding	Cause of Flooding
EA0619811200005	06DecemberWinter1981	01/01/1981	12/12/1981	main river	channel capacity exceeded (no raised defences)

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Please note the Environment Agency maps flooding to land not individual properties. Floodplain extents are an indication of the geographical extent of a historic flood. They do not provide information regarding levels of individual properties, nor do they imply that a property has flooded internally.

Start and End Dates shown above may represent a wider range where the exact dates are not available.

Agenda Item 11. Appendix E

Children Services

Buckinghamshire County Council

County Hall, Walton Street
Aylesbury, Buckinghamshire HP20 1UA

**Executive Director
Tolis Vouyioukas**

Telephone 0845 3708090
www.buckscc.gov.uk

Mr Charles Power
Wycombe District Council

Contact: Stephen Chainani
Telephone: 01296 383863
Email: schainani@buckscc.gov.uk
Date: 11 May 2018

Dear Charles,

Re: 18/05597/OUT – Slate Meadow Stratford Drive Wooburn Green

I have considered the details of the above application for 150 dwellings and I 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 the area are currently at capacity with projections indicating a need for additional capacity. I have included the education infrastructure costs per dwelling type to allow an assessment to be made of the scale of contributions which would be required on the scheme.

Provision Type	Flats			Houses			
	1 Bed	2 Bed	3+ Bed	1 Bed	2 Bed	3 Bed	4+ Bed
Primary	£403	£1,298	£2,640	£1,715	£3,296	£5,787	£6,965

If you need any further clarification please do not hesitate to contact me.

Yours sincerely,



Stephen Chainani (School Place Planning Commissioning Partner)



INVESTOR IN PEOPLE



Agenda Item 12.

Contact: Sarah Armstrong DDI No. 01494 421916

App No : 18/07842/FUL App Type: Full Application

Application for : Change of use of existing equine centre (Class D2) to a school (Class D1) including demolition of existing offices and stables and construction of secondary school building with attached glazed link to converted buildings to form a primary school/admin building and assembly/gymnasium, construction of outdoor astroturf sports pitch, alterations to existing access to provide access to the school and adjacent paddock and associated parking, landscaping, lighting and fencing

At Chequers End Equestrian Centre, Chequers Lane, Cadmore End, Buckinghamshire, HP14 3PQ

Date Received : 14/11/18 Applicant : Mr David Parsons

Target date for Decision 13/02/19

1. **Summary**

- 1.1. This is a site in the countryside beyond the Green Belt which currently contains an equestrian yard and school. It is also located within the Chilterns Area of Outstanding Natural Beauty.
- 1.2. The site has been sold to the applicant, Ealing Educational Resources Trust, who are seeking planning permission for the change of use of the site to a private primary and secondary school. The intention is to relocate existing schools at this site.
- 1.3. The development involves the re-use of the some of the existing farm buildings but also the demolition of other buildings and then the subsequent redevelopment of new buildings.
- 1.4. The site is in a countryside location outside of the Green Belt where development is generally not sustainable however some new development can contribute positively to the vitality and sustainability of rural communities. The change of use and redevelopment of this site does not meet the criteria to be considered appropriate for this location. It is contrary to both existing and emerging policies.
- 1.5. The redevelopment of the site would have an adverse impact on the landscape character which would neither conserve nor enhance the AONB landscape.
- 1.6. The evidence submitted has failed to adequately demonstrate that the site would not have an adverse impact upon protected species.
- 1.7. The information that has been submitted by the applicant is insufficient to determine the impact caused by the change of use and creation of a number of noise sources (playgrounds and sports pitch). A scheme is required that demonstrates that the use would not adversely affect the amenity of nearby noise sensitive areas.

1.8. The Highway Authority has also recommended a reason for refusal based on the remote location and the lack of sustainable transport choices.

1.9. The application is recommended for refusal.

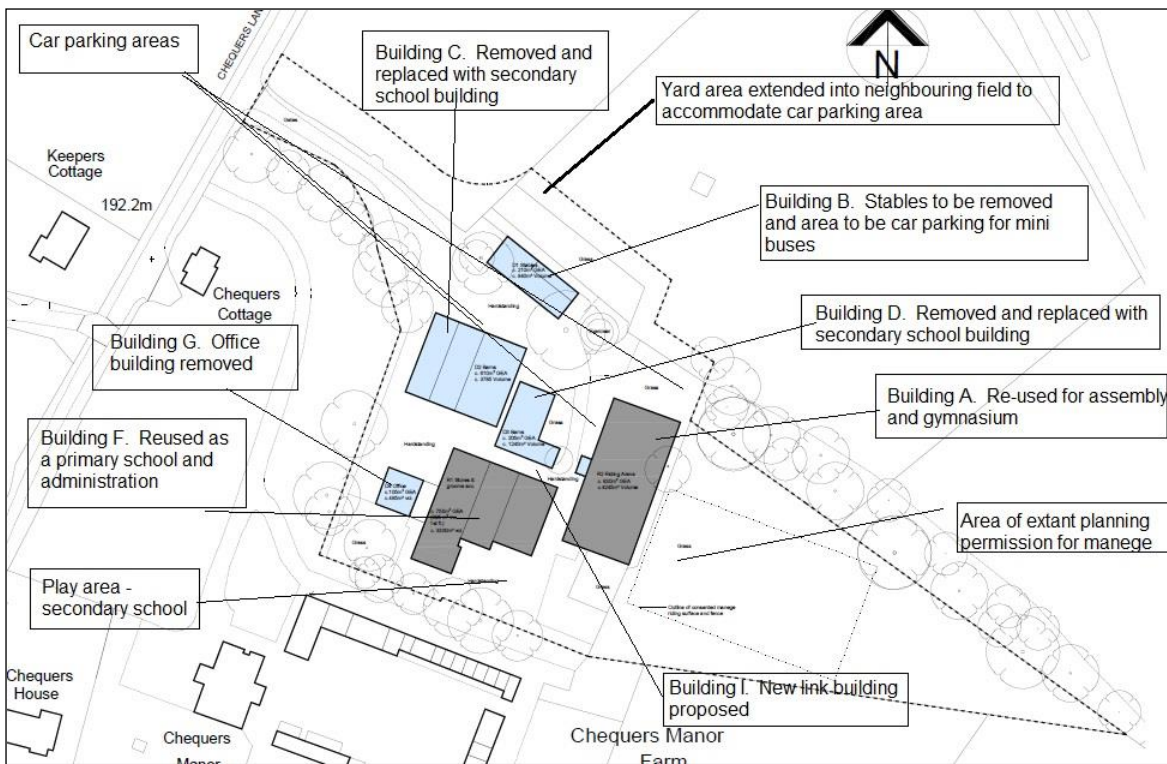
2. The Application

2.1. The application site is a long standing equestrian site. According to information supplied for application 11/07173/FUL the site is used for the training and schooling of horses and their riders. The Design and Access statement refers to dressage being the principal equestrian use.

2.2. The owners of the site have retired and sold the land and buildings to the current applicant. The applicant, Ealing Educational Resources Trust, seeks a change of use of the site to establish a primary and secondary school.

2.3. The site is an existing equestrian school which contains a number of buildings used in connection with that use. The yard contains:

- a) large indoor sand school,
- b) stables,
- c) a series of linked barns constructed in corrugated metal, two of which are open fronted and contain a small portacabin; the use of these barns appears to be storage in connection with the equestrian use. They are to be removed and replaced by a new secondary school building which also will incorporate some of the land housing d) below
- d) "L" shaped corrugated metal barn, part of which is open fronted and the rear part is used as stables. To be removed and replaced with the secondary school building.
- e) a horse walker. To be removed.
- f) 3 linked brick constructed buildings of varying heights. To be re-used for the primary school and administration.
- g) Single storey brick building with an adjacent open front and rear covered area adjacent to the three brick buildings. This was used as an office (Subject to prior notification application to allow change of use to residential). This is in a dilapidated state with vegetation growing through the roof and does not appear to have been converted to residential use.
- h) Planning permission exists for a manège measuring 60m by 33m – not implemented.



The proposal is for a change of use from an equestrian centre to a private school (Brethren Christian School). This will be both a primary and secondary school for 275 pupils initially reducing to 250 in due course.

2.4. The table below identifies the existing buildings and structures and then indicates the intention for those buildings in the proposed development. The proposal seeks to re-use two buildings, one new secondary school building, four buildings will be demolished and the hard standing areas will accommodate parking and two play areas. As Astroturf will be sited in the location of the proposed manège.

	Existing	GEA m ²	Proposed	GEA m ²
A	Sand school building measuring 41.5m by 20m	830	Re-used for assembly/gymnasium. The building to be reclad and roofed and the area inside subdivided to provide flexible internal space. Creation of store room and plant room at first floor.	830
B	Stables	201	Removed and area to be used for car parking for mini buses. Area extended into adjoining field to accommodate parking area of 16m by 37m.	592
C	Linked barns 26.5m by 23m	610	Removed. Replaced with new development to provide secondary school building (39m by 22m).	858
D	"L" shaped barn 19m by 10m and 6m by 6m	226	Removed. As above.	
E	Horse walker		Removed. Replaced by a parking area	
F	3 link brick buildings includes first floor space	775	Reused as primary school and administration.	775
G	Single storey office building	105	Removed. Replaced by secondary play area	
H	Area proposed for manège 60m by 33m not implemented	198	Secondary all weather Astroturf pitch with 3m mesh fencing, 35m by 49m	172
I			New glazed two storey link between assembly building, secondary school and primary school	94
J	Hard standing areas		To be used for play areas and car parking.	

GEA – Gross External Area

2.5. The plan below shows the layout of the proposed school.



2.6. The application is accompanied by:

- a) Planning Statement
- b) Design and Access Statement
- c) Transport Statement and Travel Plan
- d) Building Condition Report
- e) Landscape and Visual Impact Assessment Report
- f) Arboricultural Report and Survey
- g) Economic Benefits Report
- h) Oise Impact Assessment
- i) Statement of Community Involvement
- j) Flood Risk Assessment
- k) Preliminary Ecological Appraisal
- l) Sustainable Drainage Strategy

2.7. Statement of Community Involvement. The applicant has carried out a community consultation exercise which has included issuing a brochure and holding two consultation events during October 2018. The Council has also widely consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on our web site.

3. Working with the applicant/agent

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

3.2. In this instance

- A large volume of objections have been received and also third party evidence submitted. The applicant has been given the opportunity to respond to all the additional information submitted and to provide rebuttal evidence throughout the planning application process.
- The application was considered by the Planning Committee. The applicant was advised that if it was to be recommended for refusal there would be no opportunity to speak directly to the committee members. They, therefore, contacted members directly with supporting information.

4. **Relevant Planning History**

4.1. Planning history

Reference	Description	
WR/207/63	Erection of steel framed covered yard for use as indoor riding school.	11.03.1963
91/05132/FUL	Change of use of set aside land to golf course and erection of associated buildings and car parking	Refused 17.04.1991
91/05429/FUL	Change of use of set aside land to golf course and erection of associated buildings and car parking	Refused 16.10.1991 Appeal dismissed
16/07750/PNP30	<p>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 1 x 1 bed residential unit.</p> <p>Used as an estate office since 1992. In use in 2011 in association with the equestrian business and other business interests of the owners. In 2011 the Prior Notification report states that the level of activity on the site is no greater than many agricultural undertakings and unlikely to give rise to undue disturbance either day or night.</p> <p>(Development must be completed within three years of prior notification). The conversion of office to residential has not occurred.</p>	<p>Details not required to be submitted 06.12.2016</p>
17/06357/FUL	<p>Erection of first floor extension to existing dwelling and erection of attached garage, increase in residential amenity area following demolition of adjacent barn in B8 use.</p> <p>This allowed for the office conversion to</p>	11.08.2017

	<p>residential to be extended with a first floor. This was facilitated by the loss of the adjacent two storey building in storage use. The existing floorplan submitted with the application would indicate that the residential use had not commenced.</p> <p>The description of development proposed by the applicant is not accurate. The dwelling was not existing and the adjacent barn was used for storage as part of the equestrian use of the site. It would not have been considered to be a B8 use.</p> <p>Conversion of the office to residential has not occurred consequently the extension has not been implemented.</p>	
17/07529/FUL	<p>Formation and construction of manege.</p> <p>Increase in width over the previous applications. Case officer report notes that the manege is considered to be a normal countryside form of development where horses are kept for riding/eventing at an equestrian business. The manege would not be introducing a new countryside pursuit for this rural location.</p>	20.11.2017

5. Issues and Policy considerations

Principle and Location of Development

ALP: C7 and C8 (Re-use and Adaptation of Buildings in the Countryside), C10 (Development in the Countryside Beyond the Green Belt)

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

DSA: DM1 (Presumption in favour of sustainable development)

New Local Plan (Publication Version): CP1 (Sustainable Development), CP3 (Settlement Strategy), DM33 (Managing Carbon Emissions, Transport and Energy Generation) DM44 – Development in the Countryside outside of the Green Belt, DM45 – Conversion of Existing Buildings in the Green Belt and other Rural Areas.

Development Plan Framework

- 5.1. For the purposes of considering this application the relevant parts of the Development Plan are the Wycombe Development Framework Core Strategy (July 2008), the Wycombe District Local Plan (January 2004) and the Delivery and Site Allocations Plan (July 2013).
- 5.2. The New Local Plan Submission Version – March 2018. The emerging policies of the New Local Plan should be given some weight in any planning decisions as a material consideration.

- 5.3. On 13th February 2019 the public consultation on the Proposed Main Modifications to the Wycombe District Local Plan as part of the local plan examination commenced. The Proposed Main Modifications are changes to the Plan that the Inspector considers may be necessary to make the plan sound. The consultation period has now closed. The Council is currently awaiting the Inspector's Report.
- 5.4. The Proposed Modifications do not alter the content of this planning application report but reference has been made to some of the policies in the relevant section within the report.

Principle of Development

- 5.5. The site is within the countryside beyond the Green Belt and is also within the Chilterns Area of Outstanding Natural Beauty.
- 5.6. The site is in equestrian use; the agricultural use has ceased. The yard area contains a number of buildings either in equestrian use or an associated use i.e. office. The planning history has established that prior approval is not required for the office building to change to residential use. Also there is an extant planning permission for a first floor extension to the office building for residential purposes. There is also extant permission for an outdoor manège.
- 5.7. The yard area is previously developed land and would be considered a brownfield site.
- 5.8. The Adopted Plan policies C7 and C8 provide the framework for consideration of this proposal. It is possible to re-use and adapt buildings within the countryside subject to detailed criteria. However Policy C8 is clear that additional buildings to facilitate the re-use of rural buildings will not be permitted.
- 5.9. Policy C10 is a general policy for development in this part of the countryside. The policy is one of restraint. It seeks to ensure that only uses appropriate to a rural area will be acceptable and other development resisted.
- 5.10. These policies are more restrictive than the planning policies in the NPPF 2019 that support a prosperous rural economy. This means that the weight to be given to these policies has to be limited.
- 5.11. In the emerging Local Plan policy DM44 – development in the countryside outside of the Green Belt and DM45 – Conversion of Existing Buildings in the Green Belt and other Rural Areas are relevant.
- 5.12. Both these policies have been the subject of minor modifications and consultation. The changes proposed relate to matters of clarification and do not go to the heart of the policies. It is for the decision maker to determine the weight to be given to emerging policies in light of objections received and the stage in the process that the policies have reached. On this basis it is considered that both policies can be given moderate weight.
- 5.13. Policy DM44 allows for the re-development of previously developed land, provided this respects the rural character of the surroundings.
- 5.14. Policy DM45 allows for the re-use of rural buildings as long as they are sound and permanent construction and suitable for the proposed use, they have not been erected in the preceding 10 years and the use will support the vitality and sustainability of the local rural community.

Development in the Countryside

Acceptable development in the Countryside beyond the Green Belt

- 5.15. The adopted policy framework (Policy C10) seeks to restrict development other than rural uses which need to be within the countryside. The policy establishes criteria in which planning permission would be considered acceptable. While the applicant considers that the school should be treated as a local community facility which cannot be located elsewhere this view is not shared by officers for the following reason.
- 5.16. At Appendix A of the planning statement there is a schedule of alternative sites that have been considered by the applicant. The conclusion of the report is that there are no reasonably available alternative sites. The suitability of Cadmore End is based on its central location to the widely dispersed communities served by the new school. The communities include Brackley, Wallingford, Dunstable, Hemel Hempstead, Stoke Poges and Reading.
- 5.17. The school is intended to be an independent faith school. In the view of the education authority the new school would not impact upon local schools because many children may already be educated outside the mainstream system (the expectation is that the schools community will come from outside the area). On this evidence the new proposal cannot be considered to be a local community facility as it will not serve the local community.
- 5.18. The applicant has also submitted evidence to justify school being located in the countryside. The intention is to demonstrate that the school is a form of development that would be appropriate to a rural area and therefore consistent with policy C10. The main arguments in favour of an independent school development being in the countryside are:
- Competition for land with other land uses being higher priority e.g. housing, employment land
 - New housing development land allocated for local authority schools but not independent schools
 - Cost of land too high
 - Close to nature providing a healthy environment
- 5.19. The reasons identified amount to economic reasons and do not justify why an independent school needs to be located within a countryside location.
- 5.20. The proposal is not considered consistent with policy C10 of the adopted plan.

Reuse and Adaptation of Existing Buildings

- 5.21. While the proposal does include some re-use of existing buildings, it also requires replacement buildings which is not compatible with the relevant development policies. Furthermore the policy for re-use requires that the nature and scale of the new activity would not detract from the rural amenities of the area and would be compatible with surrounding uses having regard to any designated areas (e.g AONB). The impact upon the AONB will be considered in more detail later in the report: there are some significant concerns regarding the impact upon the AONB.
- 5.22. The proposal is not consistent with policies C7 and C8 of the adopted plan.

Development in the Countryside outside of the Green Belt – emerging policy

- 5.23. In terms of the emerging policies DM44 allows for the redevelopment of previously developed land, provided this respects the rural character of the surroundings. The principle of development may be acceptable. The impact of the proposal will be considered in terms of the impact upon the rural and landscape character. An important aspect is whether the new development is located where it is capable of contributing to sustainable development.
- 5.24. DM45 considers the conversion of existing buildings. Evidence has been presented to demonstrate that the buildings to be retained are capable of conversion. The buildings have been existence for more than 10 years. However the proposed use is required to support the vitality of the local rural community, the rural economy or local services.
- 5.25. It has already been established that the school will not provide a local facility given the nature and geographical spread of the pupils who will attend the school. There is little evidence that it will have any relationship with the local community. While it will have an impact on the local economy this is limited because the schools are already established elsewhere, it is unlikely in the short to medium term, that it will provide significant employment opportunities for teachers and support staff. The rural economic argument for the development is not compelling.
- 5.26. The proposal is considered to fail to comply with DM45. As previously developed land an opportunity exists for redevelopment of the site (Policy DM44) as long as it is compatible with the rural character of its surrounding. The current proposal is not considered compatible.

Employment issues

CSDPD: CS11 (Land for business)

DSA: DM5 (Scattered business sites)

New Local Plan (Publication Version): CP5 (Delivering Land for Business), DM28 (Employment Areas)

- 5.27. The applicant suggests that the site constitutes a scattered business site because it is a full equestrian centre and there are buildings within the site which they categorise as independent business uses.
- 5.28. While the site contains a building used as an office and a building for storage these were used ancillary to the main equestrian use. There has been no evidence presented either currently or with previous applications that the business uses are not ancillary.
- 5.29. The applicant, in presenting this argument, has put significant weight on the prior notification application which determined that details were not required to be submitted for a change of use of an existing building used as an office to residential. However, the officer report noted that the office use was in association with the equestrian business and other business interests of the owners. This evidence suggests that the office is, in fact, an ancillary use rather than a separate office use.
- 5.30. In terms of the storage use (B8) the applicant is seeking to rely on the planning permission 17/06357/FUL. The description of development was "Erection of first floor extension to existing dwelling and erection of attached garage, increase in residential amenity area following demolition of adjacent barn in B8 use." This description is not accurate because the change of use from office to residential had not occurred and

therefore there was no existing dwelling. Also there was no evidence presented with the application to indicate that the storage use was not ancillary to the equestrian use.

- 5.31. The current view of officer's, notwithstanding the planning history, is that the primary use of the site is equestrian and the site would be considered as a D2 use. The use class is defined as Assembly and Leisure and its main purpose is not employment. The site is not a scattered business site and DM5 is not relevant to this assessment.

Transport matters and parking

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

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

DSA: DM2 (Transport requirements of development sites)

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

- 5.32. The Highway Authority have considered all the information that has been presented both in favour of the development and also evidence prepared by interested parties objecting to the proposal.
- 5.33. The Highway Authority has considered the school's likely impact upon highway safety and convenience of use.
- 5.34. The school accesses onto a rural single track road and the highway authority has considered the comparative vehicles trip generation in some detail. Evidence has been produced by the applicant and objectors have commissioned a transport consultant to report on highways issues.
- 5.35. The Highway Authority has, however, conducted their own assessment based on TRICS (Trip Rate Information Computer System) database. The highways consultation response is produced in full in the Appendix.
- 5.36. In terms of site visibility at the site access, the Highway Authority believes that the minimum splays can be achieved.

Sustainable Location

- 5.37. The site is not considered to be in a sustainable location and does not allow sustainable transport choices. The nearest bus service does not offer frequent or reliable services that would provide practical choices. Also there are no footways to connect the site to these bus stops.
- 5.38. The applicant, however, proposes a transport model which relies on pupils being brought to the site by minibus. While this is recognised as a way of addressing the sustainability issue, it does not include teachers and other support staff. There will have to be independent journeys to school. There will also be times when pupils will be brought to the school separately i.e. when pupils have doctor/dentist appointments.
- 5.39. Furthermore most schools hold events within their school premises such as meetings, parent's evenings, sports days which necessitate additional journeys. While the applicant states in additional evidence that will not be the case, evidence has been provided by an objector to demonstrate the alternative. At another site (within the same group of schools) pupils were encouraged to arrive early to school to participate in

support sessions for exam revision. It is therefore probable that events could take place at times which would require independent travel to school.

- 5.40. Even if the applicant were able to demonstrate that they could manage to control most journeys to the school this could not be controlled by personal condition, as suggested by the applicant. Government advice is that planning permission runs with the land and it is seldom desirable to provide otherwise. In exceptional circumstances a personal permission can be considered however a permission personal to a company is inappropriate because its shares can be transferred to other persons without affecting the legal personality of the company.
- 5.41. On this basis the Highways Authority originally recommended two reasons for refusal. The inadequacy of Chequers Lane to deal with the vehicular intensification of the site and the secondly the remoteness of the site.
- 5.42. The applicant submitted a detailed response called the Transportation Rebuttal Statement to support their application following receipt of the Highways comments. The Highway Authority had provided a further very detailed response addressing the matters raised. This is produced in full in the Appendix.
- 5.43. In conclusion, the Highway Authority maintain the objections and recommended reason for refusal.
- 5.44. In response to these continuing highways objections the applicant submitted plans to demonstrate that Chequers Lane could accommodate the expected vehicular intensification with two passing places. While further information would be required to address this issue the Highway Authority are satisfied that this reason for refusal can be addressed. They maintain, however, a reason for refusal based on the remote location of the site.

Raising the quality of place making and design

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

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

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

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

Layout and Built Character

- 5.45. The buildings are contained within the farmyard. These consist of re-use of two existing buildings and the demolition of other buildings and the replacement with a secondary school building and a link building.
- 5.46. The Primary School will occupy the existing retained brick buildings which currently form stores and grooms accommodation. These will be refurbished including larch cladding, new roofing and new windows. The changes to the building are considered acceptable.
- 5.47. A new two storey link connects the different buildings together. This has been designed as a glazed link. While this is not agricultural in appearance it is contained within the site and unlikely to be visible from outside of the site.

5.48. The Secondary School building replaces existing barns. The building occupies a similar footprint but with a more compact design. See design below.

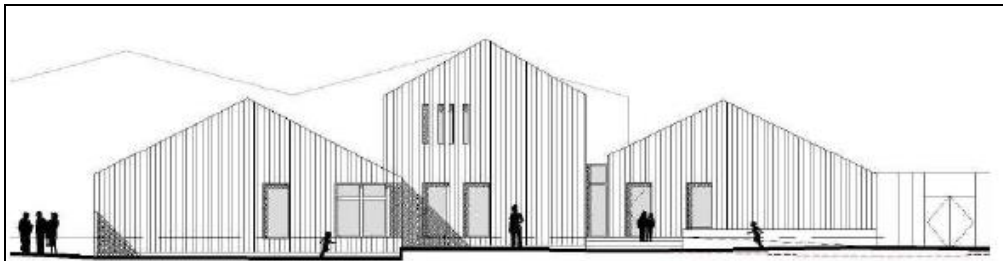


Figure 16: Primary School Elevation - retained and refurbished buildings



Figure 17: Secondary School Elevation - replacing existing black barns

- 5.49. The building is a similar height to the existing building and similar overall volume. The building is a simple rectangular building and been designed to have a rural appearance. The building will be clad in larch which will be similar to the Primary School. The design is considered acceptable.
- 5.50. The existing indoor riding school will be reclad and roofed to form the Assembly Building. It will be used for school activities such as school assemblies, dining, drama and indoor sports. The internal space will be broken up to facilitate these uses. Again the design of the building retains a rural character and is considered acceptable.
- 5.51. The external areas - the car parking is situated around the access to the site. It is made up of mini bus parking (26 spaces) car parking spaces (24) for staff with some disabled parking. The yard area has been extended into the adjacent field to accommodate the mini bus parking. New planting is proposed around the new boundary line to try and minimise the visual impact because the site is quite visible from Marlow Road. The site is likely to be more visible with the removal of the existing stable block which will open up views into the site. However given the design it is likely that the built form will appear as rural buildings from a distance.
- 5.52. The areas that are designated as primary play area and secondary play area are unfortunately located close to the nearest residential properties. This is likely to lead to noise and activity close to these more sensitive boundaries.
- 5.53. The astroturf pitch is located adjacent to the existing indoor riding school. It should be noted that an outdoor manège has planning permission (unimplemented) in a similar location but extending into the open part of the site. The sport pitch being located closer to the built form is likely to have less of an impact on the character of the area than the approved manège.

- 5.54. Although the design of the buildings on site are rural in character, the introduction of column lighting around the boundary of the site will have a negative impact upon the rural character. This boundary that extends into the adjacent field will be visible from Marlow Road because the boundary along this road is relatively porous. While it is acknowledged that there is already lighting on the site, it is attached to existing buildings which are not comparable in height to the proposed columns.
- 5.55. The applicant has sought to mitigate this change in character by proposing the new planting of hedging and trees. This will take time to establish and it is likely that columns will still be visible because of their height.
- 5.56. The other significant change to the rural character will be the introduction of a new field access gate. This will create an opening of over 18 metres in width at the site entrance onto the lane. This will fundamentally affect the rural character of this lane and is unacceptable.
- 5.57. The new field access which allows access to the adjacent field, is 9 metres in width. This is unnecessary for a simple field access but it may enable vehicular access into the field. It is possible that the adjacent field could be used intermittently as over spill parking. This would be permissible because the General Permitted Development Order allows for temporary use of land for up to 28 days in a calendar year. This would be an unfortunate consequence of a planning permission but could be prevented by condition because the field is identified as within the applicant's control.
- 5.58. Information has been provided regarding the arboricultural implications however this information only provides a Tree Constraint Plan but no Tree Protection Plan. Additional information would be required. An Arboricultural method statement is required to demonstrate the feasibility of the proposal. The areas of concern are service runs for lighting, route of the acoustic fencing and site demolition including hard standing to be removed. These could be required by condition.

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 (Publication Version): DM35 (Placemaking and Design Quality), DM40 (Internal space standards)

- 5.59. Given the rural location there are no close relationships with neighbouring residential properties that would lead to loss of outlook or overlooking.
- 5.60. The location of the play areas close to the nearby residential properties is likely to lead to increases in noise and disturbance but this will be considered more fully in the next section.

Environmental issues

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

CSDPD: CS18 (Waste, natural resources and pollution)

New Local Plan (Publication Version): CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF)

- 5.61. Concerns have been raised by the Control of Pollution team about contaminated land, environmental noise impacts from major roads, noise impact from the proposed

development, odour and noise from extraction equipment and air quality from additional vehicles movements affecting residents in the nearby Air Quality Management Area.

- 5.62. The issues regarding contaminated land could be dealt with by a pre-start condition requiring investigation work to be undertaken.
- 5.63. The noise impacts from major roads could be addressed by a noise mitigation scheme which would seek to ensure indoor noise levels met the minimum standards for the acoustics of school buildings (Building Bulletin 93).
- 5.64. An objection has been raised regarding the impact of noise from the outdoor school play areas on neighbouring properties. The information that has been submitted by the applicant is insufficient to adequately determine the impact caused by the change of use and inclusion of multiple noise sources from the 2 play grounds and the sports pitch. Additional information is required that demonstrates that the noise impact from the use of these two areas is fully detailed and that should be supported with a scheme that demonstrates that the use would not adversely affect the amenity of nearby noise sensitive areas.
- 5.65. This is particularly relevant because the noise from the secondary playground area would be reflected from the adjacent school buildings which border the play area and this would need to be fully considered when devising a scheme of works to control noise from this source.
- 5.66. A condition is required to submit details of air conditioning and associated air handling plant and extraction plant. A condition to restrict hours of deliveries in the interests of residential amenity has also been recommended.
- 5.67. The applicant has indicated that they are prepared to install some electric vehicle charging points which helps to address the concerns regarding air pollution.

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 (Publication Version): DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 5.68. The site is within Flood Zone 1. Given the size of the application site (1.2Ha) a Flood Risk Assessment has been submitted to support the application. The nature of the proposed use is "More Vulnerable" however given that:
 - a) the built footprint of the development will be reduced,
 - b) all built structures are in flood zone 1,
 - c) the site is at very low risk of surface water flooding, and
 - d) all mitigation measures for surface-water runoff and drainage are applied as proposed

the form of development is acceptable assuming appropriate mitigation can be maintained for the life of the development.

- 5.69. The Environment Agency has advised that the environmental risks relate to foul drainage/waste water.

- 5.70. A Drainage Strategy Document which describes the existing site and associated drainage infrastructure and seeks to identify a solution for the proposed surface and foul water drainage has been submitted with the application. This was subsequently updated following initial comments from the Lead Local Flood Authority. (LLFA)
- 5.71. The Strategy identifies:
- a) That there is not an increased risk of surface water flooding either on-site or off-site.
 - b) There is no increase in the impermeable area of the site.
 - c) The principal method of surface water discharge will be via infiltration to the ground – soakaway testing has been undertaken.
 - d) Rainwater harvesting will be provided to reduce runoff with permeable paving utilised within car parking areas.
 - e) Foul drainage will be infiltrated to the ground following treatment
- 5.72. The Lead Local Flood Authority have raised no objection to the Strategy subject to conditions.

Landscape and visual Impact

ALP: L1 (Chilterns Area of Outstanding Natural Beauty), L2 (Areas of Attractive Landscape and Local Landscape Areas)

CSDPD: CS17 (Environmental Assets)

New Local Plan (Publication Version):CP9 (Sense of place),DM30 (Chilterns Area of Outstanding Natural Beauty) DM32 (Landscape character and Settlement Patterns)

- 5.73. The site is within the AONB. The emerging policy requires a landscape character based approach to considering proposals. Any development is required to conserve and where possible enhance, the natural beauty of the AONB.
- 5.74. Development proposals which constitute “major development” (a term which is not defined in national or local planning policies) will only be permitted in exceptional circumstances. Consultee and representations received have indicated that, in their opinion, the proposal should be considered major development.
- 5.75. The proposal seeks a mixture of reuse and redevelopment of an existing brownfield site which contains a number of large buildings in non-agricultural use and horse related development. The existing use of the site is an unrestricted equestrian centre which could be used quite intensively. These are relevant factors when considering whether this proposal amounts to major development.
- 5.76. It is the view of officer’s considering the unrestricted nature of the existing use, scale of buildings on site and the location of the proposed development mainly within the existing yard area, this development does not constitute major development.
- 5.77. In the view of the landscape officer, the proposal would have a significant effect on the character of the landscape and on views from the surrounding lanes and footpaths.
- 5.78. The landscape officer considers that the proposal is most likely to affect views from a number of identified viewpoints. These are detailed in the Appendix.
- 5.79. The supporting Landscape and Visual Impact Assessment does not consider the effect of increased lighting, traffic movements or noise levels on the character of the local landscape, or on views from the surrounding landscape. The overall effects of the proposed development are likely to be more significant than the LVIA concludes.

- 5.80. The combination of increased lighting, traffic movements and noise (as detailed in the section on Environmental Issues) would have a significant adverse effect on the character of this relatively isolated, rural landscape.
- 5.81. The creation of the double width access from Chequers Lane, in place of the current single width access, would be a visually intrusive and alien feature on this otherwise narrow, rural lane. The width and formality of the proposed access, to the adjacent field, are beyond what would normally be expected for a simple field access. The width of the access would allow access for vehicles and could potentially allow the field to serve as a temporary overspill car parking area. Although a condition restricting the permitted development rights for this field could control this potential concern.
- 5.82. The proposal is considered to be contrary to both emerging and adopted policies for the Chilterns AONB because it fails to conserve and enhance the AONB.

Ecology

CSDPD: CS17 (Environmental assets)

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

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

- 5.83. There is an objection on ecology grounds.
- 5.84. Four ecological documents were submitted. The interim bat survey only contains 2 of the 3 emergence/re-entry surveys required to be able to assess the likely presence/absence of bat roosts. It is important that the final surveys are provided given the high level of bat activity recorded in the area. The findings of the surveys should inform the mitigation report. This information would have to be submitted and assessed before a favourable decision could be reached.
- 5.85. It is understood that the applicant has arranged for this survey work to be undertaken. At the time of completing the report the applicant has just submitted additional information.
- 5.86. However, until the survey work is complete and properly assessed the lack of information about the impact on a bats (a protected species) will amount to a reason for refusal. This matter will be updated at the Planning Committee meeting.
- 5.87. More information is also required on wider ecological mitigation and enhancement but this could be required by condition.
- 5.88. At the current time the application is contrary to the relevant development plan policies.

Community facilities

CSDPD: CS15 (Community facilities and built sports facilities)

BCSNP: Policy 11 (Community Facilities)

Community facilities SPD

New Local Plan (Publication Version): DM29 (Community Facilities)

- 5.89. The provision of a new school would be considered to be a community facility. Sports England support the provision of new facilities but ask that consideration is given to the potential for community use of the sport's facilities.

- 5.90. This is not proposed as part of the application and would be contrary to the travel plans being proposed by the school to limit vehicular movements. To allow community use of the facilities would encourage additional vehicular movements to the site which is not in a sustainable location.

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)

- 5.91. Following the Adoption of the Delivery and Site Allocations Plan (July 2013) and in particular policy DM18 (Carbon Reduction and Water Efficiency) it would have previously been necessary to impose a condition to secure the required 15% reduction in carbon emissions as well as reducing future demand for water associated with the proposed dwelling. However, this was superseded in October 2016 by ministerial policy to transfer the issue to Building Regulations. It is only considered necessary to condition water efficiency.
- 5.92. The design and access statement identifies a number of energy efficient features that will be incorporated into the design.

Infrastructure and Developer Contributions

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

BCSNP: Policy 13 (Connecting the Parish)

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

- 5.93. The development is a type of development where CIL would not be chargeable.
- 5.94. It is considered that there would not be other types of infrastructure that will be put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure.

Weighing and balancing of issues – overall assessment

- 5.95. This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.
- 5.96. In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:
- a) Provision of the development plan insofar as they are material.
 - b) Any local finance considerations, so far as they are material to the application (in this case, CIL).
 - c) Any other material considerations.
- 5.97. As set out above it is considered that the proposed development would conflict with a number of development plan policies.

- 5.98. There are a number of material considerations to be considered.
- 5.99. The NPPF paragraph 94 supports a need for schools and requires that LPA's should give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications. However, this has to be considered within the context that the site is in a rural location and will not provide local school places.
- 5.100. The Education Authority have confirmed that they would not expect the school to have a significant impact on the intake of existing Buckinghamshire primary and secondary schools as the children are likely to be educated outside of the mainstream system and outside of the area. This limits the weight that can be attributed.
- 5.101. A school is considered to be a community facility and often brings benefits to local community's through shared use of school and sports facilities. However, this benefit is less likely because of the unsustainable location of the school. Journeys to and from the school can only be undertaken by vehicles and would impact upon the sustainability pattern being promoted by the school. The school, however, indicates that they do support local communities through charity events. However, overall this is not considered to weigh significantly in favour of the development.
- 5.102. The applicant has submitted evidence to identify the economic benefits that could arise through the development of the school. The opportunities identified are:
- Employment opportunities – 20 Full time equivalent staff. However these are likely to be limited initially because the proposal represents the relocation of a number of existing schools where the staff may consider commuting to this location. It is suggested that this will change in time with staff moving on or relocating locally. However this is a rural area in which house prices are quite high and housing stock limited.
 - The need for less specialised services such as cleaning, building and landscaping maintenance and purchasing of food and drink and other supplies. However this has to be balanced by the fact that supplies and maintenance will all involve vehicle movements which will impact upon the sustainability travel patterns being promoted by the school.
 - During the construction period the school is likely to contribute to the local economy.
 - Regeneration opportunity. The site has been purchased and the tenants have been given notice. The consequence of not gaining planning permission is that the site will become derelict and an eyesore which will have a negative impact on the locality. However this is a risk that the applicant has chosen to take and cannot be given weight in the decision making.
- 5.103. There will be economic benefits arising from the development of a school however they are not as significant as the applicant would suggest.
- 5.104. The main environmental benefit would be the regeneration of a countryside site which may become derelict without sufficient investment. However this is given limited weight because the applicant took a calculated risk in purchasing the site without the benefit of pre-application advice or subject to planning permission. There is no reason why they might not invest in the site to prevent it becoming derelict.
- 5.105. The materials considerations do not outweigh the harm that arises because of conflict with a number of development plans policies.

Other matters

Equalities Act Duties

5.106. Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

Recommendation: Application Refused

- 1 The site is within the countryside beyond the Green Belt where certain development maybe acceptable in accordance with policy C10 of the adopted Local Plan. The applicant has failed to demonstrate that the proposed school should be considered a local community facility which cannot be provided elsewhere.

While the proposal involves the re-use and adaption of existing buildings in the countryside, it is a mixed development including demolition and new buildings. The proposal fails to comply with the relevant policies 7 and 8 of the adopted Local Plan because additional buildings are specifically excluded by these policies.

The emerging policy for development in the countryside beyond the Green Belt allows for the redevelopment of previously developed land provided that this respects the rural and landscape character. This site is within the Chilterns Area of Outstanding Natural Beauty and the proposal fails to conserve and enhance the natural beauty of this location and therefore is contrary to policy DM44 of the New Local Plan (Publication Version).

Policy DM45 of the New Local Plan (Publication Version) allows for the conversion of existing buildings and while the evidence indicates that they are more than 10 years old and are capable of conversion the evidence fails to adequately demonstrate that they would support the vitality of the local rural community, the rural economy or local services.

As such the proposal fails to comply with policies C7, C8 and C10 of the Wycombe District Local Plan to 2011 (As Saved and Extended (2007) and is also contrary to the emerging policies DM44 (Development in the Countryside outside of the Green Belt) and DM45 (Conversion of Existing Buildings in the Green Belt and other Rural Areas) of the New Local Plan (Publication Version).

- 2 The applicant has failed to provide sufficient evidence to adequately determine the impact caused by the change of use and inclusion of multiple noise sources from the two separate play grounds and the sports pitch. Additional information is required to demonstrate that the noise impact from the use of these two areas is fully detailed and a scheme developed that demonstrates that the use would not adversely affect the amenity of nearby neighbours in noise sensitive areas. Until such information is provided the proposal fails to comply with policy G15 (Noise Pollution) of the Adopted Local Plan, CS18 (Waste/Natural Resources and Pollution) of the Core Strategy 2008 and Policy DM20 (Matters to be Determined in Accordance with the National Planning Policy Framework) of the emerging New Local Plan (Publication Version).
- 3 The site is within the Chilterns Area of Outstanding Natural Beauty and the supporting Landscape and Visual Impact Assessment fails to adequately consider the effect of increased lighting, traffic movements or noise levels on the character of the local landscape, or on views from the surrounding landscape. These factors will have a significant adverse effect on the character of this relatively isolated, rural landscape.

Furthermore the creation of the double width access from Chequers Lane would be visually intrusive and an alien feature on this otherwise narrow, rural lane. The width and formality of the proposed access are not appropriate along this rural lane and would have a negative impact on its rural character.

The proposal fails to comply with L1 (Chilterns Area of Outstanding Natural Beauty) of the Wycombe District Local Plan to 2011, CS17 (Environmental Assets) of the Core Strategy 2008 and emerging policy DM30 (Chilterns Area of Outstanding Natural Beauty) of the New Local Plan (Publication Version).

- 4 The applicant has failed to submit sufficient ecological information to confidently assess the likely presence/absence of bat roosts. Until adequate information is provided it is not possible to assess the impact on bats (a protected species) and to devise suitable mitigation measures. As such the proposal is contrary to policy DM14 (Biodiversity in development) of the Delivery and Site Allocations Plan 2013.
- 5 The location of the site is such that it has only limited access by non-car modes of travel. The absence of adequate infrastructure and the sites remoteness from major built up areas is such that it is likely to be reliant on the use of the private car contrary to local and national transport policy. The development is contrary to the National Planning Policy Framework (February 2019), Policy CS20 (Transport and Infrastructure) of the Wycombe Development Framework Core Strategy (adopted July 2008) and the Buckinghamshire County Council Highways Development Management Guidance document (adopted July 2018).

18/07842/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor I McEnnis There are genuine concerns regarding this application. Particularly to development in the AONB and traffic congestions. I would request that this application is determined by the Planning Committee.

Councillor J E Teesdale Due to significant local concern, I ask that this application should be considered at committee, with a site visit, if minded to permit.

Parish/Town Council Comments/Internal and External Consultees

Lane End Parish Council

Arboriculture Spatial Planning

Comments: Arboricultural method statement is needed to demonstrate feasibility of proposal. Including - Location and installation of services/ utilities/ drainage. Methods of demolition within the root protection area. Details of construction within the RPA or that may impact on the retained trees. A full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification. A specification for protective fencing to safeguard trees during both demolition and construction phases. Details of relevant site activities e.g. site access, temporary parking, site office, storage of equipment, concrete mixing etc.) Also recommend arboricultural supervision and inspection by a suitably qualified tree specialist

Additional comments: Arboricultural Implications Assessment had been provided. However, there is no Tree Protection Plan (TPP) only the Tree Constraint Plan (TCP). Noted the large Ash T9 should be removed for reasons of safety given the presence of a significant wood degrading fungus. There is another tree not referred to within the survey schedule or plotted on the TCP but is shown on the plan proposed site plan playgrounds and pitched located behind the Assembly / Gymnasium and the all-weather astro pitches. Also part of H3 is to be removed to create a second parallel access road to the adjoining fields. Areas of concern are service runs for lighting, route of the acoustic fencing and site demolition including hard standing to be removed. The trees for the most part are off site however they are also important for screening and their contribution to the visual amenity from the public footpath

Ecological Officer

Comments: Further bat surveys are required in May 2019, the application could not be determined favourably until these are received and the mitigation measures are updated to reflect them. Four ecological documents have been submitted with the application;

1. Preliminary Ecological Assessment (PEA),
2. Preliminary bat roost assessment,
3. Interim bat survey and
4. Draft bat mitigation plan.

On the subject of bats I have the following observations: the investigation of potential bat roosts only considered the buildings on site to be affected by the proposals but it neglected to consider trees. The proposals will see a large tree removed and this should have been assessed as part of the preliminary bat roost assessment. The interim bat survey only contains two of the three emergence/re-entry surveys required to be able to assess the likely presence/absence of bat roosts and it needs to be

updated in May 2019. Therefore it is too early to be able to conclude what mitigation might be necessary. Considering the high level of bat activity recorded in the area, it is important that we have the final surveys and mitigation report before a decision is made. There is a need for more information to be produced on wider ecological mitigation and enhancement, an outline of these measures have been set out in the PEA but it is necessary for details to be submitted showing how these are to be incorporated. These broader mitigation and enhancement measures can be submitted by condition.

Submission of a letter from the applicant seeking a decision on the application before all bat surveys are fully completed.

Comments: The high level of bat activity recorded indicates that bats are likely roosting on or near the site.

Noctule bats were recorded during surveying, this species typically roost in trees, and yet the trees have not been investigated for their bat roost potential and no emergence/re-entry surveying of the trees has been undertaken.

Therefore the further surveying which is required, must investigate as yet unexplored bat roosting potential, the findings of this may result in quite different requirements in line with the mitigation hierarchy and so it should not be done to simply tweak the mitigation.

Until the nature of bat roosting on the site is properly understood, and it is clear that appropriate measures can be put in place, this application should not be determined favourably.

Control Of Pollution Environmental Health

1. Identified Environmental Services issues relevant to Planning:

- Contaminated Land
- Environmental noise impacts from major roads
- Noise impact from proposed development
- Odour and noise from extraction equipment
- Air Quality from additional vehicle movements effecting the health of local residents in the nearby Air Quality Management Area.

The application is supported by a Landmark Geo-Tech Report, which details the historical land uses and likely risk of contamination. Due to the current use (agricultural) further investigation shall be required to determine the actual level of contamination in the land and once this has been established a remediation scheme. The contamination report and remediation scheme shall need to be submitted, approved in writing by Wycombe District Council and fully implemented.

There are significant environmental noise sources the Marlow Road (120m) and the M40 (240m) these can both have a significant impact on the proposed development. A scheme shall be required that complies with Building Bulletin 93 (BB93) minimum performance standards for the acoustics of school buildings. This shall need to be included in the design and positioning of noise sensitive areas of the school and complied with fully.

There are no details submitted for any plant or associated equipment which may be a noise source originating from the development. This could include but may not be limited to air-conditioning units, extraction or air handling systems, public address systems, alarms, and noise directly associated with the provision of education. This should be included in the design and layout of the proposed development to ensure that there is minimal impact to any nearby noise sensitive areas. All consideration should be made to ensure that the best practicable means of sighting this equipment and attenuating any resulting unwelcome sound is made. There may be a requirement to use building structures or other natural barriers to achieve this.

Consideration should be given to negative impacts on the air quality of the district and outlying areas. It would be beneficial for electric charging points to be included in this development to promote the

current Air Quality Action Plan and the underlying principles of the National Planning Policy Framework with regard to the improvement of air quality and its ongoing health impacts. As with any development of this type it would help to promote the corporate and social responsibility of the school in the district

The proposed development should look to comply with:

- WHO Guidelines for community noise
- Environmental Noise Directive: 2002/49/EC (Article 3)
- National Planning Policy Framework (2018) para 8(c)178, 179, 180, 181, 182, 183
- Noise Policy Statement for England (Observable Adverse Effect Levels)
- Planning Policy Guidance
- BS8233:2014, BS4142:2014
- BB93) minimum performance standards for the acoustics of school buildings

To overcome these concerns conditions would be required for:

1. Contaminated land
2. Remediation of Contamination
3. Sound Insulation Traffic Noise
4. Control of Noise from associated plant
5. Ventilation, Extraction and Odour Control System

Buckinghamshire County Council (Major SuDS)

Buckinghamshire County Council as Lead Local Flood Authority has reviewed the information provided in the Flood Risk Assessment (4148 FRA, October 2018, Ambiental) and Sustainable Drainage Strategy (August 2018, Ealing Education Resources Trust) . The LLFA **objects** to the proposed development **due to insufficient supporting evidence to support the proposed surface water drainage scheme.**

Overcoming our objection

We still require the following from the applicant:

- Consideration of above-ground SuDS components such as rain gardens
- Ground investigations including infiltration testing to full BRE365 standard, if infiltration is found to be unfeasible then an alternative discharge receptor will need to be investigated.
- Demonstration including calculations that the active rainwater harvesting system complies with British Standard 8515
- Details of how the surface water displaced as a result of all hardstanding areas will be formally managed
- Drainage layout including all 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 40% climate change storm event should be safely contained on site.
- Calculation detail of the existing and proposed discharge rate of the site.

Further consultation

Additional information was submitted Surface Water & Foul Drainage Strategy (25th January 2019) and Ground Investigation and Soil Infiltration Testing 23rd January 2019)
LLFA has no objection subject to proposed conditions

Condition 1

No works (other than demolition) shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological

context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Assessment of SuDS components as listed in the CIRIA SuDS Manual (C753) providing justification for exclusion if necessary, demonstrating that water quality, ecological and amenity benefits have been considered.
- Infiltration components to be located in areas of demonstrated suitable infiltration.
- Groundwater level monitoring over the winter period
- 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.
- Calculations to demonstrate compliance of the active rainwater harvesting system with BS8515
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction.

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.

Condition 2

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) **during and following construction**, with details of who is to be responsible for carrying out the maintenance. The plan shall subsequently be implemented in accordance with the approved details.

Reason: 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.

Buckinghamshire Education Authority

I can confirm that the LA is not consulted on any decisions regarding the establishment of independent schools. The Department for Education (DfE) is the regulator for the independent schools in England. The DfE registers independent schools, sets standards that they must meet, commissions inspections against those standards, and acts where schools fail to meet the standards. The school would not receive public funding and are typically governed by a board of governors which is elected independently of government, and has a system of governance that ensures its independent operation.

The proposal (as set out in the attached Design & Access Statement) is for an independent faith school of 275 students (including 79 Primary) with a curriculum taught by non- Plymouth Brethren Christian Church teachers. The school will serve a number of Brethren communities in the surrounding area, and the location of the school is considered central to the congregations for the most convenient travel times for the students. The intention is that all pupils would arrive at school by a fleet of 26 minibuses, most of which would be parked on site during the day. BCCs projections already adjust for a proportion of children going into the private sector based on historic trends. We would not expect this new provision to have a significant impact on the intake of existing Bucks primary and secondary schools as many of the children may already be educated outside the mainstream system (and the expectation is that the school community will come from outside the area). We would therefore not expect this new provision to impact on the LA’s sufficiency duty.

Landscape Officer

The proposal would have a significant adverse effect on the character of the landscape and on views from the surrounding lanes and footpaths. The site is located in a sensitive, rural landscape designated as an Area of Outstanding Natural Beauty (AONB). The proposal is most likely to affect views from Chequers Lane (viewpoint 8), Marlow Road (viewpoint 10) and public footpath LAE/47/1 (viewpoints 12 & 13). It is also likely to have an effect on the character of the landscape through the effects of lighting, traffic and noise. The supporting Landscape and Visual Impact Assessment does not consider the effect of increased lighting, traffic movements or noise levels on the character of the local landscape, or on views from the surrounding landscape. The overall effects of the proposal are therefore likely to be more significant than the LVIA concludes. In my opinion the:-

1. combination of increased lighting, traffic movements and noise would have a significant adverse effect on the character of this relatively isolated, rural landscape-
2. double width access from Chequers Lane would be a visually intrusive and alien feature on this otherwise narrow, rural lane.-width and formality of the proposed access to the adjacent field are beyond what would normally be expected for a simple field access and this raises concerns about the future, intended uses for that field

The change of use from equestrian centre to school would introduce activities and noise that are alien to the rural location and could not realistically be controlled by condition. This would result in a permanent adverse impact on the AONB.

Sport England

Sport England supports the application as it is considered to meet our planning objective 3 to provide new facilities to meet demand but would ask that consideration is given to potential community use of the school's sport facilities. Sport England's **support for** this application is subject to the following conditions:

- 1) a) No development of the playing field/pitches shall commence [or other specified time period] until the following documents have been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England:
 - i) a detailed assessment of ground conditions (including drainage and topography) of the land proposed for the school playing field which identifies constraints which could adversely affect playing field quality; and
 - ii) Where the results of the assessment to be carried out pursuant to (i) above identify constraints which could adversely affect playing field quality, a detailed scheme to address any such constraints. The scheme shall include a written specification of the proposed soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.
- b) The approved scheme shall be carried out in full and in accordance with the approved programme of implementation [or other specified time frame – e.g. before first occupation of the educational establishment]. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

Reason: To ensure that the playing field is prepared to an adequate standard and is fit for purpose and to accord with Development Plan Policy **

- 2) The playing field and artificial grass pitch shall be used for Outdoor Sport and for no other purpose (including without limitation any other purpose in Class D2 Use Classes Order 2005, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To protect the playing field/artificial grass pitch from loss and/or damage, to maintain the quality of and secure the safe use of sports pitch/es and to accord with LP Policy **.

- 3) No development of the artificial grass pitch (AGP) shall commence until details of the design and layout of the (AGP) facility have been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The AGP facility shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy **.

Officer note: The playing pitch is deliberately to be unlit to minimise impact upon the AONB. A detailed traffic plan has been provided in an attempt to limit the traffic impact of the development. Given the need to control these aspects of the development there would be very limited opportunity for the facilities to provide community use.

Cadent Gas Ltd Plant Protection Department

Comments: No comments received

Ministry Of Defence Safeguarded Areas

Comments:

The application site is approximately 15.3km to the west of the runway at RAF Benson and occupies statutory aerodrome height 10.7metres.

The applicant has submitted a full planning application for the above proposal. On reviewing the application plans, I can confirm that the MOD has no safeguarding objections to this proposal.

Environment Agency (south-east)

Comments:

Due to increased workload prioritisation we are unable to make a detailed assessment of this application. We have checked the environmental constraints for the location and have the following guidance.

The proposal is for/includes a change of use from Equine Centre to a School and the environmental risks in this area relate to foul drainage/wastewater.

Foul drainage

New development should be connected to the public mains (with the prior written approval of the statutory undertaker) where possible. Proliferation of individual treatment plants can cause deterioration in local water quality (ground and surface water). This would be contrary to the principles of the EU Water Framework Directive 1) and is supported by paragraph 170 of the National Planning Policy Framework which requires the planning system to ensure the environment is not adversely affected by water pollution.

If it is shown not to be feasible to connect to the public foul sewer, you may need an Environmental Permit from the Environment Agency. Please see the following details: Foul water treatment and discharge

County Highway Authority

Comments:

I am aware that these are contentious proposals, and that at least one transport consultant has been commissioned to make an objecting representation. Whilst reviewing information both submitted in support and against this application, the following is the determination of the Highway Authority based upon the proposed school's likely impact upon highway safety and convenience of use.

Site Access

The historical/lawful use of the site is for equestrian purposes. According to information submitted in

support of the application, it was a commercial operation. Although the site is being wound down in terms of its operations and owners using it to accommodate their horses and equipment, as far as I am aware there are no physical or lawful reasons as to why the facility could not be brought back to full-scale operations with immediate effect.

The site is served by Chequers Lane which is, aside from a short section in close proximity to its junction with the B482, single track road linking Fingest Lane and Marlow Road (B482). It is unlit and only benefits from a short length of substandard footway between Nos. 1 and 4 Chequers Lane. Furthermore it is evident from the verge overrun on each side of the single track section that it is insufficient to allow simultaneous two-way vehicle flows.

Therefore, as a result of the inherent deficiencies of this part of the highway network, the critical issue for consideration is the comparative vehicle trip generation between the lawful equestrian use and the D1 non-residential school use sought.

As mentioned earlier within this response, information in support of the application has provided trip rates estimated by the site owner/operator during times when the site had a higher occupancy rate. Conversely, objectors have commissioned a transport consultant to record vehicle movements at the site access during a period in November 2018. Whilst useful indicators, there are factors in each methodology that may lead to misrepresentation of the actual potential of the site in terms of vehicle movements that could be generated under unrestricted lawful use.

I have therefore interrogated the TRICS (Trip Rate Information Computer System) database. This is an industry-standard program to extrapolate likely vehicle movements from specific land uses based upon surveys of sites whereby parameters can be chosen within an analysis to produce a trip rate allied to the application site being considered. This is frequently used by highway authorities and consultants, in addition to being viewed as an acceptable tool by the Planning Inspectorate to extrapolate likely trip rates from proposed developments.

In addition to a TRICS analysis on equestrian sites, I carried out an extrapolation of non-residential D1 facilities (both primary and secondary schools) in a scenario whereby an open consent exists. Nonetheless, I have also considered the applicant-submitted school trip rates in the event that a school in this location is subject to a personal permission for the specific educational use sought.

Table 1.1 – Comparative Use Trip Generation Potential

Land Use	Vehicle Movements Per Day	
	Applicant	TRICS analysis
Equestrian (D2)	72	85*
School (D1)	102 (with 21 minibuses remaining on site)	167**
	144 (with no minibuses remaining on site)	

* TRICS analysis based upon 1.47 hectares site area

** Primary School chosen on the basis of similar roll number to proposed facility and likely location

Taking the daily trip rate, and in a worst case scenario in terms of the maximum generation per day, it can be seen that the trip rate advised by the applicant for a standard school day would be greater than the equestrian use suggested by the applicant or that formulated by the TRICS analysis. It should be noted that the applicant rates were split into those occurring if all but five minibuses stayed on site and if they were to all leave after drop-off and return for pupil collection. In addition, I have to assume all

school staff came to the site in single-occupancy private motor car trips. This is an issue that will be discussed later with regard to the proposed scheme impact upon transport sustainability.

In reflection of the development's anticipated vehicular intensification of the site, this would traverse the previously mentioned section of Chequers Lane replete with substandard width, no street lighting and a short length of width-deficient footway that does not connect to the site access point.

I am aware that the applicant has proposed the implementation of a passing place on Chequers Lane. However, and for the length of road between the Chequers Lane/Marlow Road junction and the site access, I would require at least two intervisible spaces (one on each respective side of the road) before this was considered.

Whilst one could be achieved due to the highway running adjacent with the application site's western boundary, there is insufficient highway on the western side of Chequers Lane to insert its counterpart. Therefore I do not consider that off-site works could be sufficient mitigation in order to offset the additional daily vehicle movements occurring on Chequers Lane should the application receive consent and the proposed school brought into operation.

You will note from the table that the TRICS analysis shows a significant amount of vehicle movements associated with a primary school of a similar size to the education facility proposed. Although I performed a TRICS interrogation for a secondary school (acknowledging that pupils of a secondary school-attending age would be expected to go to the school sought), I chose not to include this within Table 1.1 as secondary schools usually have a much higher roll number than a primary school or the proposed facility.

Turning toward the site access itself, it is apparent that there are visibility issues in this location by convex mirrors that have been erected within the verge on the opposite side of the access. It should be noted that the Highway Authority do not authorise the erection of such features as access point should be able attain the minimum requisite splays without hindrance by third party land or vertical features within the highway or land under the control of the applicant above 0.6m in height. That said, and in this particular case, I believe that the principle of providing minimum splays at the site access point on Chequers Lane (commensurate with recorded 85%ile speeds) could either be achieved by:

- 1) The lawful removal of vegetation from the application site and/or third party land, or
- 2) Amendments to the access, secured by condition, within land under the application site's curtilage

In consideration of this, I choose not to lodge an objection based upon site visibility issues.

Sustainability

I am aware and acknowledge the intention to bring pupils to the site via minibuses that will collect the children from various meeting halls throughout the county and adjoining areas and return them at the end of the school day. Even though there is a degree of sustainability in an operating protocol using multi-person vehicular transport, there are significant shortfalls that do not accord with local policies and national guidance.

Firstly, the site is not accessible by other means of transport or measures that could be classified as 'sustainable'. Specifically, the nearest bus stops to the site on Marlow Road do not offer frequent or reliable services that would be of any practical use to staff, pupils or visitors to the school. Even if this was the case, there is (aside from the previously mentioned substandard section outside Nos.1-4 Chequers Lane) no footway to connect the application site with these stops. Moreover, *if* there was a usable bus service and *if* there was the footway to get to the school, pedestrians would have to

crossover an unlit rural B-class road subject to a 50mph speed limit in between two junctions. In addition to this, the relative remoteness and unlit nature of the local highway network would deter all but the most experienced of cyclists, thus not being attractive to the majority of those who would otherwise make intra-urban cycle trips.

Secondly, even though proposed by the applicant, it would hard to impose a condition to ensure that only minibuses were utilised to ferry children to and from the school. Given the requirement to provide children with an education, should an issue occur with the minibus system, alternate means would have to be found to bring the children to school and collect them at the end of the day.

Although this may involve multi-person vehicles, it would likely lead to the use of private cars. Even if car sharing was involved, vehicle movements associated with the school would consequently increase over that which the applicant states. For this reason, it is this Authority's belief that a condition to stipulate that pupils only arrived and left the school via the minibus fleet would not be reasonable or enforceable.

Finally, and as much related to the intensification of Chequers Lane as it is to sustainability, there will be events that the school hosts that will generate vehicle movements to the school over and above those of everyday school traffic (i.e. assemblies, parents evenings, seasonal events etc.). Given the lack of usable (or any) sustainable transport options, this will likely lead to more vehicles associated with the site and no ability to get to and from the site without using private motor cars.

Mindful of these comments, the Highway Authority cannot support this application due to its anticipated impact upon highway safety and convenience of use, in addition to the site's remote nature hampering all-inclusive accessibility by sustainable transport. Ergo, I recommend that the application is refused for the following reasons:

Reason 1: The section of Chequers Lane serving the site is inadequate by reasons of its width to serve the proposed development with safety and convenience in consideration of the development's vehicular intensification of the site over its historical equestrian use. The development is therefore contrary to the National Planning Policy Framework (February 2019), Policy CS20 (Transport and Infrastructure) of the Wycombe Development Framework Core Strategy (adopted July 2008) and the Buckinghamshire County Council Highways Development Management Guidance document (adopted July 2018).

Reason 2: The location of the site is such that it has only limited access by non-car modes of travel. The absence of adequate infrastructure and the sites remoteness from major built up areas is such that it is likely to be reliant on the use of the private car contrary to local and national transport policy. The development is contrary to the National Planning Policy Framework (February 2019), Policy CS20 (Transport and Infrastructure) of the Wycombe Development Framework Core Strategy (adopted July 2008) and the Buckinghamshire County Council Highways Development Management Guidance document (adopted July 2018).

Following the receipt of this consultation the applicant produced a detailed rebuttal.

The Highway Authority have responded with the additional comments:

I write with regard to the 'Transportation Rebuttal Statement 2' (dated 1st April 2019) submitted by the applicant in support of the above application and rebutting the Highway Authority's consultation response dated 11th March 2019

Below is a counter-response to that document:

Paragraph 8

- The originally submitted Transport Statement dealt with traffic generation across a year, but did not take into account the concentration and intensification of the section of Chequers Lane between the B482 and the application site on weekdays throughout the academic year.

Paragraph 9

- Whilst stabling could be increased at the site, this may very well require further planning permission to do so, which would conceivably lead to further vehicle movements associated with the site and result in a similar objection from the Highway Authority to those proposals based upon the vehicular intensification of Chequers Lane. Therefore the potential increase in stabling at the site should not be used as a certainty to support the current planning application.

Paragraph 10

- The Highway Authority has received confirmation from the Local Planning Authority that a personal permission cannot be applied to the use sought, and that an open D2 use must be assumed as the use that would be permitted should the application receive consent.

Paragraph 11

- As with all TRICS interrogation outputs produced by the Highway Authority, the results were retained at the time of the analysis. These are contained as Appendix A of this response.

Paragraph 12

- Section 4 of the submitted application form states the total area as 1.47 hectares. As far as the Highway Authority is aware, only the land within the red edge will receive a change from equestrian to a D2 use. The assumption was made that this comprises land within the red edge and not the blue edge. As a result, the TRICS analysis focuses on land where permission is sought to change its lawful use.

Paragraph 13

- Given that even one vehicle would constitute intensification under the definition of the word, an additional 17(no) vehicles would most certainly be considered as a vehicular intensification of Chequers Lane. Whilst the Highway Authority note the applicant's view of the amount of vehicular trips over an extended period of time, it is the regularised and intensified amount of vehicle movements throughout 9 months of the year that contributed toward the concerns over highway safety.

Paragraph 14

- As with all applications upon which it comments, the Highway Authority have to assume a 'worst case scenario' within the confines of what could be expected by a use of a site enabled by the granting of planning permission or under Permitted Development rights. In terms of car sharing, and when considering the large catchment area of the school, the basis of the pupils being educated therein and the remote location of the site (for educational purposes), it has to be assumed that the teachers employed by the school will live in various locations that are not conducive to car sharing, or at least to an extent that it would have an impact upon the vehicular intensification of the site during term times.

Paragraph 15

- The intensification created as a result of the proposed facility is not offset by the daily distribution of the trips into and out of the site. Furthermore, even when viewing the ingress movements in the morning and egress toward the end of the day, the mainstay of the concerns

about the impact of upon highway safety is how school-related vehicles interact with other vehicles on Chequers Lane.

Paragraph 16

- The traffic generation potential for the dwelling subject to extant planning permission would not offset the Highway Authority's projections of the vehicular intensification created by the current proposals.

Paragraph 17

- As with the principle retort within paragraph 14, the Highway Authority has to look at the maximum capacity of the site in terms of its ability to generate the maximum amount of vehicles possible. Although the roll number for the school may decrease in the future, without a reduction in the physical nature or facilities of the school that would cater for the maximum amount of pupils, it is highly likely that the number of pupils will fluctuate toward or even reach maximum capacity in future years.

Paragraph 18

- I am aware that the OneSchool minibus service operates or strives toward maximum reliability. However, even with the best preparation, situations can easily arise that lead to changes in the intended operation of a commercial entity. This is another instance of having to consider that a worst case scenario may arise and consequently effect vehicular traffic associated with the proposed use.

Paragraph 20

- It is recognised that the applicant envisages minimal events taking place at the proposed school. However, there would be no way to control these or prevent them from occurring.

Paragraph 21 – 30

- Extracurricular activities at the site could theoretically occur throughout the proposed school's yearly calendar, and generate the vehicle movements allied with the school. Although the applicant has provided information to suggest that these would be limited to a small handful of occasion during the scholastic year, this something that could not be controlled by condition.

Whilst aware that extant planning permission has been issued for the construction of a manege, I can only give this limited weight in consideration that it has not been built or generated toward the site's traffic generation potential.

- I would also point out that the sites contained within the interrogation of the TRICS analysis conducted by the Highway Authority were carried out over weekends. Ergo this would take into account the events that the applicant states could inflate the equestrian's vehicle movements. Conversely, should the surveys have been taken during weekdays, it would show a much lower generation on Mondays to Fridays, which would sharply contrast with the intensification expected from the proposed school use.

Paragraph 32

- It is not doubted that the students would almost entirely be brought to the school and taken away from it by minibus. However, these are movements generated because there are no public transport options that would allow the number of these dedicated minibus journeys to decrease.

Paragraph 33

- Although Travel Plans are a useful framework document to discourage private motor car journeys, they rely upon the availability of other means of transport or infrastructure to give viable alternatives to car use. However, in terms of the application site, there is very little to no

footway provision, is connected by or to narrow lanes or a B-class road subject to a higher speed limit, no street lighting and infrequent bus services.

The applicant states that the Travel Plan could be written into the consent for the proposed school, but the Highway Authority would be reluctant to accept such an arrangement because of the very narrow band in which it could operate and be effective at promoting sustainable travel.

- The Highway Authority reviewed the claims of the applicant that the minibus arrangement is compliant with the National Planning Policy Framework's consideration of sustainable transport and does not concur.

Paragraph 34

- In terms of the minibuses, and as discussed earlier within this response, the LPA has decreed that a personal permission cannot be placed upon the consent sought, and therefore the use of them cannot be secured as part of such permission.

Paragraph 35

- Whilst the respective 4 and 6-mile radius population figures are correct, this doesn't take into account that the application site itself is rural, is located in variable topographic surroundings and comparatively isolated from urban populations. Furthermore, and as mentioned previously, the roads leading to the application site are either subject to high speeds, are restrictive in width, do not benefit from street lighting or segregated cycleways to make travelling to the site on bicycle attractive or a reasonable option. In that sense, securing cycling facilities at the school (parking and showers) as part of the Travel Plan would be largely redundant.

Paragraph 36, 37 and 38

- The application is judged upon its own merits and, given the importance of sustainability as enshrined by the NPPF, new developments should maximise their sustainability particularly when concentrated trips to a new facility will be regularised.
- The applicant states that "the remoteness of the application site should not be used as a reason to condemn its re-use or to imply travel unsustainability." However, the frequent and constant use of the site as a school when compared with its historical/lawful equestrian use will create concentrated frequent and regular travel demands in a location where it cannot currently support those demands and the proposals are of an insufficient size to augment them via financial contributions.

Paragraph 40

- The Highway Authority did indeed take into account the ability of Chequers Lane to accommodate simultaneous two-way vehicle flows within its consultation response dated 11th March 2019 by referencing a 'single track section'.

Paragraph 41

- The deceleration lane on Marlow Road and the wide-radii junction do not contribute toward the width deficiencies of Chequers Lane once one has progressed past the initial 35-40m of Chequers Lane from the Chequers Lane/Marlow Road junction centreline.

National guidance for lane widths states that a 4.8m width is required in order for a car and larger vehicle to pass each other (or larger vehicle and bicycle, or to allow a more satisfactory gap between two passing cars). Therefore it is the Highway Authority's position that a 4.5m

carriageway width is insufficient for general vehicle passage, especially in consideration of intensification, be it focused or general.

- The applicant also states that there is an informal passing place of Chequers Lane. However, site inspection only shows that this occurs in the driveway areas for Nos.1 – 4 Chequers Lane and/or involves verge overrun (and consequently damage to the latter highway asset).

Paragraph 42 and 43

- The Highway Authority does not anticipate a decrease in vehicular movements as part of the proposed school at the equestrian centre site and strongly refutes the point that it has produced an 'inaccurate assessment' of Chequers Lane. In fact the applicant appears to assign more positive attributes to a road unsuitable to cater for the facility for which they seek planning permission.

It is noted that the applicant was originally willing to construct a passing bay on Chequers Lane between its junction with Marlow Road and the site access point. Now they state within their rebuttal that, whilst disagreeing with the reason to construct it, they are willing to construct a second passing space. However, and discussed within this Authority's consultation response, a second would be required on the northbound Chequers Lane carriageway and the applicant does not control sufficient land to implement this counterpart.

Paragraph 44

- The Highway Authority maintains that there is insufficient width to the verge stated (in addition to the carriageway) in order to construct a suitable passing place.

Paragraph 45

- Cyclists and pedestrians, particularly where they are walking on the road, should have the best intervisibility possible. Therefore street lighting would assist in making them visible to motorists as soon as possible should they need to take appropriate or evasive action.
- However, of more relevance is that should anyone want to cycle to the site (as the applicant asserts would be a viable option available to staff), the nearest continuous set of street lighting is over 2km to the west (as the 30mph limit begins/terminates in Stokenchurch, 2.6km to the north (at the Copse Drive/Bigmore Lane junction) and 2.9km to the west in Bolter End). Ergo cyclists would have to use unlit roads that were either subject to higher speed limits (Marlow Road) or restrictive in width (Bigmore Lane when connecting to the site from the A40 in Studley Green) on their journey to and from the application site.

Paragraph 47

- Any footway that falls below the national guidelines of 2m for the majority of its length (with reductions permitted along very short lengths) is substandard. If a site is to be considered sustainable under the NPPF then it should allow sustainable access using infrastructure adhering to national guidance and local policy. By changing the very nature of the site from an equestrian use to a school (without chance of a personal permission), it subsequently changes the trip characteristics and modal split.

In the context of the proposed change of use, to say that its equestrian use of the practically non-existent infrastructure did not present a detrimental issue in transport terms does not overcome this Authority's sustainability concerns.

Mindful of these comments, I maintain the objections and recommended reasons for refusal as contained within my previous response.

Additional drawings provided by the applicant indicating two passing places between the section of

Chequers Lane closest to the B482 and the site access.

Third response of Highway Authority

One of the objections was based upon the inadequacies of Chequers Lane to accommodate the expected vehicular intensification generated by the proposed D1 facility, with the other relating to the site's relative remoteness and lack of opportunities to offer sustainable transport to all facets of people expected to frequent the school (and the inability of the proposals to secure adequate and relevant contributions or new infrastructure).

In an effort to overcome the intensification of Chequers Lane without sufficient width, the applicant has provided drawings indicating two passing places between the section of Chequers Lane closest to the B482 (where simultaneous two-way vehicle flow can occur) and the site access.

At each passing place exists a 5.5m carriageway width that should, according to Manual for Streets guidance, allow (at maximum) two rigid delivery vehicles to pass each other. The submissions demonstrate a minibus and refuse vehicle satisfactorily passing at each feature. However, the refuse vehicle used is markedly shorter than those used to collect waste in the Wycombe District.

The applicant should produce a swept path analysis with a 10.32m refuse vehicle. Furthermore, it would be prudent for the applicant to commission a Stage 1 Road Safety Audit on a drawing featuring that particular vehicle type and size.

Mindful of these comments, and on the proviso of satisfactory submissions in line with the recommendations above, this would facilitate the removal of Reason 1 as featured within my consultation response dated 11th March 2019. Nonetheless, it should be noted that I would still be objecting to the proposed development based on the site's relative remoteness and lack of opportunities to offer sustainable transport.

The Chilterns AONB Planning Officer

Comments:

CCB Objection (unresolved LVIA matters and unsustainable location) 7th December 2018

Thank you for consulting the Chilterns Conservation Board. Within the AONB the key decision-making duty is set out at section 85 of the Countryside and Rights of Way (CROW) Act 2000 which states that 'in exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty, a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'. Paragraph 172 of the National Planning Policy Framework establishes that 'Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues' (and continues) 'The scale and extent of development within these designated areas should be limited. Planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest'. The nature of the development must fall within the major development test in this case.

Wycombe District Council consolidated saved policy L1 states that 'In consideration proposals for any development within the Chilterns AONB, special attention will be paid to the conservation of its scenic beauty and to any wildlife interest. Development will not be permitted if it is likely to damage the special character, appearance or natural beauty of the landscape or the future public enjoyment of the area' Core Strategy CS 17 echoes the policy need to deliver conservation and enhancement. The application land falls within Landscape Character Area LCA 16.1 Stokenchurch Settled Plateau of the Buckinghamshire Landscape Character Assessment by Land Use Consultants (2011). This landscape

is characterised, as found here, by 'A mosaic of arable fields, rough grazing, paddock and pasture are defined by hedgerows and wooden fencing, and interlocked with areas of woodland which create a landscape of both openness and enclosure. Smaller fields of paddock often closely associated with settlement edge'. Identified Landscape and Visual Sensitivities in this LCA include both the 'small number rural roads and lanes, which may be under pressure to expand and be widened and the undeveloped green space in between settlement, which are vulnerable to settlement expansion. Landscape guidelines for LCA 16.1 include the objective to 'Conserve common land and common edge settlement, and ensure proper management of these spaces. Conserve the loose settlement character preventing infilling and nucleation'.

This application raises a number of AONB issues, predominantly focused upon the wider impacts at or beyond the curtilage of the application site. CCB would accept that the existing use and structures also exert an impact and effectively create a baseline for assessment. The current proposal would need to demonstrably improve upon the existing situation as it impacts on the wider AONB, its setting and tranquillity. That improvement would need to be assessed against the special qualities of the nationally protected landscape here, the policies articulated in the AONB Management Plan and material points raised in the Bucks Landscape Character Assessment. The proposal included demolition of some prominent former barn structures and their replacement by lower rise school - institutional buildings with profiled metal clad roofing and larch clad elevations. Ultimately the nature of the site would change from equine/manage/paddock to education buildings with parking and sports fields. The key issue here must be the principle of a change from an equine centre to a school within the landscape context of the AONB and the degree to which external use and design/layout would conserve and enhance the special qualities and landscape beauty of the AONB.

The application involves both a change of use and operational development. An equine business of this type would not fall within the definition of agricultural under s 336 of the TCPA 1990. Floorspace will change from 2,885 sq. m (existing) and increase to 3,700 sq. m (proposed) while footprint will decrease from 2715 sq. m (existing) to 2,510 sq. m (proposed). That figure would increase if some existing stables are retained as we recommend below.

Comment on submitted application details. The application details comprise a primary and secondary one form entry school for up to 275 pupils when fully operational. The school will serve a wider faith based catchment beyond the local community and cannot therefore be deemed to serve a Chilterns specific need as is asserted in the supporting planning statement (planning statement paragraph 7.3). We say this because the community purpose is cited in the papers as a justification for the principle of development. The AONB Management Plan section 3 deals with social and economic well-being and the Chilterns Conservation Board has a statutory duty to foster the social and economic well-being of local communities when pursuing its primary aim of conserving natural beauty. In this case only a very limited amount of weight can be given to the delivery of this objective. This is a private school not a local community facility. The supporting planning statement argues that there is no adverse impact on the AONB but it must be remembered that the legislation and national and local policy set a much higher test than simply avoiding harm, and the revised NPPF 2018 not requires great weight to be given to enhancing as well as conserving the natural beauty of the AONB (para 172. The conservation and enhancement duties focus on positive improvements and tangible benefits to the special qualities of the AONB and the avoidance of major development within a nationally protected landscape. The AONB Management Plan deals with these special features which include, as listed in the Management Plan (but not exclusively confined to) the steep chalk escarpment with areas of flower rich downland, woodlands, commons, tranquil valleys, the network of ancient routes and villages with their brick and flint houses (and continues). The paper on economic benefits is not specifically relevant to the AONB and again little weight can be given as this benefit is not locally focused in the main part. Management Plan policies that seek social and economic well-being would ordinarily not apply to the merits of this case. The Design and Access Statement again makes the point that the use as a D1 community use supports the planning principle (7.3). There is no policy justification for this point. The demolition of

existing buildings and their replacement is presented as an enhancement by the project architect. New buildings are designed around a series of low elevations with wooden cladding and a number of existing brick structures will be reused. The exposure of the site to its southern and western boundaries, should the conifer tree screen be removed, is not considered and has potential to expose the site and be harmful. The Landscape and Visual Impact Assessment concludes that the proposal is unlikely to cause harm to the setting of the AONB. It notes that the existing tall conifer hedges to the south and western boundaries are 'incongruous' (7.11) and also acknowledges 'a rural area with a strong and identifiable character', also making the point that M40 traffic noise diminishes from the tranquillity here. The LVIA at 7.17 does suggest an overall enhancement based around traffic improvements (7.30) and no adverse visual impact (8.2). The overall assessment as to landscape character and visual impact is moderate with the most impact (major significance) being the impact upon the existing footpath LAE/47/1 that crosses the site. Again, there is no assessment on the assumption that the inappropriate coniferous screening is removed. The submitted tree constraints plan records these as category U, i.e. under the British Standard 5837 'Remove- Any existing value lost within 10 years'.

The traffic impact assessment reports a material reduction in vehicular flows over existing. The new use would require 26 mini buses arriving and departing within a small timeframe before and at the end of the school day. Overall the wider impacts upon the landscape are viewed as largely benign by the applicant's project team. CCB would seek greater reassurances in a number of areas (set out below as unresolved matters) and has formed the view that the landscape implications have potential for considerable harm. Whilst we would accept the general point that the redevelopment within the existing frame of buildings may not harm the wider setting we revert to the higher duty that enhancement is sought. The design of the buildings is low rise but the long term maintenance and then removal of the coniferous hedging is required within the landscape strategy. Little weight can be attributed to the community purpose here and LCA 16.1 must be factored in because the loss of paddocks / equine uses around what is a settlement edge should not be replaced by any more apparently urban use. For that reason we would seek reassurances as to the impacts of removing the coniferous hedge. The LVIA is ambiguous on this point. The paddock features should be retained and the land parcel to the east (manage to sporting use) must appear as informal as possible with minimum structures and no external lighting. The general car parking and lighting strategy needs to be reconsidered so that cars are hidden within buildings and lighting is only required for the minimum purpose of orientation and not to illuminate large spaces. Part of the parking area requires demolition of the existing stables. These buildings should be retained and adapted to shield vehicles. In such a location it is essential to avoid light pollution and protect dark skies. Locations within AONBs are recommended by the Institute of Lighting Professionals as E1 for which the lighting environment is Intrinsically Dark zones. CCB places weight on guidance in the table on page 5 of Institution of Lighting Professional Guidance Notes for the Reduction of Obtrusive Light GN01, 2011 and available at <https://www.theilp.org.uk/documents/obtrusive-light> Access to the main highway remains a concern here because whilst a comparative analysis is undertaken between the existing and proposed use, it is the nature of the school use and its wider catchment that alters the frequency of vehicular generation from private cars to private cars and a small fleet of mini buses. Chequers Lane is a historic narrow lane with sunken and embanked features. The traffic assessment accepts that it is a single track road for 130 metres to the access point. Whilst a passing place is mooted (para 46 transport assessment) this would harm the appearance of the lane. The main access should maintain its rural feel and, accepting the need for some security, any gates should be concealed by being relocated further into the site. Our guidance note, prepared with the County Councils, entitled 'Environmental Guidelines for the Management of Highways in the Chilterns' explains the value of rural historic lanes to the character of the Chilterns, and summarises advice how to manage roads to conserve and enhance the special qualities of the AONB. This guidance is available at http://www.chilternsaonb.org/uploads/files/ConservationBoard/Environmental_Guidelines_Highways.pdf.

Unresolved matters CCB would make the point that an enhancement of the AONB is required when considering the impacts arising from a change of use as proposed. Further' that the potential for enhancement requires that weight is given to the landscape improvements and the relationship at the open and rural open edges of the site. Wider and distant views must not appear institutional but instead must reflect the open paddock edges that predominate within this landscape character area. The proposed landscape masterplan must reflect this and include the replacement of the conifer hedging. Should that reassessment result in an apparently visible series of institutional buildings, then that would be harmful to the wider AONB. CCB would resist the idea of altering Chequers Lane as this would diminish the historic and visual character of the AONB. The transport assessment notes a material reduction in the volume of vehicles compared to the existing use, which is a benefit. The nature of that use is different, however. The vehicular use is pulsed at two points of ingress and egress and dramatically different. From a planning, as opposed to highway safety, standpoint, this would need to be strictly managed and CCB would seek more details on that. A cross-cutting theme and section 4 of the AONB Management Plan seeks environmental sustainability in a host of policy objectives. A school in this location which is almost entirely based around mini bus transport across a very large catchment would not meet those objectives. CCB would welcome further details as discussed prior to any formal determination being made but would make the point that this proposal must be deemed unsustainable in such a location and major development within the policy test within the National Planning Policy Framework.

Representations

Amenity Societies
Residents Associations

Comments have been received supporting the proposal:

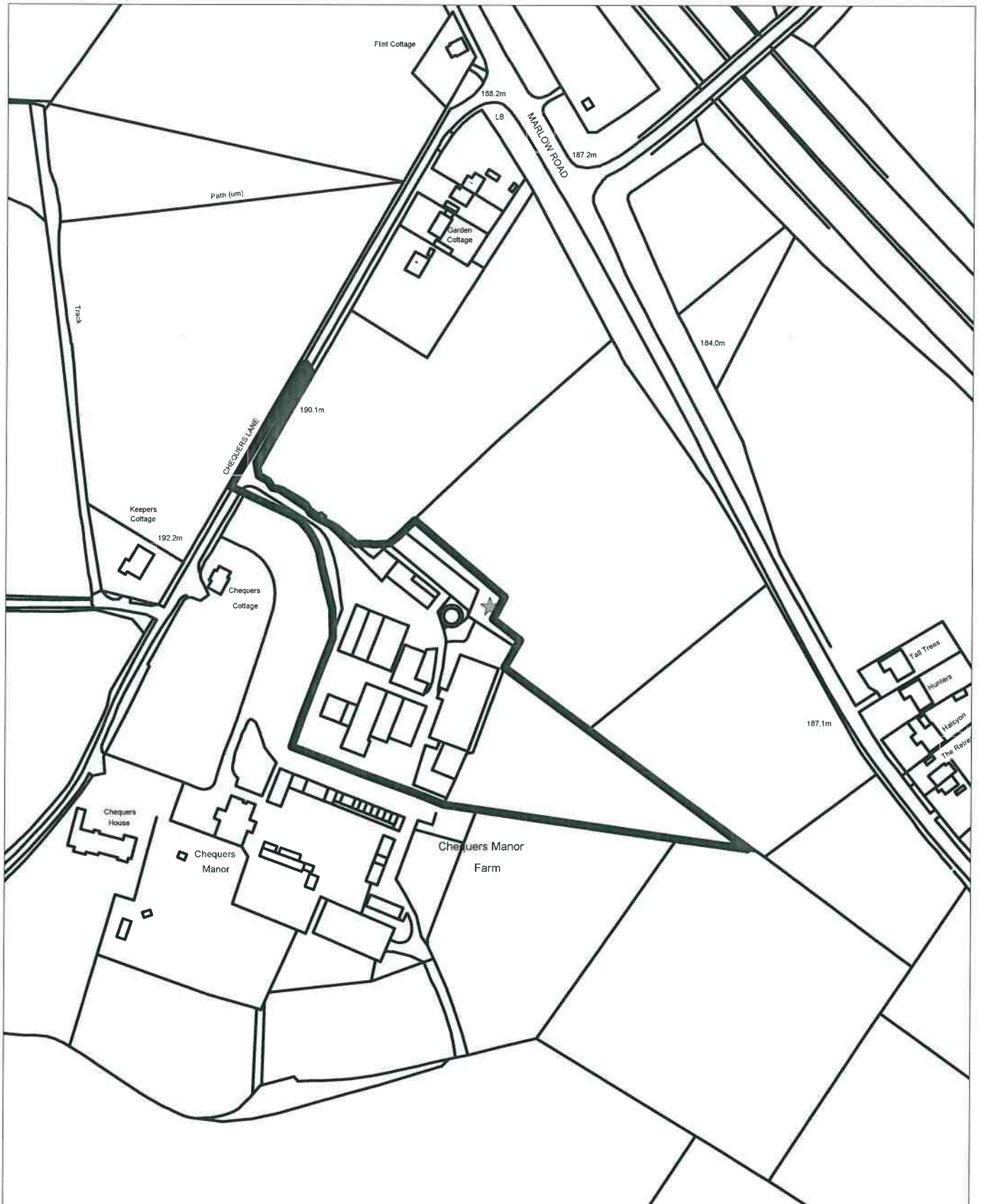
26 comments have been received objecting to the proposal:

- Unacceptable impact in terms of noise, increased traffic and extra waste
- Not a school that will meet local needs
- Unsustainable to bus children in from far away locations
- Impact upon the AONB
- Unfortunate loss of an equestrian facility which contributes to the community
- B482 is a busy road and the 25 minibus journeys and the extra vehicles of staff, suppliers etc. will have an impact on the junction of Bigmore Lane and Chequers Lane
- The road is used as a rat run when there are problems on the M40
- Overdevelopment in the AONB
- Unsuitable commercial use in the AONB
- New buildings, car parks and refurbished building will have a visual impact on the AONB
- This would set a precedent for inappropriate development in the area
- There is interest in the local community to purchase the buildings so they would not fall into disrepair
- This should be considered major development in the AONB and should be refused other than in exceptional circumstances and where they are shown to serve the public interest.
- The decision to locate a school in this location is a commercial decision which involves closing two existing schools
- This is not sustainable development
- The development by virtue of the re-cladding, new roof lights, solar panels and new buildings, playgrounds, sports area and car parking will bring a significant change to the rural setting
- Parking of 20 minibuses will look unsightly in the AONB

- There is a second large access point adjacent to the plot.
- Concerned about the impact on adjacent properties by reason of noise, traffic, school bells – any sound barrier erected would impact upon the character of the AONB
- There must be good reasons for allowing major development in a landscape that has national protection
- The double height glass walk ways will have a visually negative impact on the AONB
- Additional traffic journeys will result from the visit to sports centres on twice weekly visits.
- The increase in traffic along the rural road will have an impact on the safety of residents, horse riders, dog walkers and others
- Additional traffic likely to lead to increased air pollution
- Noise pollution will also adversely affect both humans and wildlife
- Light pollution – 6m high lighting to service the car parking area
- Plymouth Brethren are considered to be sectarian and non-inclusive and will not provide an wider benefits to the community
- Previous application for private schools the council appeared to give no consideration to the increased volume of traffic on existing roads and neighbourhoods and this will have a similar impact
- There has already been a traffic accident involving a 10 year old pupil in December 2016
- While the access will be from the B482 in times of problems on the M40 traffic will be forced to use the Fingest end of Chequers as an alternative
- The traffic report does not mention of school events such as parents evenings, school plays, sports days with parents invited to watch – there are no parking facilities for such events
- Queuing traffic along the lane will impact the privacy of the houses at the top of the lane
- Loss of peace and tranquillity to the public footpath

18/07842/FUL

Scale 1/2500



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 All dimensions are based on the boundary dimensions to be reported to the council for construction.
 Written dimensions to be taken in preference to scaled dimensions.



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- J Oct 2018 Planning updated
- H Oct 2018 Vision displays amended
- G Sept 2018 Field access amended
- F Sept 2018 Access amended
- E Sept 2018 Vision displays added
- D 27.09.18 Issued for comment
- C Sept 2018 Parking amended
- B Sept 2018 Amended
- A Sept 2018 Amended
- Rev Date Amendment

CLIENT
 EERT Trust

PROJECT
 Focus School
 Cadmore End

DRAWING
 Proposed Site Plan

CHECKED
 JH

DRAWN
 JH

X-REF(S)
 X-proposed site

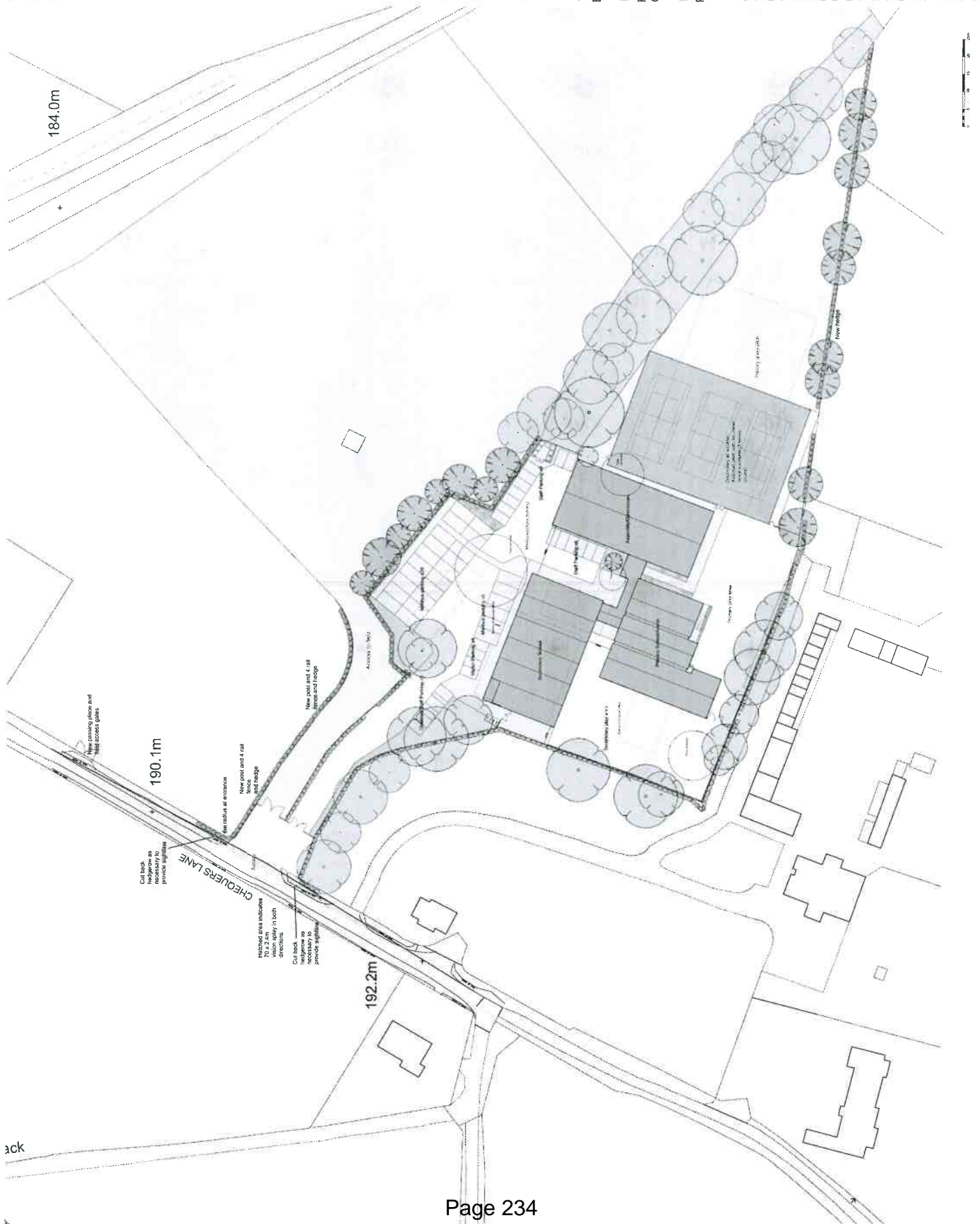
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DATE
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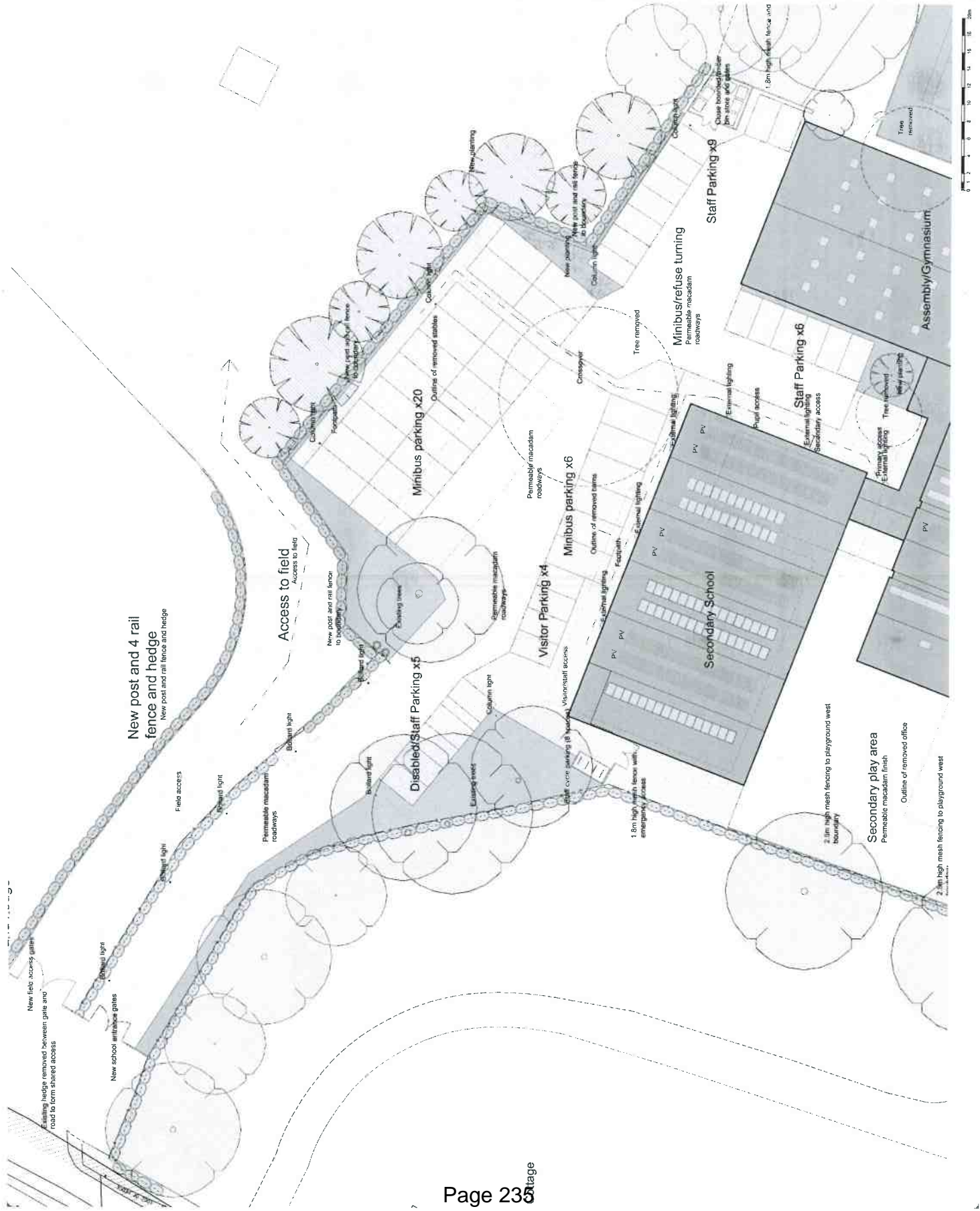
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 works commences. All dimensions to be taken in metric to stated
 dimensions.



- F Oct 2018 Planning updated
- E Oct 2018 Parking amended
- D Oct 2018 Roads updated
- C Sept 2018 Parking amended
- B Sept 2018 Amended
- A Sept 2018 Access amended

CLIENT
 EERT Trust

PROJECT
 Focus School
 Cadmore End

DRAWING
 Proposed Site Plan
 Car Park and Entrance

CHECKED
 JH

DRAWN
 JH

X-REF(S)
 X-proposed site

PLOT STYLE
 brox.dwg

DATE
 August 2018

SCALE
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DRAWING NUMBER
 5025-04 F

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PROJECT
Focus School
Cadmore End

DRAWING
Proposed Site Plan
Playgrounds and Pitches

CHECKED
JH

DRAWN
JH

X-REF(S)
X-proposed site
brox.ctb

PLOT STYLE
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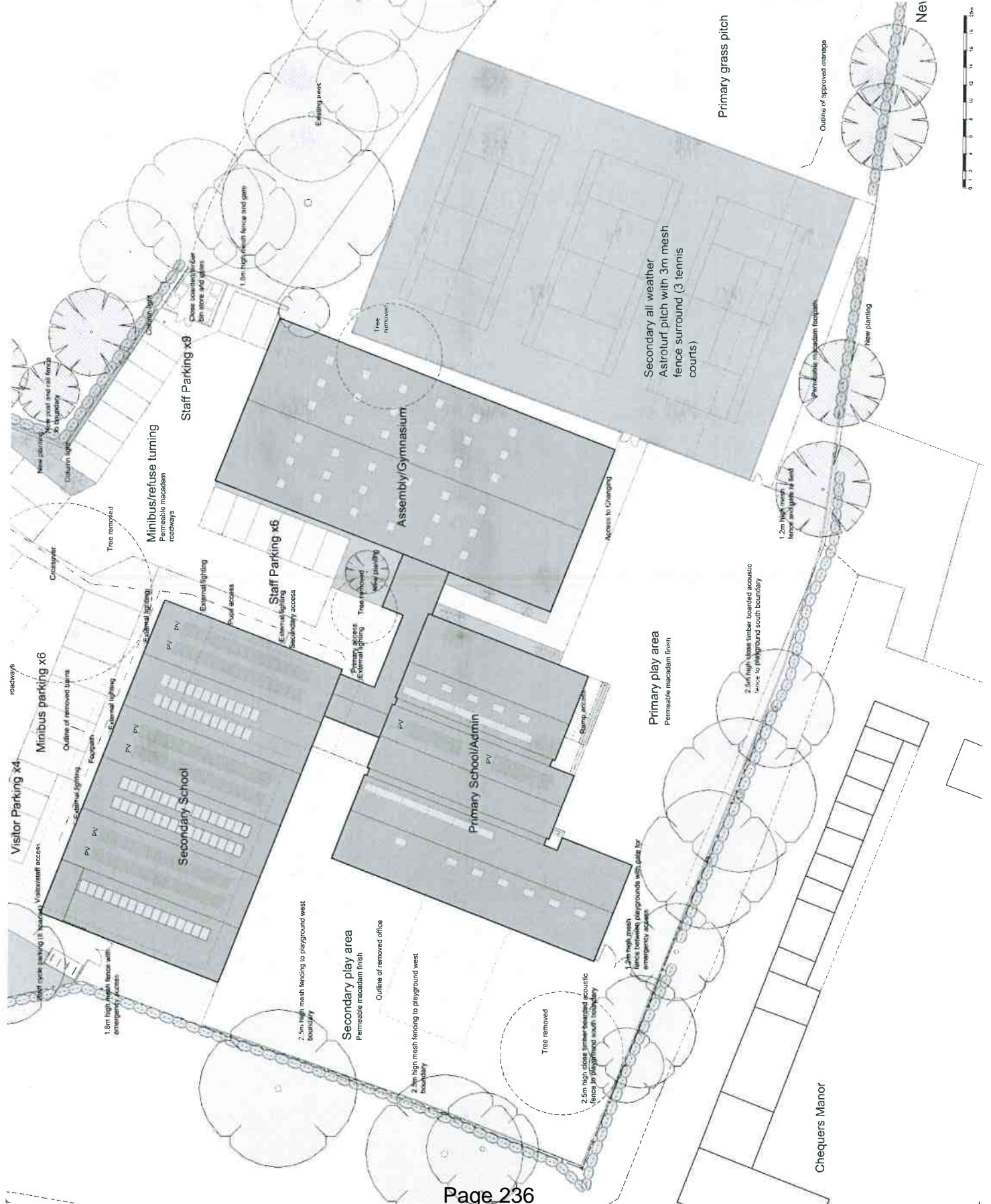
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August 2018

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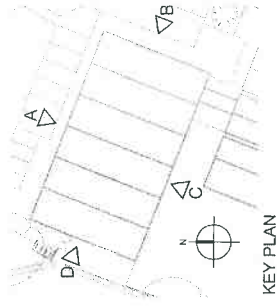
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construction.
Written dimensions to be taken as preferred over stated
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 Written dimensions to be taken in preference to stated dimensions.



BROCKLEHURST ARCHITECTS

- C 25.10.18 Annotation updated
 - B 09.10.18 Annotation added
 - A 27.09.18 Renumbered
 - 26.09.18 Issued for comment
- Rev Date Amendment

CLIENT
 EERT T Trust

PROJECT
 Focus School
 Cadmore End

DRAWING
 Secondary Elevations

CHECKED
 JH

DRAWN
 EN

X-REF(S)

X-proposed elevations

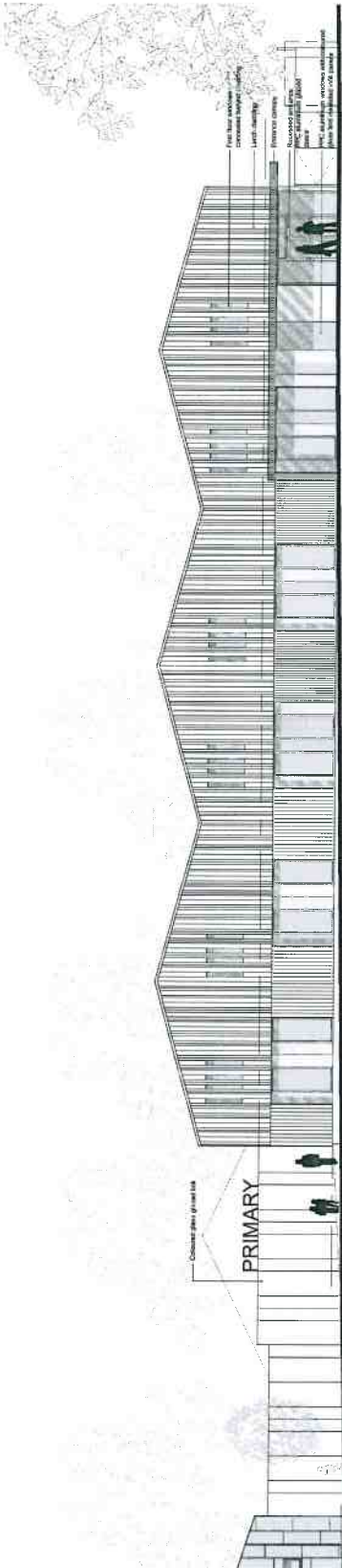
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DATE
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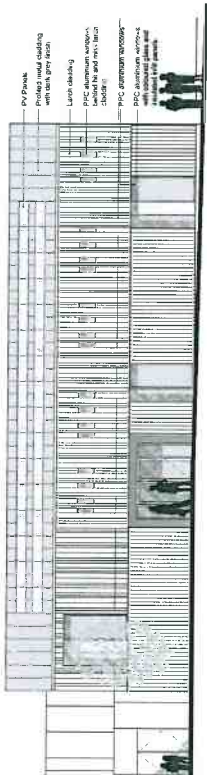
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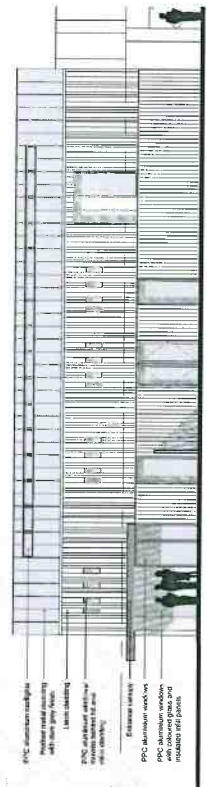
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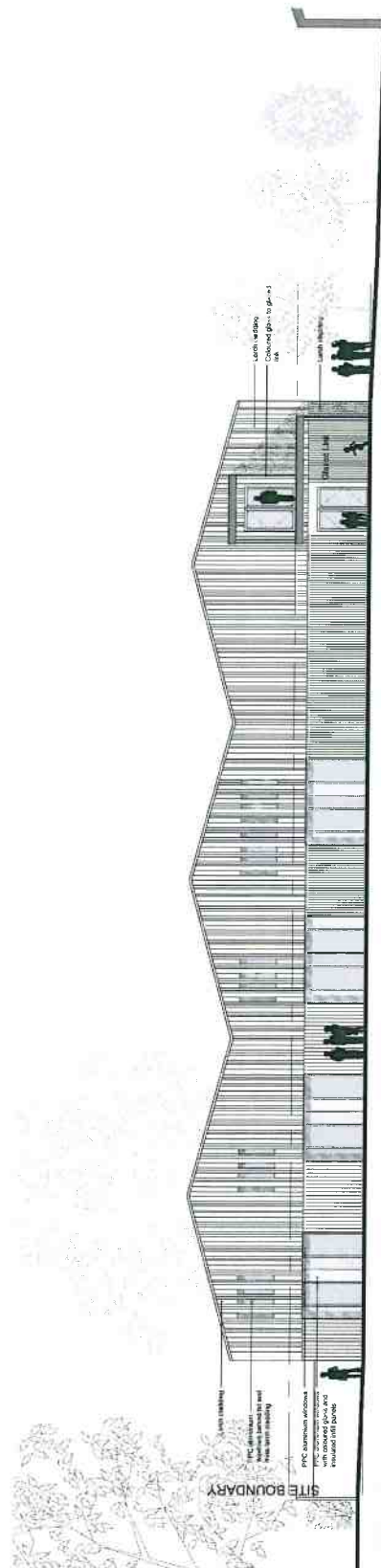
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ELEVATION B - SECONDARY BUILDING SOUTHEAST ELEVATION

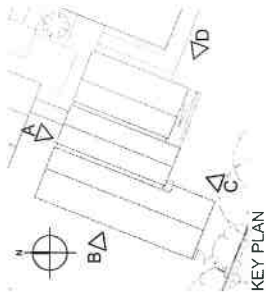


ELEVATION D - SECONDARY BUILDING NORTHWEST ELEVATION

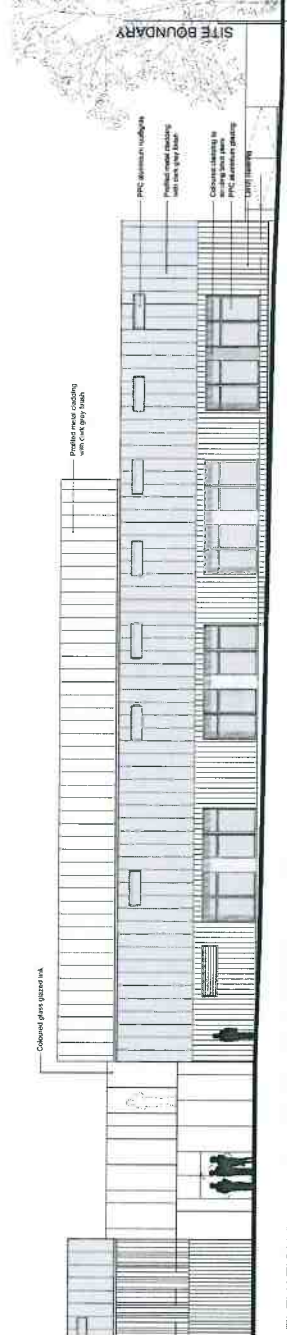


ELEVATION C - SECONDARY BUILDING SOUTHWEST ELEVATION

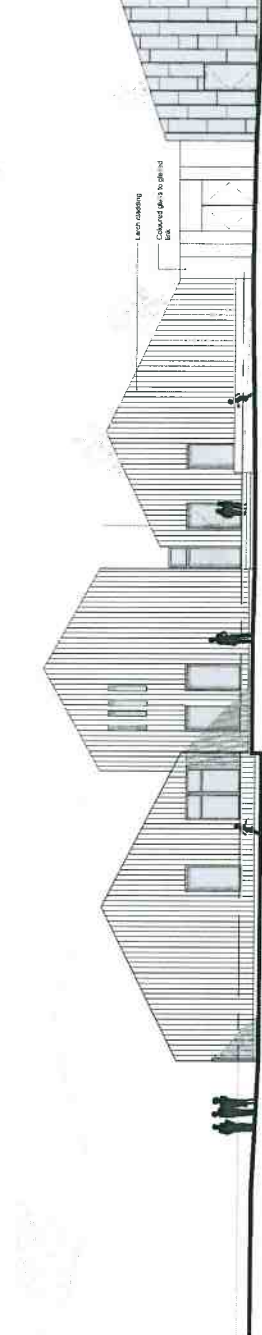
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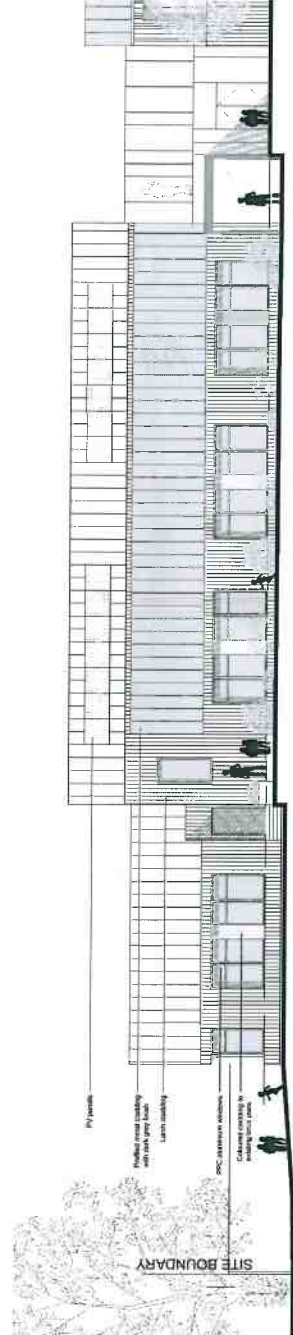
ELEVATION A - PRIMARY BUILDING NORTHEAST ELEVATION



ELEVATION B - PRIMARY BUILDING SOUTHEAST ELEVATION



ELEVATION C - PRIMARY BUILDING SOUTHWEST ELEVATION



ELEVATION D - PRIMARY BUILDING NORTHWEST ELEVATION

- C - 25.10.18 Annotation updated
- B - 09.10.18 Updated annotation added
- A - 27.09.18 Renumbered
- 26.09.18 Issued for comment
- Rev Date Amendment

BROCKLEHURST ARCHITECTS

CLIENT
EERT Trust

PROJECT
**Focus School
 Cadmore End**

DRAWING
**Primary Building
 Elevations**

CHECKED
 JH

DRAWN
 EN

X-REFS
 X-Proposer elevations

PLOT STYLE
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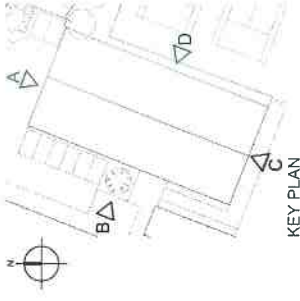
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Rev	Date	Amendment
B	25.10.18	Amendment updated
A	09.10.18	Updated/ amendment added
-	27.09.18	Issued for comment

BROCKLEHURST ARCHITECTS

CLIENT
 EERT Trust

PROJECT
 Focus School
 Cadmore End

DRAWING
 Assembly Building
 Elevations

CHECKED
 JH

DRAWN
 EN/DG

X-REF(S)
 X-proposed elevations

PLOT STYLE
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DATE
 August 2018

SCALE
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DRAWING NUMBER
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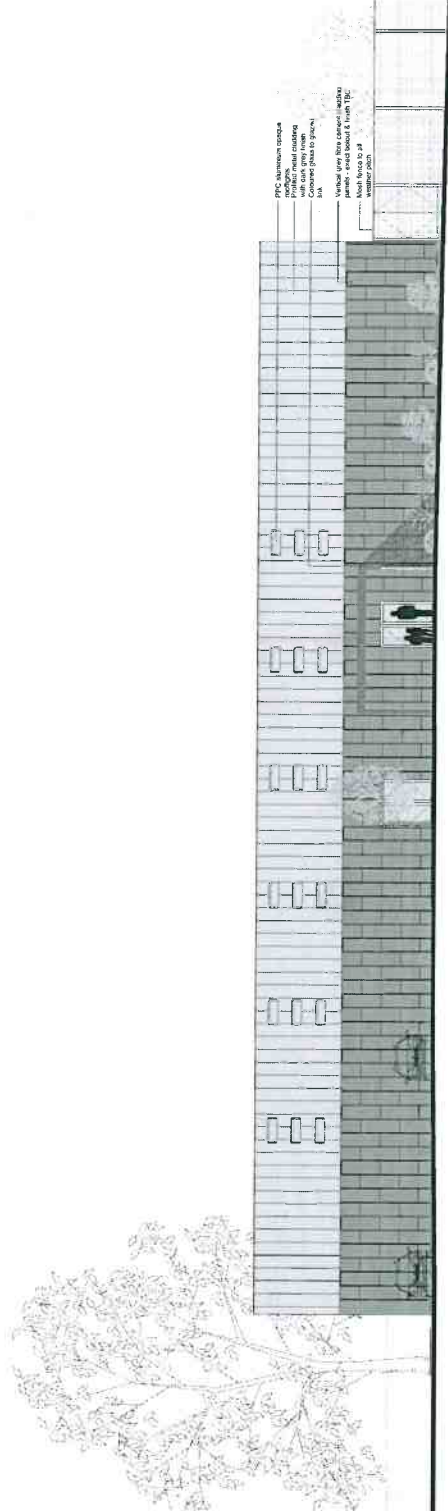
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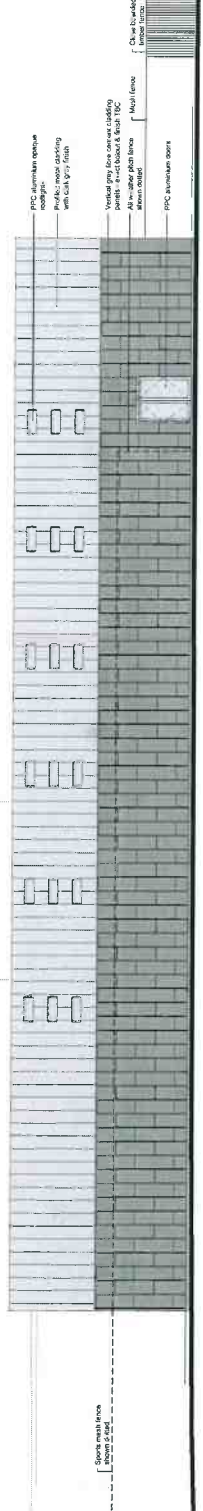
ELEVATION C - ASSEMBLY BUILDING SOUTHWEST ELEVATION



ELEVATION A - ASSEMBLY BUILDING NORTHEAST ELEVATION



ELEVATION B - ASSEMBLY BUILDING SOUTHEAST ELEVATION



ELEVATION D - ASSEMBLY BUILDING NORTHWEST ELEVATION



Agenda Item 13.

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 24 July.

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 6.30pm.

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 15.

**For Information: Delegated Action Authorised by Planning Enforcement Team
Between 07/05/2019 – 10/06/2019**

Reference	Address	Breach	Authorised	Type of Notice
17/00532/CU	263 Rutland Avenue High Wycombe Buckinghamshire HP12 3LY	Without planning permission the material change of use of the outbuilding to form a self-contained independent dwelling	17-May-19	Enforcement Notice
19/00125/CU	5 Hawthorn Road Princes Risborough Buckinghamshire HP27 0BT	Alleged change of use of land to storage of trade waste	22-May-19	Planning Contravention Notice
19/00097/MS	17 London Road High Wycombe Buckinghamshire HP11 1BJ	Illegal repointing to listed building	09-May-19	Not in the Public Interest