

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. Concerns were raised at the June Planning Committee in respect of the proposed application for 12 business units at the Bellfield Road employment site. The plans have been amended and additional information provided to address those concerns. The proposal is considered to:

- provide much needed business floorspace for small and medium sized firms; and,
- the design is considered to have taken the opportunities available for improving the character and quality of the area.

Therefore, subject to appropriate acoustic design and conditions limiting the use, the proposal is considered to be acceptable.

2. **The Application**

2.1. The application came before Planning Committee on 26th June 2019. The June report, plans and recommendation is appended to this report.

2.2. Members voted in favour of a motion to defer the application due to concerns raised in respect of:

- 1) The quality of design.
- 2) The temporary nature of the business units.
- 3) The potential relationship with adjoining development (Officer Note: this was as a consequence of the nature of future occupiers that were expected to occupy the premises).

2.3. Officers were asked to enter into discussions with the developer to address members concerns.

2.4. Following discussions, replacement drawings have been submitted, which are intended to replace earlier iterations of the plans:

- 18010-P-025B (revised red line plan)
- 18010-P-015A Site Plan
- 18010-P-012C Proposed Elevations Maker Units
- 18010-P-013C Proposed Elevations Auto Units
- 18010-P-011D Proposed Ground Floor Plan

2.5. The amended plans included alterations to:

- a) the design of the buildings in the form of added articulation to the frontage elevations
- b) additional landscaping at the front of the building; and,

- c) alterations to the parking layout.
- 2.6. VDI images of the units have also been submitted, in order to assist members in envisaging what is proposed.
- 2.7. In addition to the core issues set out above, questions were also raised in respect of access to the north, the market demand for the business premises and the expected number of traffic movements from the site. These will also be addressed as part of this feedback.
- 2.8. The revised information is considered under the following headings:
 - a) Principle of the use and market demand
 - b) Design
 - c) Landscaping
 - d) Parking
 - e) Access to North
 - f) Trip Generation

Principle of Use and Market Demand

- 2.9. The market appropriateness of any proposal is largely a matter for the market and not a material planning consideration. However, inevitably some aspects of market decisions, particularly where they have an influence on design, will cross over with planning considerations.
- 2.10. In this instance the applicant has identified a deficiency within the town for affordable small scale modern business accommodation. The Council's Housing and Economic Development Needs Assessment (HEDNA) also identifies the need to support 'Small and Medium sized Enterprises' (SMEs) and the importance of such enterprises in fostering and growing the local economy. Therefore, the applicant's market assessment of demand for this type of accommodation is considered to be in tune with the Local Planning Authority's own assessment. A local example of small scale business units is Basepoint Business Centre in Cressex, which provides space aimed at start-ups and SME's. It is understood that the centre is generally occupied at nearly full occupancy, which demonstrates a demand for these types of units. The fact that the current proposal is catering for an acknowledged area of growing market need weighs in its favour.
- 2.11. Historically the market has struggled to provide for SMEs, which tend to have higher management costs, lower rents and higher turnover. The market has tended to favour larger higher yield accommodation. SMEs are often pushed towards unsuitable, expensive accommodation at the end of its life. The current proposal is intended to fill the identified gap in the market for this socially and economically desirable use, which for the reasons set out above is expected to be of marginal viability and therefore is not generally provided for by the market. The fact that this proposed use has not been readily provided by the market weighs in the applications favour.
- 2.12. The site will be managed by a single landlord and subject to conditions in respect of hours of use. It will be in the landlord's interests to manage the relationship between the tenants and adjacent residential occupiers to maximise the income from the site and so as not to undermine its interests in the adjacent sites. In addition, statutory noise nuisance legislation exists to address any unforeseen issues. It is envisaged that small scale manufactures such as furniture makers, craftsmen or vehicle repairs will occupy the site.
- 2.13. It is not considered comparisons can fairly be drawn between the proposed site and other employment areas such as Binders Yard, which have evolved rather than be planned and cater to a very different scale and nature of business.

Design

- 2.14. In terms of the design a balance will need to be struck between the market aspirations of the applicant and the Council's design policy objectives.
- 2.15. The proposed use, as a consequence of its inherent nature, will have some aspects that are different from more standard employment offers. The units will be small in scale so as to cater for the needs of smaller firms and keep costs down. The design will be contemporary, as well as functional, to create a particular atmosphere that has proven to be conducive to small scale businesses and start-ups.
- 2.16. Each unit is composed of two distinct elements; a shipping container and a bespoke steel portal enclosure with pitched roof. The shipping container element has been included for design and marketing reasons rather than as a cost cutting/saving necessity.
- 2.17. The two building elements are bound, visually, by an external feature surround. This has now been amended to protrude beyond the facing wall of the unit adding interest to the building and variation to the building line. Conceptually this new feature articulates the entrance of the units, binding together the fenestration, front door and opening doors of the container. A new raised planter bed (which integrates with the entrance canopy) will complete the presentation of the front façade and create an opportunity for managed planting. These design improvements and additional landscaping will create a better articulation to the units and add interest.
- 2.18. The double doors to the container part of the building will also be openable. Depending on the use of the unit, the container doors could be opened in summer to allow a sense of open and collaborative working.
- 2.19. Each unit will be given a different colour to provide interest and variation and easy identification of the units.
- 2.20. The space has been designed to be flexible for future internal layouts, depending on the unit's function. The entrance aperture to the maker units will have two optional infills dependent on use (1) a roller shutter garage door for vehicle access or bulk deliveries and (2) an entrance door set within glazing.
- 2.21. Solar panels are placed on the south side of the saw-tooth roof and roof-lights on the north side. This design makes best use of building orientation to naturally illuminate the interiors with a flat, even light. Whilst also protecting interiors from over-heating, instead absorbing this same energy (as electricity) to the benefit of the occupiers.
- 2.22. The units to the end of the maker zone have the ability to be split into two smaller units should the current (or future) market demand.
- 2.23. The material palette includes profiled sheeting for the roof and walls of the steel portal enclosure. Windows and doors will be powder coated aluminium. The external feature surround will be faced in timber. Each unit will be identified by bold exterior vinyl graphics and a specific accent colour. The shipping container element will be spray painted to RAL colour.
- 2.24. Concerns were raised at the June Planning Committee about the use of repurposed shipping containers. They have been included in the design to give the site a modern and contemporary appearance. Other than the clearly visible cargo doors, this design intervention has little impact on the scale or external appearance of the units. This design feature exists more for marketing purposes given their increasing popularity and use in cities including: Manchester, Bristol, Cardiff, Edinburgh, York, Liverpool and London.
- 2.25. The proposed design is 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

- 2.26. The design has incorporated raised planters at the front of the units. These planters are considered to add a degree of visual interest to the fronts of the buildings. Subject to irrigation being provided (capable of being secured as part of any future landscaping scheme), there is considered to be a good probability that they will be acceptably maintained by future occupiers. The landscaping will contribute to the appearance of the units and the character of the area.
- 2.27. The inclusion of planters on the eastern boundary of the site and the removal of the hedge from the eastern boundary is considered to represent a retrograde step in the landscaping of the site. It is not accepted that the erection of a fence by the adjacent extra care facility would prohibit the planting of a hedge. It is also considered that inadequate justification has been provided that it would not be possible to achieve below ground planting due to ground conditions. Nevertheless, it is considered that this matter is capable of being addressed via a suitably worded landscaping condition.

Parking

- 2.28. 61 parking spaces, including 3 van spaces, are proposed. The regular spaces are 2.5 x 5m. The van spaces are 3.5 x 7m. The proposed car parking spaces are smaller than the Buckinghamshire County Council standard at 2.8 x 5m. A condition was previously proposed to address this matter (see condition 14), which required the submission and implementation of a revised parking layout. This condition is considered to remain both reasonable and necessary to achieve parking sizes that comply with the Council's adopted guidance.
- 2.29. It is acknowledged that the use of the County parking standard may result in the loss of a small number of parking spaces, which is regrettable. However, given the current level of parking it is considered that the larger spaces are capable of being accommodated without parking levels overall reaching unacceptable levels. It is also noted that there are some opportunities within the layout to enlarge a number of parking spaces without any impact on numbers.

Access to North (via Carousel buses)

- 2.30. Whilst the application was not deferred as a consequence of the absence of a pedestrian/vehicular access to the north this matter was raised by members and therefore is addressed as part of this update.
- 2.31. The applicant is in discussion with the adjacent landowner. It is expected that permissive pedestrian access to the north can be provided (through land owned by Carousel Buses). This can be readily incorporated into the scheme. It is not expected that Carousel Buses will allow a vehicular access, nor is it considered desirable to create a through road with buses routinely passing the recently permitted residential scheme.
- 2.32. Further update will be provided as more information becomes available.

Trip Generation

- 2.33. The submitted Transport Assessment (TA) sets out trip generation rates for the proposed units. Based on other schemes in the B1c (Light Industrial) use class the applicant has proposed that the following trips are likely to be generated:

Mode of Travel	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (0700-1900)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	10	5	2	6	71	70
Car Passenger	1	1	1	1	13	14
Cyclists	0	0	0	0	1	1
Pedestrians	1	0	0	1	5	5
Public Transport	1	0	0	0	2	2
Total	13	6	3	9	91	91

2.34. It is anticipated, given the size of the units, and therefore intensity of use on the site that trip rates may be slightly higher and vehicle sizes slightly smaller than the average indicated above. However, the overall picture is one of modest traffic movements, particularly during peak periods, which is unlikely to be detrimental to the amenities of either proposed or existing residential properties.

RECOMMENDATION: Application Permitted

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-025B – Red Edge Site Plan.
 - 18010-P-015A – Site Plan.
 - 18010-P-013C – Proposed Elevations and Sections Auto Units.
 - 18010-P-012C – Proposed Elevations and Sections Maker Units.
 - 18010-P-011D - Proposed Ground Floor Plan (excluding landscaping)

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 any tree or hedge pits and the use of underground planting structures. The design of tree pits should accord with the Council's guidance note: 'Tree Pit Design in a Hard Surface Environment'.
- Details of automated irrigation for any raised planters or tanked areas of ground.
- 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.

Notwithstanding any indication given on plan ref: 18010-P-011D, a hedge shall be provided along the eastern boundary of the site and the adjacent trees shall have below ground tree pits rather than above ground planters.

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 parking spaces that are 2.8 x 5 metres in dimension in accordance with the Bucks County Parking Standard. 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 operative's 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.

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:
 - a) 18010-P-025 - Red Edge Site Plan.
 - b) 18010-P-015 - Site Plan.
 - c) 18010-P-013B - Proposed Elevations and Sections Auto Units.
 - d) 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.

- 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.
- 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.
- 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.
- 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.
- 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.
- 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 operative's 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.

- 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.

- 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 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 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.

- 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

- 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.