



Planning Committee

Date: 24 July 2019
Time: 7.00 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 26 June 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

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| 4. | Planning Applications | |
| 5. | 18/08206/FUL - 21 to 25 Coates Lane, High Wycombe, Buckinghamshire, HP13 5EY | 5 - 26 |
| 6. | 19/05968/FUL - 178 West Street, Marlow, Buckinghamshire, SL7 2BU | 27 - 40 |
| 7. | 18/05323/R9FUL - West Site Former Compair Works, Bellfield Road, High Wycombe, Buckinghamshire | 41 - 82 |

Other items

- | | | |
|-----|--|---------|
| 8. | Pre-Planning Committee Training / Information Session | 83 |
| 9. | Appointment of Members for Site Visits
To appoint Members to undertake site visits on Tuesday 20 August 2019 should the need arise. | |
| 10. | Delegated Action Undertaken by Planning Enforcement Team | 84 - 85 |
| 11. | File on Actions Taken under Delegated Authority
Submission of the file of actions taken under delegated powers since the previous meeting. | |
| 12. | Supplementary Items (if any)
If circulated in accordance with the five clear days' notice provision. | |
| 13. | Urgent items (if any)
Any urgent items of business as agreed by the Chairman. | |

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

Planning Committee Mission Statement

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

Through its decisions it will:

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

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

Mandatory Planning Training for Planning and Regulatory & Appeals Committee Members

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

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

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

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

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

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

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

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

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

Note this summary is compiled consulting the following documents:

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

Planning Committee Minutes

Date: 26 June 2019

Time: 6.32 - 10.08 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, N B Marshall, H L McCarthy, S K Raja, N J B Teesdale, P R Turner and C Whitehead.

Standing Deputies present: Councillors M A Hashmi.

Apologies for absence were received from Councillors: M Asif and A Lee.

LOCAL MEMBERS IN ATTENDANCE

Councillor Z Ahmed

Councillor M Appleyard

Councillor Mrs L Clarke OBE

Councillor I McEnnis

Councillor Mrs J Teesdale

APPLICATION

17/07195/FUL

18/05597/OUT

19/06031/FUL

18/07842/FUL

18/07842/FUL

13 MINUTES OF THE PREVIOUS MEETING

RESOLVED: That the minutes of the Planning Committee meeting held on 22 May 2019 be approved as a true record and signed by the Chairman.

14 DECLARATIONS OF INTEREST

Councillor S Raja – 17/08464/R9OUT and 18/05323/R9FUL: Declared an interest in that he had been copied into emails in relation to the applications. However, he had not predetermined the applications and remained open minded and without prejudice.

Councillor P Turner – 17/08464/R9OUT and 18/05323/R9FUL: Declared an interest due to having close family who were neighbours of the site and that in light of this he would withdraw from the Chamber and take no part in the debate and voting on the applications.

15 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.

16 17/05784/FUL - SIR WILLIAM BORLASE'S GRAMMAR SCHOOL, WEST STREET, MARLOW, BUCKINGHAMSHIRE, SL7 2BR

Members noted the Update and then voted in favour of the motion to approve the application subject to conditions.

RESOLVED: that the application be approved subject to conditions.

The Committee received apologies from Councillor Collingwood, the local Ward Member.

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

The Committee was addressed by Mr David Galloway in objection and by Mr Alistair Handford, the applicant.

17 17/07195/FUL - 15 & 17 NEW ROAD, HIGH WYCOMBE, BUCKINGHAMSHIRE, HP12 4LH

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

RESOLVED: that the application be approved.

The Committee was addressed by Councillors Z Ahmed and N Teesdale, the local Ward Councillors.

18 17/08464/R9OUT - WEST SITE, FORMER COMPAIR WORKS, BELLFIELD ROAD, HIGH WYCOMBE, BUCKINGHAMSHIRE

Members voted in favour of a motion to defer the application for officer's to look further into the access road leading to the commercial element of the site, possibly to add a different access point. However, this motion was defeated that it therefore fell away.

The Panel then voted in favour of the motion that they were minded to grant outline permission subject to completion of a Planning Obligation or other agreement.

RESOLVED: that the application be granted subject to completion of a Planning Obligation or other agreement.

The Committee was addressed by Mr Rob Morgan of Savills, on behalf of the applicant.

19 18/05323/R9FUL - WEST SITE, FORMER COMPAIR WORKS, BELLFIELD ROAD, HIGH WYCOMBE, BUCKINGHAMSHIRE

Members voted in favour of a motion to approve the application. However, this motion was defeated that it therefore fell away.

Members then voted in favour of the motion that the application be deferred due to the concerns they raised in respect of:

- 1) The quality in terms of design of the premises being created.
- 2) The temporary nature of the business units.
- 3) The potential relationship with adjoining development.

Officers would enter into further discussions with the developer to address these issues.

RESOLVED: that the application be deferred for the reasons given above.

20 19/05601/FUL - GARAGES AND ACCESS ROAD, THE COTTAGES, BRICKS LANE, BEACONS BOTTOM, BUCKINGHAMSHIRE, HP14 3XG

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

RESOLVED: that the application be approved.

The Committee was addressed by Mrs Eleanor Hurrell and Parish Councillor Neil Watson on behalf of Stokenchurch Parish Council in objection and Mr Stuart Martin, the applicant.

21 19/06031/FUL - SITE OF 80 DAWS HILL LANE, HIGH WYCOMBE, BUCKINGHAMSHIRE, HP11 1PU

Members voted in favour of the motion to refuse the application as it was considered that the proposed development would result in a cramped form of development at odds with the immediate locality due to the proposal now being detached dwellings with minimal separation distances and reduced plot widths. The proposal did not therefore promote or reinforce local distinctiveness and was at odds with the general street pattern, thus failed to respect the existing grain of development and thus failed to achieve a high standard of design which in turn would fail to respect the wider context of the site and street pattern.

The proposal was therefore contrary to Adopted Local Plan Policies G3 and Appendix 1 and CS19 of the Core Strategy Development Plan Document and to the National Planning Policy Framework.

RESOLVED: that the application be refused for the reasons given above.

The Committee was addressed by Councillors Mrs L Clarke OBE and A Hill, the local Ward Members.

22 18/08897/OUT - SLATE MEADOW, STRATFORD DRIVE, WOOBURN GREEN, BUCKINGHAMSHIRE

Members voted in favour of the motion to approve the application with a Planning Obligation.

RESOLVED: that the application be approved with a Planning Obligation.

The Committee was addressed by Councillors Mrs J Adey and M Appleyard, the local Ward Members.

23 18/07842/FUL - CHEQUERS END EQUESTRIAN CENTRE, CHEQUERS LANE, CADMORE END, BUCKINGHAMSHIRE, HP14 3PQ

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

RESOLVED: that the application be refused.

24 PRE-PLANNING COMMITTEE TRAINING / INFORMATION SESSION

Members noted that the Chairman had requested as many Members of the Planning Committee be present at a pre-Committee session for a discussion with officer's on the practicalities of how Planning might operate in the new unitary authority on Wednesday 24 July 2019 at 6.00pm in Committee Room 1.

RESOLVED: That the details of the pre-Committee information / training session to be held on Wednesday 24 July 2019 be noted.

25 APPOINTMENT OF MEMBERS FOR SITE VISITS

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

Councillors: Mrs J A Adey, M Asif, Ms A Baughan, S Graham, C B Harriss, D A Johncock, N B Marshall, H L McCarthy, A Turner, P R Turner and C Whitehead.

26 DELEGATED ACTION UNDERTAKEN BY PLANNING ENFORCEMENT TEAM

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

27 FILE ON ACTIONS TAKEN UNDER DELEGATED AUTHORITY

The file on actions taken under delegated authority since the previous meeting was circulated for the Committee's attention.

Chairman

The following officers were in attendance at the meeting:

Mrs L Bellinger	Principal Development Management Officer
Mr R Harrison	Principal Development Management Officer
Mrs L Hornby	Senior Democratic Services Officer
Mr R Martin	Development Management Team Leader
Mr P Miller	Technical Officer
Ms S Penney	Principal Development Management Officer
Ms R Steele	Assistant Solicitor
Ms P Tollitt	Head of Planning & Sustainability

Agenda Item 5.

Contact: Stephanie Penney DDI No. 01494 421823

App No : 18/08206/FUL App Type : FUL

Application for : Demolition of existing dwellings and erection of two terraces of 5 x 3-bed town houses (10 in total) with , associated landscaping, car parking & creation of new access from Tancred Road

At 21 to 25 Coates Lane, High Wycombe, Buckinghamshire, HP13 5EY

Date Received : 11/12/18 Applicant : Leywood Developments Ltd

Target date for decision: 12/03/19

Contact: Stephanie Penney DDI No. 01494 421823

1. **Summary**

- 1.1. This application seeks full planning permission for the demolition of the existing dwellings and the erection of two terraces of 5 x 3 bed town houses, creation of new access to Tancred Road and associated works.
- 1.2. The site is in an existing residential area and there is no objection to a more dense residential development in principle. The proposed design and layout is considered to enhance the character of the area without harming the amenities of adjoining occupiers. The application is not considered to harm highway safety. The existing tree belt to the east of 21 Coates Lane is to be retained and the applicant has agreed to enter into a Section 106 Agreement to manage and maintain this area.
- 1.3. The additional unit and amended layout is not considered to be significantly materially different to the approved scheme for nine dwellings.
- 1.4. The application is recommended for approval subject to the prior completion of a Section 106 Agreement in relation to the management and maintenance of open space.

2. **The Application**

- 2.1. This application seeks full planning permission for the erection of 2 terraces of 5 x 3 bed town houses, creation of new access to Tancred Road and associated works. Parking for the units is to the rear within an enclosed area.
- 2.2. The site is within the built up area and adjoins the Green Belt, Chilterns AONB and Hughenden Manor Park and Garden of Historic Interest. The site is in residential zone A. The level of the site is relatively flat but the no. 1 Tancred Road, to the rear, is at a higher level.
- 2.3. The adjacent site to the east has been redeveloped to residential use with a crescent of three storey townhouses fronting Coates Lane. The application site is situated in an area of transition between the redeveloped De La Rue Printworks site and post war development of detached and semi-detached houses to the west.
- 2.4. The site lies within an existing residential area and Accessibility Zone 3 and Zone A. There are several TPO trees sited on the boundary with 205 Hughenden Road which would be retained as part of the proposed redevelopment.
- 2.5. The application is accompanied by:
 - a) Design and Access Statement

- b) Highways Report
- c) Tree Constraints and Tree Protection Plan

- 2.6. Amended plans were sought during the course of the application to overcome concerns related to secured by design; impact on the TPO trees; open space, surface water drainage and parking provision. In addition a viability assessment was carried out in relation to the provision of affordable housing.
- 2.7. This application follows an earlier approval for nine dwellings on the 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 amended plans were sought during the course of the application to overcome concerns related to secured by design; impact on the TPO trees; open space, surface water drainage and parking provision. In addition a viability assessment was carried out in relation to the provision of affordable housing. Following resolution of this issue, the application progressed.
- 3.3. 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. 17/08386/FUL. Demolition of 21-25 Coates Lane and erection of 2 terraces of 4 x 3 bed town houses, rear garage block with 1 x 1 bed flat above garage, creation of new access to Tancred Road and associated works. Permission granted with a planning obligation.
- 4.2. 17/06827/FUL. Demolition of 21-25 Coates Lane and Erection of 9 x 3 Bed Dwellings, creation of new access to Tancred Road and associated works. Application withdrawn.
- 4.3. 11/5353/FUL. Redevelopment of site to provide 97 residential units (15 x 1 bed flats, 25 x 2 bed flats, 5 x 2 bed houses, 27 x 3 bed houses & 25 x 4 bed houses) including new access arrangements, associated landscaping and car parking. Permission with planning obligation.

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),

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

- 5.1. The site is located on previously developed land within the built up area. Therefore the use of the site for housing is considered acceptable in principle, subject to other material considerations, such as; the character and appearance of the surrounding area, the impact upon trees, neighbouring amenity, highways safety etc.
- 5.2. All proposals are expected to achieve a high standard of design and layout that respects and reflects the local context so as to maintain and reinforce its

distinctiveness and particular character whilst achieving a high standard of residential amenity to meet various other criteria. The National Planning Policy Framework indicates that it is important to ensure, pursuant to relevant planning policies, that the local pattern of development, which determines the character of an area, is respected. However the NPPF also states that planning policies and designs should not prevent or discourage appropriate innovation. Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

Affordable Housing and Housing Mix

ALP: H9 (Creating balanced communities)

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

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

Planning Obligations Supplementary Planning Document (POSPD)

- 5.3. The Council has adopted an interim position on the provision of affordable housing until the Wycombe District Local Plan is adopted, given the new version of the National Planning Policy Framework (NPPF).
- 5.4. The Government published a new version of the NPPF in July 2018. The Wycombe District Local Plan was at an advanced stage of preparation when the new NPPF was published, having already been submitted in March 2018 and its examination hearings starting on the day that the new NPPF was released. Consequently, the policies in the new Wycombe District Local Plan are being assessed for soundness against the old NPPF (2012) and not the NPPF (2018). Development management decisions do however need to take account as a 'material consideration' of the guidance in the new NPPF and the updated Planning Practice Guidance (PPG).
- 5.5. The new NPPF and accompanying PPG are clear that provision of affordable housing should not be sought for residential developments of 10 units or less, and which have a maximum combined gross floor space of no more than 1,000 sq. m. (gross internal area), other than in designated rural areas.
- 5.6. In the intervening period, until the Local Plan is adopted, the Council have adopted affordable housing thresholds dependant on location and size of development.
- 5.7. In the case of this application, the provision sought is 10% affordable housing for affordable home ownership.
- 5.8. In response to this the applicant submitted a viability assessment. This has been assessed and appraised by external consultants.
- 5.9. The consultants have advised that the scheme is unable to provide any affordable housing contribution, if it is to remain viable. The scheme has been looked at in terms of its particular financial characteristics and it represents no precedent for any sustainable approach on the Council's policy base.

Transport matters and parking

ALP: T2 (On – site parking and servicing), T4 (Pedestrian movement and provision), T5 and T6 (Cycling), T13 (Traffic management and calming), CSDPD: CS16 (Transport),

DSA: DM2 (Transport requirements of development sites)

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

- 5.10. Vehicular access is proposed off Tancred Road. The access remains as per the previous application which was found to be acceptable to the Highway Authority as the access provided the necessary visibility splays.

- 5.11. The original plans were amended to remove the parking spaces on the public highway as these were not required. In addition, the layout was revised reconfiguring the spaces and dimensions to achieve a satisfactory layout.
- 5.12. Each dwelling requires two parking spaces. More than half the spaces are unallocated, accordingly the total requirement is 20 spaces. This has been provided. The tandem parking spaces will be allocated due to manoeuvring issues.
- 5.13. Secure bike storage has been removed from the scheme as each dwelling has its own rear garden area.
- 5.14. Concerns are acknowledged regarding pressures of parking within the locality due to the adjoining Hughenden Park. However, this matter is outside of the jurisdiction of planning and this application is not considered to exacerbate the problem given that sufficient on-site parking is proposed and access is considered acceptable in relation to visibility and width.

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: DM12 (Green space),
Housing intensification SPD

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

- 5.15. The site is situated in an area of transition between the new three storey development adjacent to the site and the lower density two storey development to the west. Therefore any proposal has to demonstrate that the development can assimilate into the street scape.
- 5.16. This current scheme differs from the approved scheme as set out below:
- One additional dwelling
 - Dwellings significantly deeper (by approx. 3m)
 - Dwellings now include terraces/balconies to front.
 - Flat over garage (FOG) omitted from rear courtyard and terraces each increased from four to five dwellings.
 - Position of terraces slightly closer to Coates Lane, plus bigger front gardens and reduced grass verge.
 - Position of terraces slightly closer to Tancred Road and Green Space to east to enlarged through omission of garages/FOG.
 - Landscape areas to rear courtyard reduced.
 - Additional parking to rear courtyard (increased from 16 to 20 spaces)
- 5.17. The approved scheme can be seen below:



- 5.18. The current amended scheme now proposes two blocks of five units in three storey form. Parking remains to the rear. A separation gap remains at 3m between the two blocks and a footway providing access to the rear.
- 5.19. As detailed above, the scale and mass of the built form has increased slightly, but will not have a significant impact. The scheme still makes a positive impact on the character of the area, transitioning between the new development and the lower density dwellings to the west.
- 5.20. The design of the frontage blocks have Regency elevations with Victorian sash style windows, wide front doors and simple canopy porches which take into account the new development adjacent to the east. The end unit, adjacent to Tancred Road has been stepped down and turns the corner to consider the development to the west.
- 5.21. There is a separation gap of 6.5m from the side elevation of plot 10 with the boundary of Tancred Road. The height of the proposed units to the front are 10.5m high, which is 0.5m lower than Park View Crescent. The proposed units are higher than the existing dwellings on Tancred Road, however no harm is considered to result given the separation distances.
- 5.22. The amended scheme improves natural surveillance of the parking to the rear. This is due to the balconies at first floor level on the rear elevation of plots 2, 3, 4, 7, 8 and 9. In addition the vehicular access will be gated as will the pedestrian accesses from Coates Lane.
- 5.23. The scheme now allows for the existing tree belt, protected by a Tree Preservation Order, to be retained and safeguarded. This will be achieved by the completion of a Section 106 Agreement ensuring this area is managed and maintained in perpetuity. Planting to the east, south and west of the site is being retained and reinforced and a number of mature trees are shown to the site frontage.
- 5.24. This area will not be publically accessible.

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)

- 5.25. The proposed development will not have a negative impact on the existing occupiers to the east of the site. This is due to the existing tree belt and separation distance of 15m.
- 5.26. There is a separation gap of 22m between plot 10 and number 27 Coates Lane. There is not considered to be a negative impact and complies with the guidance within the Residential Design Guide.
- 5.27. The main impact is on the occupiers of 1 Tancred Road. The two terraced blocks are sited 22m from the rear boundary of the site. The Residential Design Guide recommends a window to window distance of 25m. Whilst the distance is 3m short, the impact is not considered to be so harmful to justify a refusal given the screening on the boundary and levels; No. 1 Tancred Road is at a higher level.
- 5.28. Concern is also raised regarding increased noise and disturbance to the occupiers of No. 1 Tancred Road given that the layout results in parking areas and access adjacent to the side boundary. This area will be more intensively used due to vehicular movements. However, this impact will be reduced as a result of increased landscaping on the southern boundary, 2.1m acoustic fencing and due to the change in land levels. This remains the same as the approved scheme for nine units. It is not considered that the additional unit will have a significant additional impact.
- 5.29. In relation to the amenity of future occupiers, the units fronting Coates Lane have garden depths of 8m and dual aspect accommodation has been designed. A condition is also requested requiring details of sound insulation to ensure that the future occupiers are protected from traffic noise.

Flooding and drainage

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

DSA: DM17 (Planning for flood risk management)

New Local Plan (Submission Version): DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 5.30. The site is located within Flood Zone 1. Development is therefore considered appropriate and a Flood Risk Assessment is not required given that the site area is less than 1ha and is for the development type i.e. residential.
- 5.31. Consideration does however need to be made to surface water drainage. The site lies in an area of low risk (meaning there is between 0.1% and 1% chance of flooding in a given year). The groundwater level is between 0.5m and 5m from the ground surface.
- 5.32. The proposed development will increase the impermeable area of the site and therefore increase the rate and volume of surface water runoff generated from the site. To manage the additional surface water runoff it has been proposed to infiltrate via soakaways and permeable paving. Infiltration rate testing was completed in March 2019 (Soil Infiltration Test, SAC19-194, March 2019, Stuart Cooke Geotechnical Consultant); an infiltration rate of 2.2×10^{-4} m/s was derived, demonstrating that infiltration is a viable method of surface water disposal.
- 5.33. Concerns do however remain regarding the use of soakaways and it is suggested that the surface water runoff generated by the proposed dwellings is directed into the

permeable paving. To account for the additional runoff the permeable paving may have to be made deeper; which this may overcome my concern regarding the depth of the paving. Discharging directly into the permeable paving will also reduce the burden of maintenance for the surface water drainage scheme.

- 5.34. Further details are therefore required. However, a pre-commencement condition is recommended which has been agreed with the applicant.

Landscape Issues

CSDPD: CS17 (Environmental assets)

DSA: DM12 (Green space), New Local Plan (Submission Version): DM34 (Delivering Green Infrastructure and Biodiversity in Development)

- 5.35. The tree belt, to the east of the site, is covered by a TPO. This area of the site is also protected as Green Space, known as Harrisons Tree Belt.
- 5.36. The scheme allows for the existing tree belt, to be retained and safeguarded. This will be achieved by the completion of a Section 106 Agreement ensuring this area is managed and maintained. Planting to the east, south and west of the site is being retained and reinforced and a number of mature trees are shown to the site frontage.
- 5.37. This area will not be publically accessible.
- 5.38. A pre-commencement condition is required to request further details on the Arboriculture Method Statement. In particular details are required regarding the path through the open space and parking spaces adjacent. The applicant has agreed to this pre-commencement condition.

Ecology

CSDPD: CS17 (Environmental assets)

DSA: DM13 (Conservation and enhancement of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in development)

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

- 5.39. An ecology report was submitted with the application. The Council's ecological officer has advised that the report gives sufficient information about how bats are using the buildings to demonstrate that the loss of their roosts can be relatively easily be mitigated and compensated within the proposed scheme. Therefore officers are confident that given a set of good quality mitigation and compensation measures, it will be possible for Natural England to grant a licence.
- 5.40. There will also be some loss of foraging habitat for bats and habitat for other species such as birds or hedgehogs this can be dealt with through a mitigation and compensation plan.
- 5.41. Lighting could also be problematic for wildlife, but this can also be dealt with by condition.
- 5.42. No objections are therefore required subject to conditions.

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)

- 5.43. 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)

5.44. The site is located within CIL charging zone A.

Weighing and balancing of issues – overall assessment

5.45. 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.

5.46. 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

5.47. As set out above it is considered that the proposed development would accord with the development plan policies in relation to character of the area, impact on trees, amenity space and highway access.

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 the following matters:

01 Management and Maintenance of the TPO Tree Belt

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 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 17 COA SL01; 17 COA PE09/D; 17 COA PE10/D; 17 COA PE11/d; 17 COA SS02/D; photos; 17 COA and SP05/E 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 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).
- 4 Prior to the occupation of the development hereby approved, a scheme showing the bin and cycle store shall be submitted to and approved in writing. Thereafter the approved scheme shall be provided prior to occupation and thereafter retained in perpetuity.
Reason: To safeguard the amenity provision of future occupiers.
- 5 Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of the proposed windows 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.
- 6 Prior to the occupation of the development hereby approved, details of all external lighting, screen and boundary walls, fences and any other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. For clarification such details shall include an acoustic fence on the southern boundary; the vehicular entrance and pedestrian gates. 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.
- 7 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order), no development falling within Classes A, B, C, D, E, F, G and H of Part 1 of Schedule 2 shall be carried out without the prior, express planning permission of the Local Planning Authority.
Reason: In order that the Local Planning Authority can properly consider the effect of any future proposals on the character and amenity of the locality.
- 8 Notwithstanding the landscaping details submitted, a detailed landscaping scheme shall be submitted to and approved in writing by the LPA prior to the first occupation of the development. The development shall be implemented in accordance with the approved details unless otherwise first agreed in writing with the LPA.
Reason: To ensure a satisfactory of landscaping
- 9 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.

- 10 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, including surfaces, shall be submitted to and approved in writing by the Local Planning Authority before any finished surfacing works are undertaken. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason: To secure a satisfactory external appearance.
- 11 Protective fencing and/or other protective measures shall be erected around each tree and hedge to be retained in accordance with a scheme which must first be submitted to and approved in writing by the Local Planning Authority (i.e. an Arboricultural Method Statement and Tree Protection Plan to British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations) before any site clearance works or development commence, and before any machinery or equipment has been allowed on site.
The scheme shall show the type, height and position of protective fencing to be erected around each tree(s) or hedge to be retained. Unless otherwise agreed in writing by the Local Planning Authority this shall be in accordance with clause 6.2 “Barriers and ground protection” of the British Standard 5837:2012.
The area surrounding each tree/hedge within the approved protective fencing shall remain undisturbed during the course of the works, and in these areas:
1. there shall be no changes in ground levels,
 2. no materials or plant shall be stored,
 3. no buildings or temporary buildings shall be erected or stationed,
 4. no materials or waste shall be burnt; and,
 5. no drain runs, trenches or other excavation shall be dug or otherwise created, without the prior written approval of the Local Planning Authority.
- Reason: To ensure trees and hedges to be retained are adequately protected from damage during the execution of the works hereby permitted, in the interests of visual amenity.
- 12 No other part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approved drawing and constructed in accordance with Buckinghamshire County Council's guide note "Private Vehicular Access Within Highway Limits" 2013.
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
- 13 The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.
Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.
- 14 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; including but not limited to rain gardens and bio-retention areas
 - Investigation of utilising permeable paving only
 - Full construction details of all SuDS and drainage components including the depth of proposed permeable paving to ensure that it will drain into the Chalk
 - 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.
- Accounting for the reduction in efficiency due to the distance between soakaways (if permeable paving only option is not proceeded with)
- 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.

- 15 No works (other than demolition) shall begin until a "whole-life" maintenance plan for the site has been submitted to and approved in writing by the Local Planning Authority. The plan shall set out how and when to maintain the full drainage system (e.g. a maintenance schedule for each drainage/SuDS component) during and following construction, with details of who is to be responsible for carrying out the maintenance. The plan shall subsequently be implemented in accordance with the approved details.

Reason: 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.

- 16 Prior to the first occupation of the development, a demonstration (such as as-built drawings and/or photographic evidence) of the as-built surface water drainage scheme carried out by a suitably qualified person must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason: The reason for this pre-occupation condition is to ensure the Sustainable Drainage System has been constructed as per the approved is designed to the technical standards

- 17 A scheme to protect the proposed development from traffic noise from Coates Lane and Tancred Road 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 BS8233:2014 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

- 18 A scheme to mitigate and compensation for the loss of bat roosts and other features of ecological value on the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any development on the site.

All works shall then proceed in accordance with the approved scheme and be retained for the life of the development, any amendments must be agreed in writing.

Reason: To ensure that the development maximises biodiversity in line with policy DM14.

- 19 Prior to occupation, a "lighting design strategy for biodiversity" and especially bats, shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for bats and other species which might be affected and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) and controlled with regards to timing, so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: Many species active at night are sensitive to light pollution. The introduction of artificial light might mean such species are disturbed and/or discouraged from using their breeding and resting places, established movement corridors or foraging areas. Such disturbance can constitute an offence under relevant wildlife legislation. Limiting negative impacts of light pollution is also in line with paragraph 180 of the NPPF.

- 20 A revised Arboricultural Method Statement (AMS) including a Tree Protection Plan (TPP) in accordance with the British Standard 5837:2005 Trees in relation to construction - Recommendations shall be submitted to and approved in writing by the Local Planning Authority before any development or other site clearance works take place.

The AMS shall include:

- a) Detailed plans showing location of the protective fencing including any additional ground protection whether temporary or permanent;
- b) Details as to the location of proposed and existing services and utilities including drainage, where these are close to Root Protection Areas (RPAs);
- c) Details as to the method, specification and materials to be used for any "no dig" surfacing, and; (and the area within the development to which it applies).
- d) All phases and timing of the project in relation to arboricultural matters and details of supervision by a qualified arboriculturist.
- e) Details of the construction details for the paths and parking spaces within and adjacent to the open space.

Unless otherwise first agreed in writing by the Local Planning Authority, the development shall thereafter be carried out strictly in accordance with the AMS.

It should be noted that this condition will not be fully discharged until Arb site supervision details including dates and notes during the all critical phases with evidence that development is in accordance with the AMS.

Reason: To ensure the satisfactory protection of retained trees in the interests of visual amenity.

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 amended plans were sought during the course of the application to overcome concerns related to secured by design; impact on the TPO trees; open space, surface water drainage and parking provision. In addition a viability assessment was carried out in relation to the provision of affordable housing. Following resolution of this issue, the application progressed.

The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

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 The applicant is advised that a licence 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 period of 28 days must be allowed for the issuing of the licence, please contact Transport for Buckinghamshire at the following address for information.

Transport for Buckinghamshire (Streetworks)
10th Floor, New County Offices
Walton Street, Aylesbury,
Buckinghamshire
HP20 1UY
01296 382416

4 You are advised that Planning Obligations have been entered into in connection with this permission.

5 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.

6 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.

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

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

Agenda Item 5. Appendix A

18/08206/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Maz Hussain

Request that the application is heard at committee due to highway safety concerns and local objection.

Parish/Town Council Comments/Internal and External Consultees

High Wycombe Town. Disraeli Ward

Crime Prevention Design Advisor

Final Comment: No objection subject to a condition requiring further detail on the gates / boundary treatments.

County Highway Authority

Comments: Having reviewed the amended plans I can confirm that the sub-standard parallel parking bays originally proposed within the highway have been removed. I note that the parking bays in the main parking area have been reduced in size to measure 2.5m x 5.0m, which falls short of Buckinghamshire Countywide Parking Guidance. However, whilst this is not ideal I recognise that in this instance it is more beneficial for all the required parking provision to be accommodated within the site curtilage and as such, I am not in a position to justify this as a reason for refusal of the application.

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

Arboriculture Spatial Planning

Comments: Arb comments note Arb report but no tree plans so unable to give any meaningful comments referring to the location site plan 17 COA SP05 Rev D bin store within rooting area of silver birches and also the footpath leading from the parking area through the tree to Coates Lane. No dig proposed for parking bays 13-20 further information required. This can be dealt with via condition.

Ecological Officer

Final comments: The submitted report gives sufficient information about how bats are using the buildings to demonstrate that the loss of their roosts can be relatively easily be mitigated and compensated within the proposed scheme. Therefore I am confident that given a set of good quality mitigation and compensation measures, it will be possible for Natural England to grant a licence.

There will also be some loss of foraging habitat for bats and habitat for other species such as birds or hedgehogs this can be dealt with through a mitigation and compensation plan.

Lighting could also be problematic for wildlife, but this can also be dealt with by condition.

No objection subject to conditions.

Buckinghamshire County Council (Major SuDS)

Final Comment: No objection subject to condition.

Control of Pollution Environmental Health

Comments: No objection subject to conditions relating to sound insulation and electric vehicle charging points.

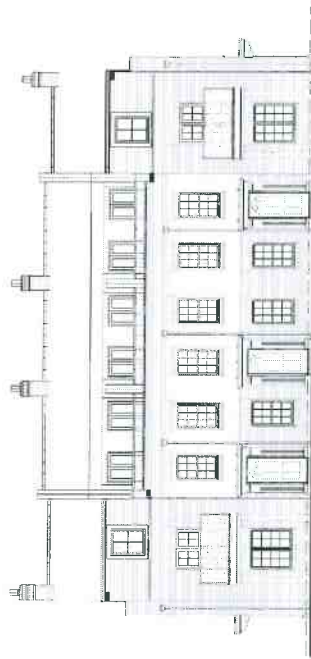
Representations

10 letters of objection received:-

- Location of bin store not known, will result in noise and disturbance.
- The acoustic fencing is not a legitimate solution to car park nuisance.
- A public area adjacent to neighbouring properties is not appropriate.
- Car park is out of keeping with the existing layout of parking within Coates Lane
- The building line is not in keeping with the existing character.
- Bollards should be installed to prevent pavement parking.
- Concerned regarding anti-social behaviour within car park.
- Adverse impact on wildlife.
- Overdevelopment of the site.
- Parking problems already due to the playground on Hughenden Park.
- Side elevations are not attractive.
- Loss of privacy.
- Design out of keeping with the area.
- Additional parking and highway problems will occur.
- Overlooking due to change in ground levels.

18/08206/FUL
Scale 1/2500

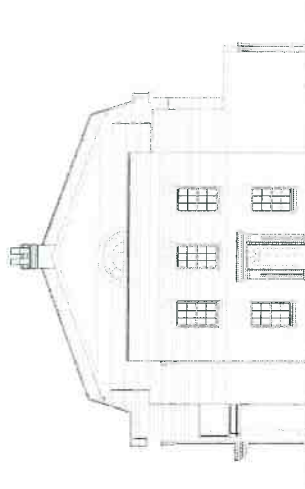




BLOCK 1 (EASTERN)
BLOCK 2 (WESTERN)

PLOT 1 PLOT 2 PLOT 3 PLOT 4 PLOT 5
PLOT 6 PLOT 7 PLOT 8 PLOT 9 PLOT 10

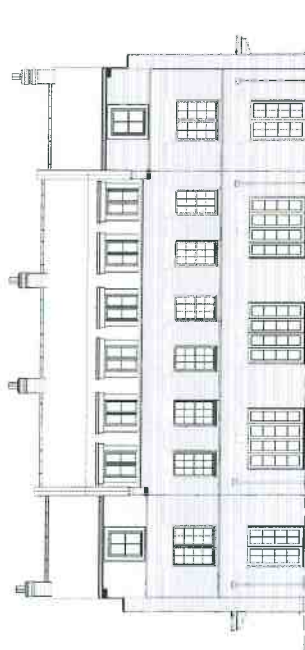
FRONT ELEVATION



BLOCK 1 (EASTERN)
BLOCK 2 (WESTERN)

PLOT 5
PLOT 10

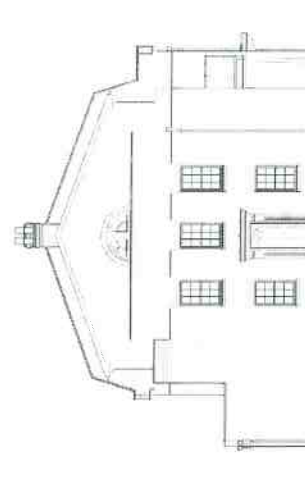
RHS FLANK ELEVATION



BLOCK 1 (EASTERN)
BLOCK 2 (WESTERN)

PLOT 4 PLOT 5 PLOT 6 PLOT 7 PLOT 8 PLOT 9 PLOT 10
PLOT 1 PLOT 2 PLOT 3 PLOT 4 PLOT 5 PLOT 6 PLOT 7 PLOT 8 PLOT 9 PLOT 10

REAR ELEVATION



BLOCK 1 (EASTERN)
BLOCK 2 (WESTERN)

PLOT 1
PLOT 6

LHS FLANK ELEVATION



Scale - 1:100@A1

External Materials
 Roofs : Slates at 20° pitch
 : 72.5° pitch Mansard element
 Walls : Selected multi-lead stock facing brick
 Facade : High performance timber or powder coated thermal aluminium colour to be selected
 : in keeping in dark grey
 Balustrade : Powder coated aluminium
 : ironwork frame

1	DATE	17/03/2017
2	DESCRIPTION	ARCHITECTURAL ELEVATIONS
3	BY	DP ARCHITECTS
4	CHKD	DP ARCHITECTS



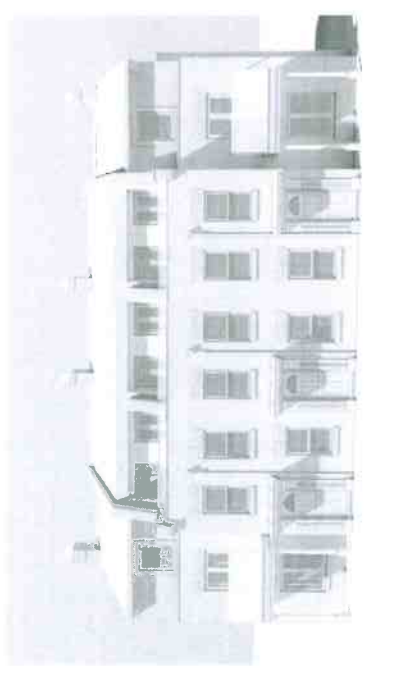
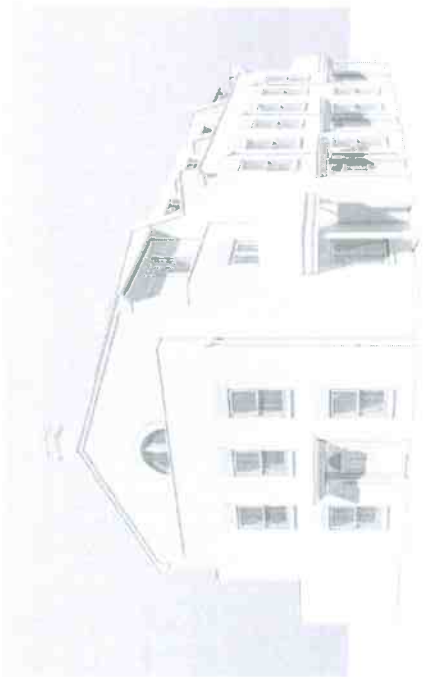
LEYWOOD DEVELOPMENT LTD.

21 - 25 COATES LANE
HIGH WYCOMBE
HP13 3EY

PROPOSED UNITS 1 - 10
ELEVATIONS

Drawn	DP ARCHITECTS
Checked	DP ARCHITECTS
Scale	1:100 @ A1
Project	17 COA PE10
Disc	D

PLANNING



- External Materials**
- Roofs**
 - Slates at 20° pitch
 - 72.5° pitch Mansard element
 - Walls**
 - Selected multi-red stock facing brick
 - Fenestration**
 - High performance timber or powder coated thermal aluminium colour to be selected
 - Glass balustrading in dark grey ironwork frames.
 - Balustrade**

1	12/11/16	Final Comprehensive sub-contract
2	20/11/16	Final sub-contract
3	12/11/16	CHINA & RIBBAFFA FOR JOINING OFFERS 2016/16/16
4	12/11/17	BRICK HEADERS
No	2016	Revised Notes

dp architects
 design planning architecture

RIBBAFFA
 RIBA AFFILIATE

LEYWOOD DEVELOPMENT LTD.

Client
 LEYWOOD DEVELOPMENT LTD.

Project
 21 - 25 COATES LANE
 HIGH WYCOMBE
 HP13 3EY

Drawing
 PROPOSED UNITS 1 -10
 3D VIEWS

Scale	Drawn	Checked	Rev'd
NIS	CHJF		D
Date	30/11/17		
Discipline	PLANNING		

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Agenda Item 6.

Contact: Sarah Nicholson DDI No. 01494 421514

App No : 19/05968/FUL App Type : FUL

Application for : Demolition of the existing dwelling and associated garage and the construction of 2 x 4 bed semi-detached dwellings with a new access onto Moyleen Rise

At 178 West Street, Marlow, Buckinghamshire, SL7 2BU

Date Received : 17/04/19 Applicant : Rosebush Developments UK Ltd

Target date for decision: 12/06/19

1. **Summary**

- 1.1. Permission is sought for the demolition of the existing dwelling and garage and the erection of a pair of semi-detached houses.
- 1.2. Replacement and additional dwellings are considered to be acceptable within an existing residential. Furthermore the proposals are considered to be acceptable in terms of details and rise no issues with regards to their impact on the character and appearance of the area, residential amenity, environmental issues and highways and parking issues.
- 1.3. The application is recommend for approval in line with adopted development plan policy.

2. **The Application**

- 2.1. Permission is sought for the demolition of the existing dwelling and associated garage and the construction of 2 x 4 bed semi-detached dwellings with a new access onto Moyleen Rise.
- 2.2. This application follows the granting of outline permission in April 2016 for the demolition of the existing dwelling and the erection of 3 and 4 bedroom semi-detached houses (ref. 15/00831/OUT). A reserved matters application (ref.16/07373/REM) was subsequently approved in November 2016. With a further application for non-material minor amendments approved in the same month (ref. 16/07779/MINAMD).
- 2.3. This latest application seeks the following main changes to the approved scheme:
 - The retention of the existing access to the South Eastern boundary and the provision of one additional parking space.
 - The addition of a bedroom and en suite in the roof space of the right hand plot.
 - The removal of the basement to the left hand side plot.
 - The addition of a single storey glazed structure providing additional ground floor accommodation for both plots.
- 2.4. As a result of the changes the previously approved 3 bedroom dwelling would become a 4 bedroom dwelling.
- 2.5. The application is accompanied by:
 - a) Design and Access Statement
 - b) Drainage Details including SuDS
 - c) Ecology Wildlife Checklist

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 application was acceptable as submitted and no further assistance was required.

4. Relevant Planning History

- 4.1. M/118/68 Outline application for erection of bungalow and garage. Approved.
- 4.2. M15/69 Detailed application for erection of bungalow
- 4.3. 15/08531/OUT - demolition of existing dwelling & associated garage and erection of 1 x 3 bedroom & 1 x 4 bedroom semi-detached dwellings. Approved
- 4.4. 16/07373/REM - Submission of details of appearance and landscaping for the demolition of existing dwelling & associated garage and erection of 1 x 3 bedroom & 1 x 4 bedroom semi-detached dwellings pursuant to outline planning permission 15/08531/OUT. Approved
- 4.5. 16/07779/MINAMD - Proposed non-material amendment to permission for outline application for demolition of the existing dwelling & associated garage and erection of 1 x3 bedroom & 1 x 4 bedroom semi-detached dwellings (with details of access, layout and scale only) granted under 15/08531/OUT. Approved

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),

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

- 5.1. The principle of the redevelopment of this site with a pair of semi-detached dwellings has already been established by the granting of the previous permission. The progression of the Council's new local plan and the introduction of the revised NPPF makes no significant difference to the policy background applicable in this case, which would justify the Council coming to a different in principle decision.
- 5.2. This report will therefore concentrate on the proposed amendments to the approved scheme.

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)

- 5.3. The main access to the new dwellings would be from Moyleen Rise as previously approved. The County Highway Authority (CHA) requirement for visibility splays of 2.4m x 25m has been met, in line with previous comments. No objection is raised to the retention of the existing access via West Street in addition to a newly proposed access via Moyleen Rise. The existing access would only serve one parking space

for an individual dwelling, which would not result in an intensification in use of this access, given the existing situation on site which sees the existing bungalow accessed from this direction.

- 5.4. A total of six parking spaces have been proposed to serve the site, three for each dwelling. A proposed parking area served by a new access via Moyleen Rise would accommodate five spaces, in addition to a single parking space positioned to the west of the site, would be served via the existing access.
- 5.5. This provision is in accordance with Buckinghamshire Countywide Parking Standards for this quantum of development. Whilst the dimensions of the three parking spaces positioned to the south-east of the site fall slightly short of the required standards, the CHA is satisfied that they are usable and there is adequate manoeuvring space for vehicles to turn and egress in a forward gear. Moreover, this situation has already been accepted under the previously approved scheme.

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)

Housing intensification SPD

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

- 5.6. The location of the proposed dwellings on the plot is unchanged from that already approved. Similarly the overall scale and design of the dwellings has not been changed.
- 5.7. The footprint is shown to be amended with the addition of single storey glazed elements to both dwellings. The extension for the right hand unit would be located to the rear of the property. While it and the newly proposed rear parking space would both cut into the property's external amenity area, sufficient space remains to serve the needs of the property.
- 5.8. The single storey element to the left hand unit replaces the previously proposed basement and sunken patio. While it would bring the building closer to the boundary with the properties that front on to West Street, the proposal will not look cramped within the plot or impact the retained trees to the south.
- 5.9. The proposed dwellings are shown to be level with each other set at about the natural ground level when measured at the side of the existing raised patio to the front of the existing dwelling. The level changes on the site and the relative setting of the proposed building should not raise any undue concern, but it is still considered prudent to require details to be submitted.
- 5.10. The introduction of accommodation in the roof space of the right hand unit is considered acceptable. It adds no additional height or bulk to the building and has no impact on the overall design concept which remains as previously approved. Externally, the only change would be the insertion of a small front facing window in the gable and two small roof lights in the flank roof slope.
- 5.11. In terms of scale the dwellings are commensurate with the scale of neighbouring properties which are on this side of the street and it is considered that the site can accommodate a pair of attached dwellings of this size and scale. However the building proposed is considered to be on the cusp of what is acceptable so it is considered appropriate to remove permitted development rights in respect of extensions, porches, alterations to the roof and outbuildings. It will also be necessary to condition materials to ensure quality and some reference to the wide range of existing material in the locality.

- 5.12. As previously approved the proposed layout shows the loss of a number of trees within the site. These are all smallish garden trees none of which are considered to contribute to the amenities of the wider area.
- 5.13. The landscaping details submitted include replacement tree planting and provide for a reasonable setting of the building with room for planting beds to be provided between the dwellings and the front driveway. Boundary treatments are either to remain as existing or to be 1.8m close board fencing which is similarly considered to be reflective of existing development in the area. The landscaping proposals are therefore considered to be acceptable subject to them being implemented, which can be covered 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 (Submission Version): DM35 (Placemaking and Design Quality), DM40 (Internal space standards)

- 5.14. The proposed dwellings will have no significant direct impact on the amenities of neighbouring properties in terms of loss of light or overbearing impact due to the distances that will remain between them, adjoining neighbours and neighbours situated on the opposite side of Moyleen Rise.
- 5.15. The new single storey element to the right hand unit will overlook the properties own rear amenity area. That to the left hand unit will face towards the properties that front onto West Street. However, given that it is single storey and the separation distance involved, even with the potential level differences no undue loss of privacy should result.
- 5.16. The newly proposed roof lights to the fourth bedroom in the right hand unit will not give rise to any overlooking as it is proposed to repeat previous conditions requiring all openings in the flank elevations at first floor or above to be obscurely glazed and fixed shut above 1.7m above internal floor level. This improves upon existing privacy levels as currently the bungalow has first floor windows which face directly towards and look out onto the rear of the properties in West Street and towards No1. Moyleen Rise.
- 5.17. The newly proposed front facing gable end window will have a similar view to other front facing windows, raising no significant additional concerns.
- 5.18. The proposal will provide a good level of accommodation and amenity for future occupiers of the development.

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. The accompanying drainage calculations indicates that surface water drainage will be to a soakaway. Foul sewage will be to the mains sewer.

Ecology

CSDPD: CS17 (Environmental assets)

DSA: DM13 (Conservation and enhancement of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in development)

New Local Plan (Submission Version): DM34 (Delivering Green Infrastructure and

Biodiversity in Development)

5.20. The proposal raises no issues with regards to ecology.

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.

5.22. The proposal has been designed to provide 15% of renewable on site in the form of solar collectors supplementing the hot water storage and heating. These would be located on the South West facing roof. This is welcomed.

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)

5.23. The development is a type of development where CIL would be chargeable. This will be calculated separately.

5.24. 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

5.25. 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 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 15-040-30; 15-040-31; 1346/1; RL19253-DR-01 A; RL19253-DR-02 A; and RL19253-DR-03 A; unless the Local Planning Authority otherwise first agrees in writing.

Reason: In the interest of proper planning and to ensure a satisfactory development of the site.

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

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

- 4 Notwithstanding the provisions of Part 2 of the Second Schedule to the Town and Country Planning General Permitted Development Order 1995 (or any Order revoking or re-enacting that Order) no gates shall be erected along the site frontage.

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

- 5 No other part of the development shall be occupied until the visibility splays shown on the approved drawings 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.

- 6 The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

- 7 Unless otherwise first agreed in writing by the Local Planning Authority there shall be no building-up or increase of the existing ground levels on the site.

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

- 8 The finished floor level of the development shall accord with the approved details on drawing 15-040-30 or shall accord with any alternative details that are submitted to and approved in writing by the Local Planning Authority.

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

- 9 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.

- 10 Unless otherwise agreed in writing by the Local Planning Authority, the flint work shall be constructed in the following manner:

a) The flint work shall be laid on site, not constructed of pre-made blocks

- b) The flints shall be laid in a lime mortar mix with slightly recessed pointing, the joints brushed, rubbed or bagged prior to hardening off to avoid a smooth finish
- c) The flints shall be random coursed and tightly packed to avoid excessive mortar proportions

Reason: In the interests of reinforcing the local character of the Area of Outstanding Natural

Beauty through the use of traditional building techniques.

- 11 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.
- 12 With the exception of any pruning, tree surgery or felling specifically shown in an approved tree report or landscaping scheme, no trees, shrub or hedge shall be pruned, 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.
- 13 Notwithstanding any other details shown on the plans hereby approved, the window(s) and any other glazing to be inserted in the flank elevations at first floor level or above of the dwelling adjacent to 1 Moyleen Rise shall, up to a minimum height of 1.7 metres above finished floor level, be fixed shut (without any opening mechanism) and glazed in obscure glass. The window(s) shall thereafter be retained as such.
Reason: In the interests of the amenity of neighbouring properties.
- 14 Notwithstanding any indication otherwise given on the plans hereby permitted, any roof lights inserted in the dwellings hereby approved shall have a minimum internal cill height of 1.7 metres above finished floor level. The window(s) shall thereafter be retained as such.
Reason: In the interests of the amenity of neighbouring properties.
- 15 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order), no development falling within Classes A, B C D and E of Part 1 of Schedule 2 shall be carried out without the prior, express planning permission of the Local Planning Authority.
Reason: In order that the Local Planning Authority can properly consider the effect of any future proposals on the character and amenity of the locality.
- 16 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 application was acceptable as submitted and no further assistance was required.
- 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 The applicant is advised that a licence 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 period of 28 days must be allowed for the issuing of the licence, please contact the Area Manager at the following address for information or apply online via Buckinghamshire County Council's website at <https://www.buckscc.gov.uk/services/transport-and-roads/licences-and-permits/apply-for-a-dropped-kerb/>

Transport for Buckinghamshire (Streetworks)
10th Floor, New County Offices
Walton Street, Aylesbury,
Buckinghamshire
HP20 1UY
01296 382416
- 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

19/05968/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Collingwood

Comments: I would like to formally object to this application on the same grounds as specified by Marlow Town Council.

In addition the bulk scale and mass will dominate the street scene and the neighbours in West Street. The access off Moyleen Rise is on a blind corner so will to be reviewed by Highways.

Therefore for the planning reasons I and Marlow Town Council have set out this application should be refused.

If minded to approve please take this to committee and have a site visit so the committee can understand the impact this application.

Parish/Town Council Comments/Internal and External Consultees

Marlow Town Council

Comments: Objection, unneighbourly and over development.

Control of Pollution Environmental Health

Comments: No objection

County Highway Authority

Comments: A similar scheme has previously been permitted under application number 15/00831/OUT to which the Highway Authority did not object. This application seeks planning consent for the erection of 2(no) 4-bed semi-detached dwellings.

I note that the existing access via West Street would be retained in addition to a newly proposed access via Moyleen Rise. Given that the existing access would only serve 1(no) parking space for an individual dwelling, I would not regard this arrangement to result in an intensification in use of this access when considering the existing situation on site. I am satisfied that adequate visibility splays of 2.4m x 25m have been provided for the proposed access onto Moyleen Rise, in line with previous comments.

A total of 6(no) parking spaces have been proposed to serve the site, 3(no) for each dwelling. A proposed parking area served by a new access via Moyleen Rise would accommodate 5(no) spaces in addition to a single parking space positioned to the west of the site, served via the existing access. I am satisfied that the provision proposed is in accordance with Buckinghamshire Countywide Parking Standards for this quantum of development. Whilst I note that the dimensions of the 3(no) parking spaces positioned to the south-east of the site fall slightly short of the required standards, I am satisfied that they are usable and there is adequate manoeuvring space for vehicles to turn and egress in a forward gear.

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

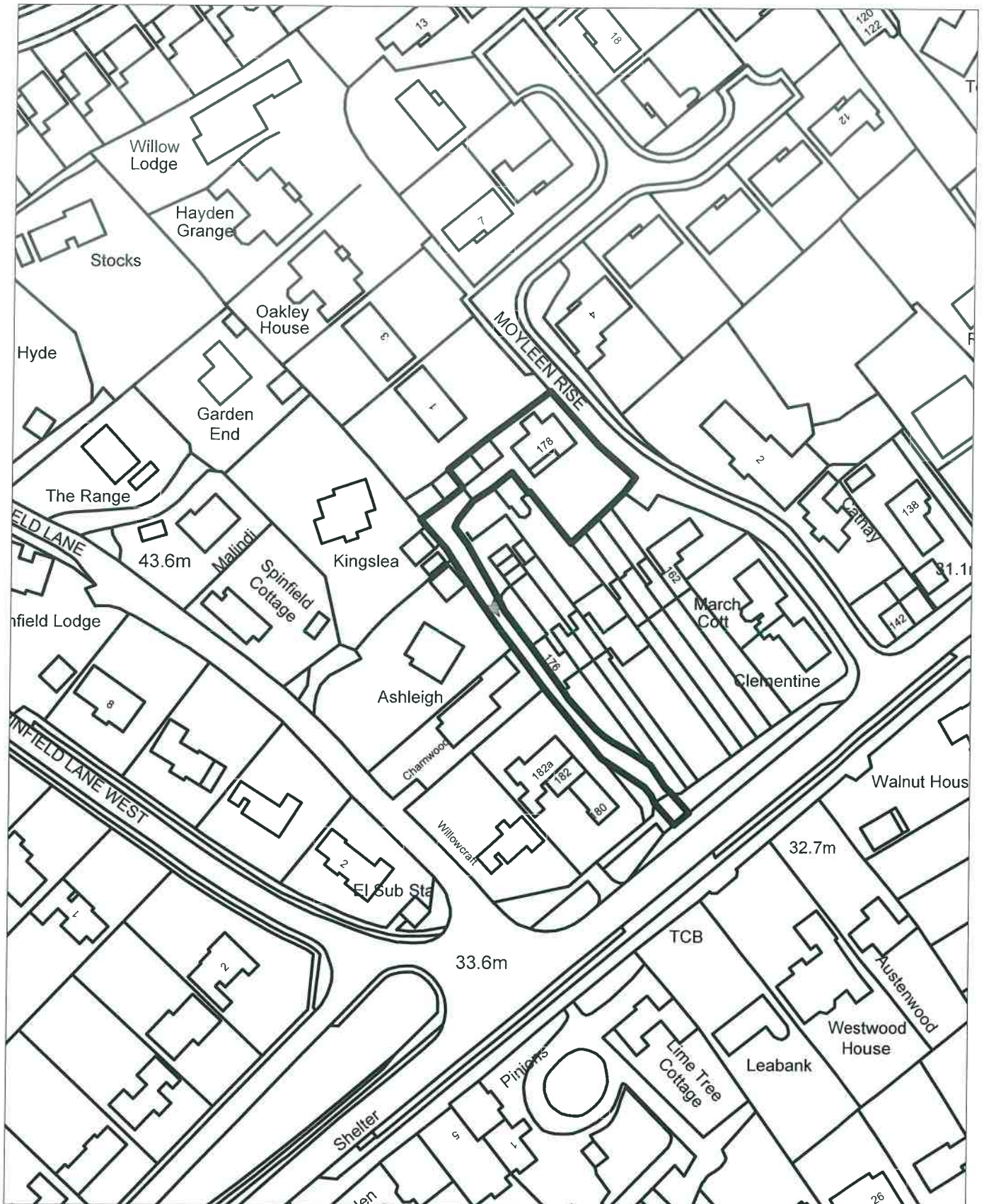
Representations

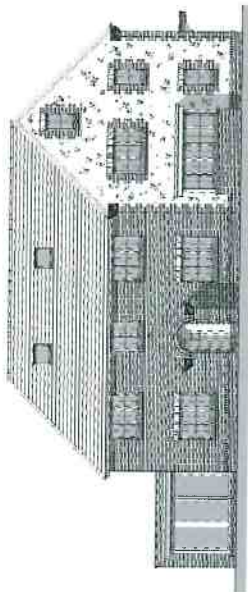
5 comments have been received objecting to the proposal on the following grounds:

- Over-development of the site.
- Out of keeping with established character of the area.
- Amenity areas too small.
- Car parking will be too dominant in street scene of Moyleen Rise.
- Will exacerbate the already severe parking and access problems in Moyleen Rise.
- Loss of privacy for neighbouring properties.

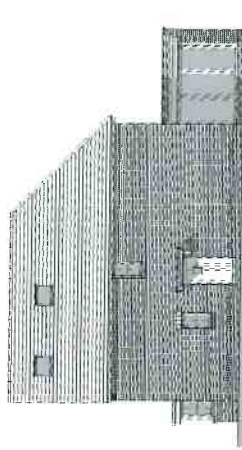
19/05968/FUL

Scale 1/1250

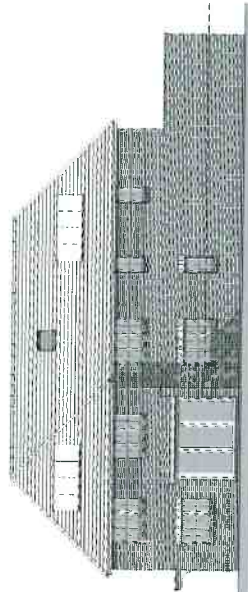




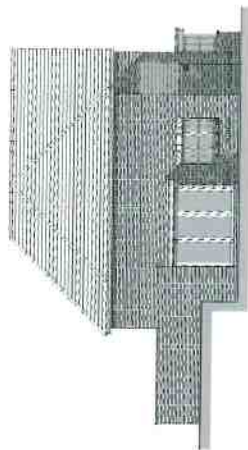
Front (NE) Elevation



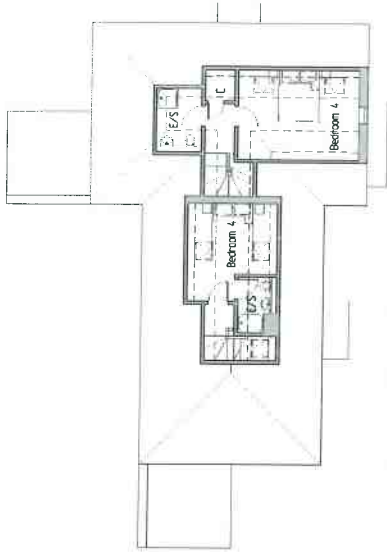
Side (NW) Elevation



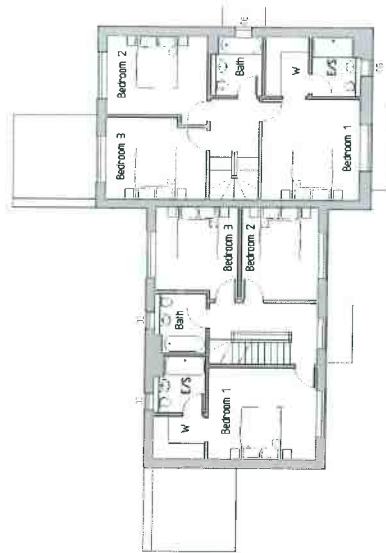
Rear (SW) Elevation



Side (SE) Elevation



Second Floor Plan

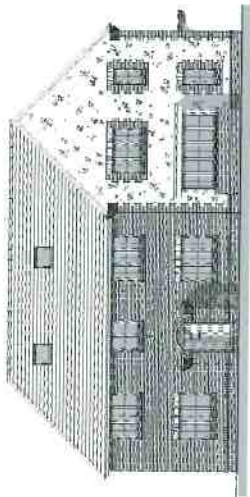


First Floor Plan



Ground Floor Plan

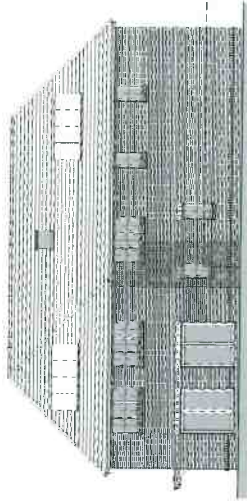
PROPOSED REDEVELOPMENT OF 178 WEST STREET MARLOW BUCKS SL7 2BU		For : ROSEBUSH DEVELOPMENTS UK LTD	
SCHEME PROPOSALS Plans & Elevations		SCALE: 1 : 100	DATE: April 2019
		REF: 15-040-31	
BOWEN EVANS CONSULTANCY ARCHITECTS - PLANNERS 178 WEST STREET MARLOW, BUCKS SL7 2BU TEL: 01295 487177			



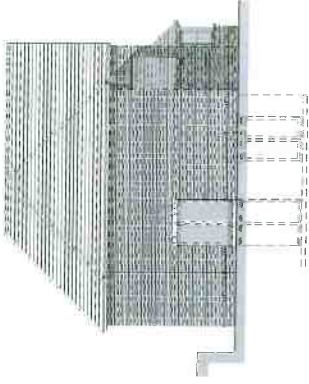
Front (NE) Elevation



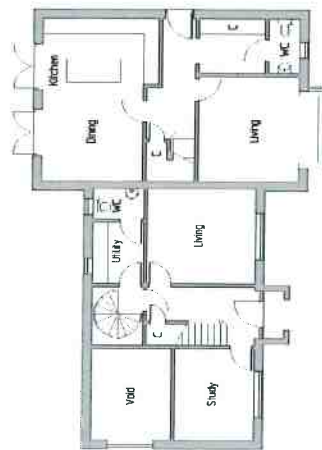
Side (NW) Elevation



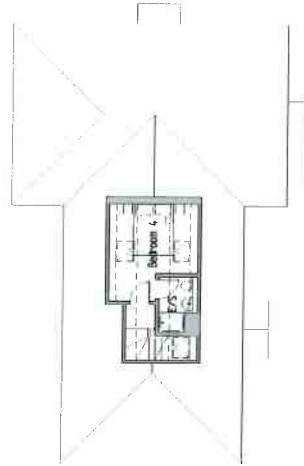
Rear (SW) Elevation



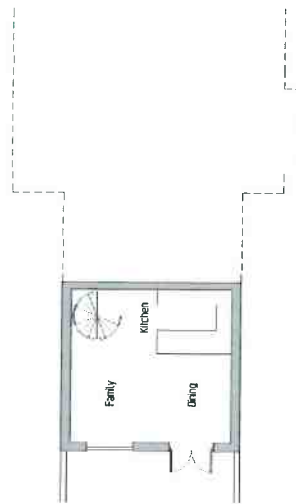
Side (SE) Elevation



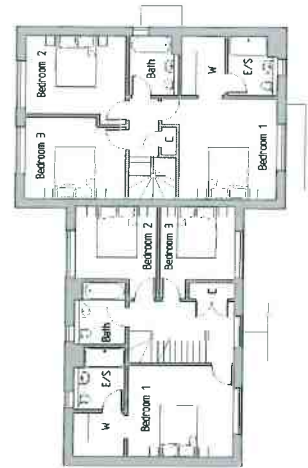
Ground Floor Plan



Second Floor Plan



Lower Ground Floor Plan



First Floor Plan

**PREVIOUSLY APPROVED PLANS
16/07373/REM**

PROPOSED REDEVELOPMENT OF 178 WEST STREET, MARLOW BUCKS SL7 2BU	
For:	Mr & Mrs FORRESTER
SCHEME PROPOSALS Plans & Elevations	
SCALE:	DATE: REF:
1:100	Aug 2016 15-040-21A
BOWEN EVANS CONSULTANCY ARCHITECTS - PLANNERS 45A-47A HIGH STREET MARLOW, BUCKS SL7 2BU TEL: 01849 49717	

Agenda Item 7.

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 decision: 11/05/18

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 TFEF 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.

Agenda Item 87. Appendix A

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 decision: 11/05/18



1. Summary

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

2. The Application

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

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

2.5. The application is accompanied by:

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

Statement of Community Involvement

2.6. The applicant has carried out a community consultation exercise, which included a press release, mail drop to nearby residents and a public exhibition, staffed by the developer team, held at Morrison's. Full details of the public consultation exercise are contained in the Statement of Community Involvement Report. The Council has also widely consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on the Council's website.

Environmental Impact Assessment

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

3. Working with the applicant/agent

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

3.2. WDC works with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

3.3. In this instance, the Local Planning Authority has:

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

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

4. Relevant Planning History

Site

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

Surrounding Sites

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

5. Issues and Policy Considerations

Principle (Loss of Employment Land)

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

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

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

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

Other Considerations:

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

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

Flooding and Drainage

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

DSA: DM17 (Planning for flood risk management)

Emerging New Local Plan: DM39 (Managing Flood Risk and Sustainable Drainage Systems)

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

Fluvial Flood Risk

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

Ground and Surface Water Flood Risk

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

Sustainable Urban Drainage

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

Ecology & Green Infrastructure

CSDPD: CS17 (Environmental assets)

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

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

- 5.6. In support of the application a phase 1 habitat survey was prepared by Grassroots Ecology. The survey concluded that the site, which is currently set over to hard standing, is of limited ecological value. The report acknowledges that the wooded bank to the west of the 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

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 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.

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.
-

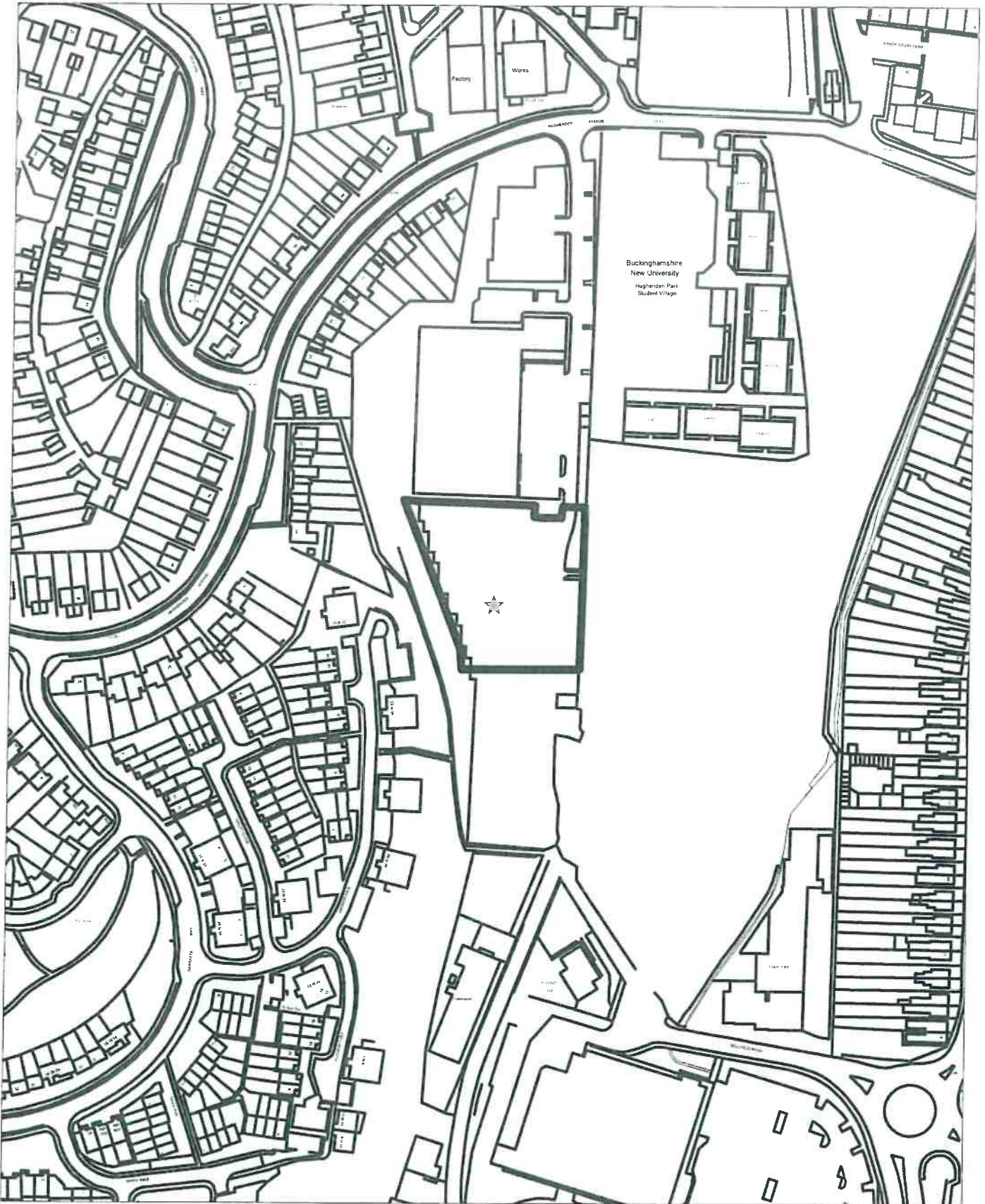
Highways and Parking

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

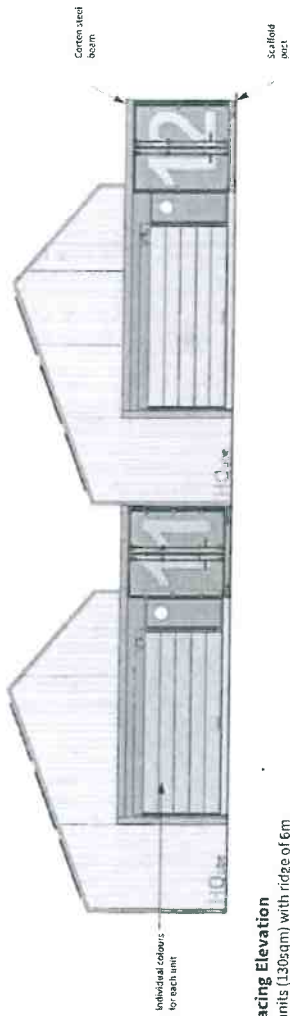
18/05323/R9FUL

Scale 1/2500

PLANNING APPLICATIONS
26 JUN 2019
COMMITTEE

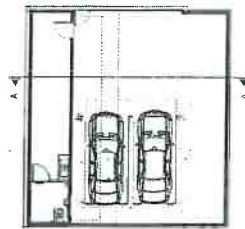


**Auto Zone Units
Long Elevation**

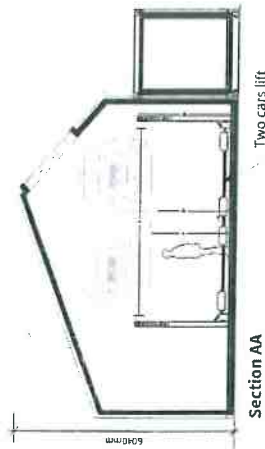


East Facing Elevation
Larger units (130sqm) with ridge of 6m

Individual Modular Units



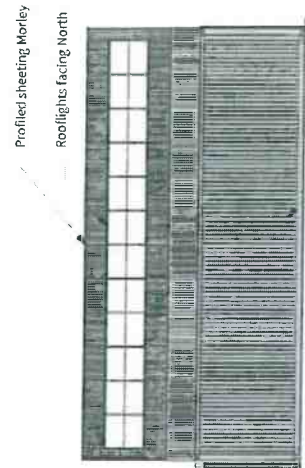
Section Cuts Diagram (NTS)



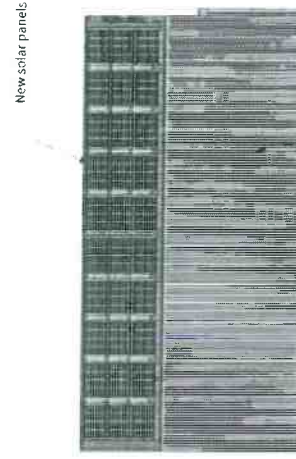
Section AA



Rear Elevation



North Facing Elevation



South Facing Elevation

PLANNING APPLICATIONS
26 JUN 2019
COMMITTEE

Revisions:
A - 19/10/2018 task to Ian
B - 02/11/2018 Planning

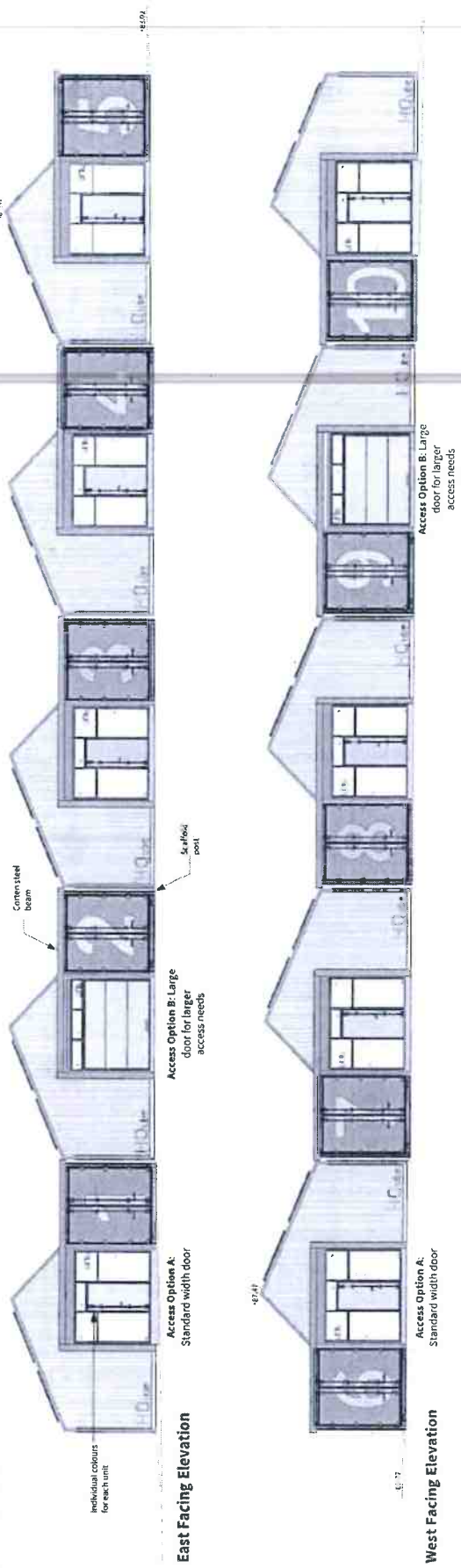
Checked	By
NE	NE
NE	NE

Dwg No. 18010.P-013R
Drawing Title
Address
Client
Scale
Stage
Drawn by
Checked by



Scale: 1:100
1m 2m 3m 4m 5m 6m 7m 8m 9m 10m

**Maker Zone Units
Long Elevations**

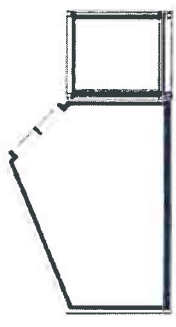


PLANNING APPLICATIONS
 26 JUN 2019
 COMMITTEE

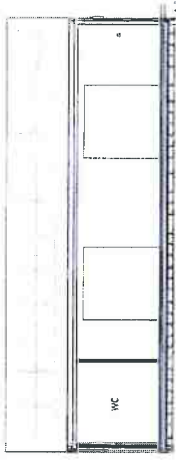
Individual Modular Units



Section Cuts Diagram (NTS)



Section AA

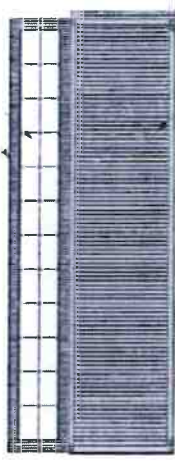


Section BB

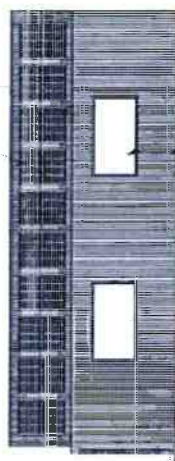
Prefabricated sheeting
Rooflights facing North



Rear Elevation



North Facing Elevation



South Facing Elevation

New solar panels

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

Revisions:

A	15/10/2016	Issue to Dan	NS
B	02/11/2016	Planning	NS

Checked:

NS	NS
----	----

Checklist:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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18010 P-012B

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Address: 18010 P-012B

Client: 18010 P-012B

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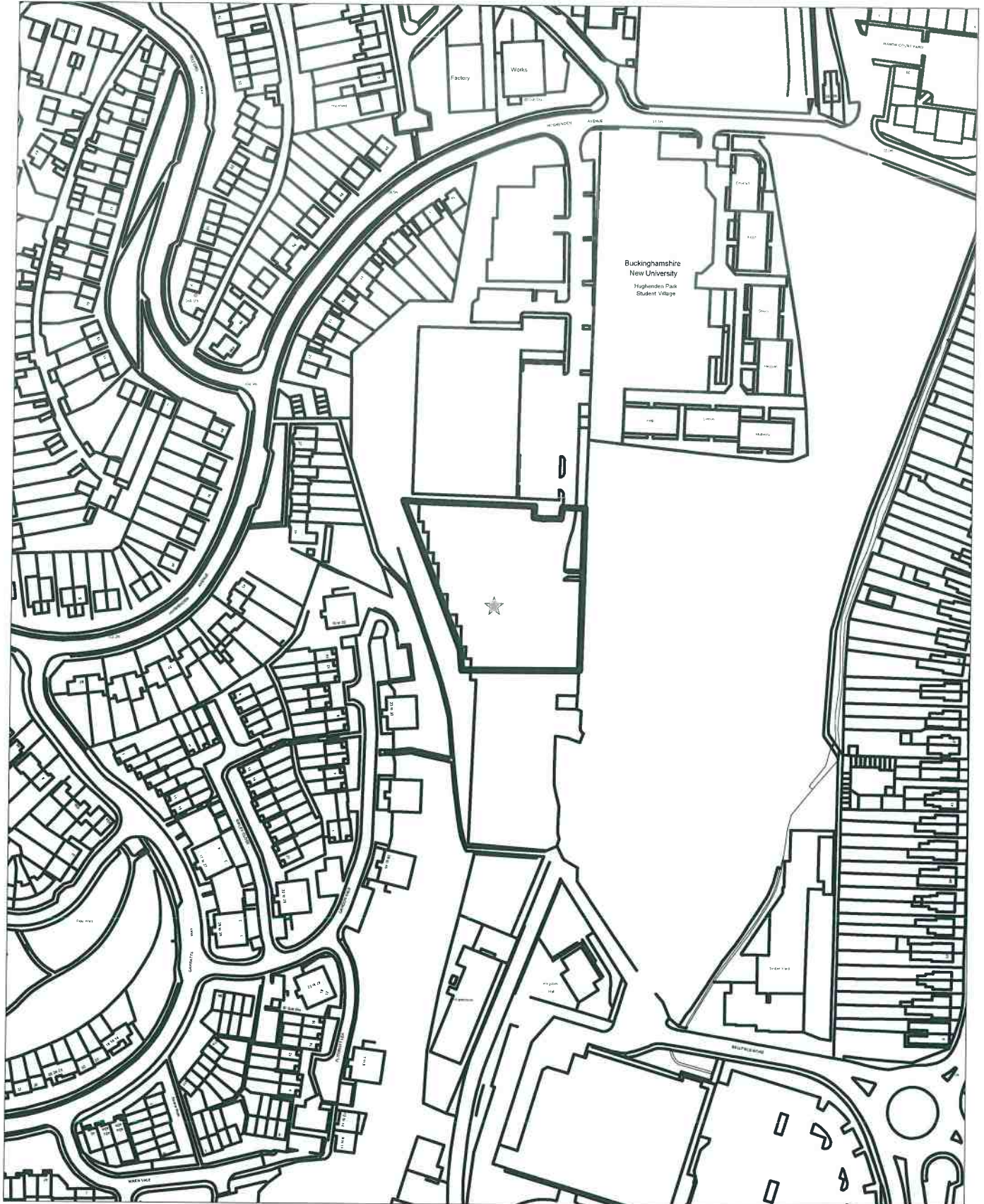
Drawn by: [Name]

Checked by: [Name]



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www.sticklandwaight.co.uk

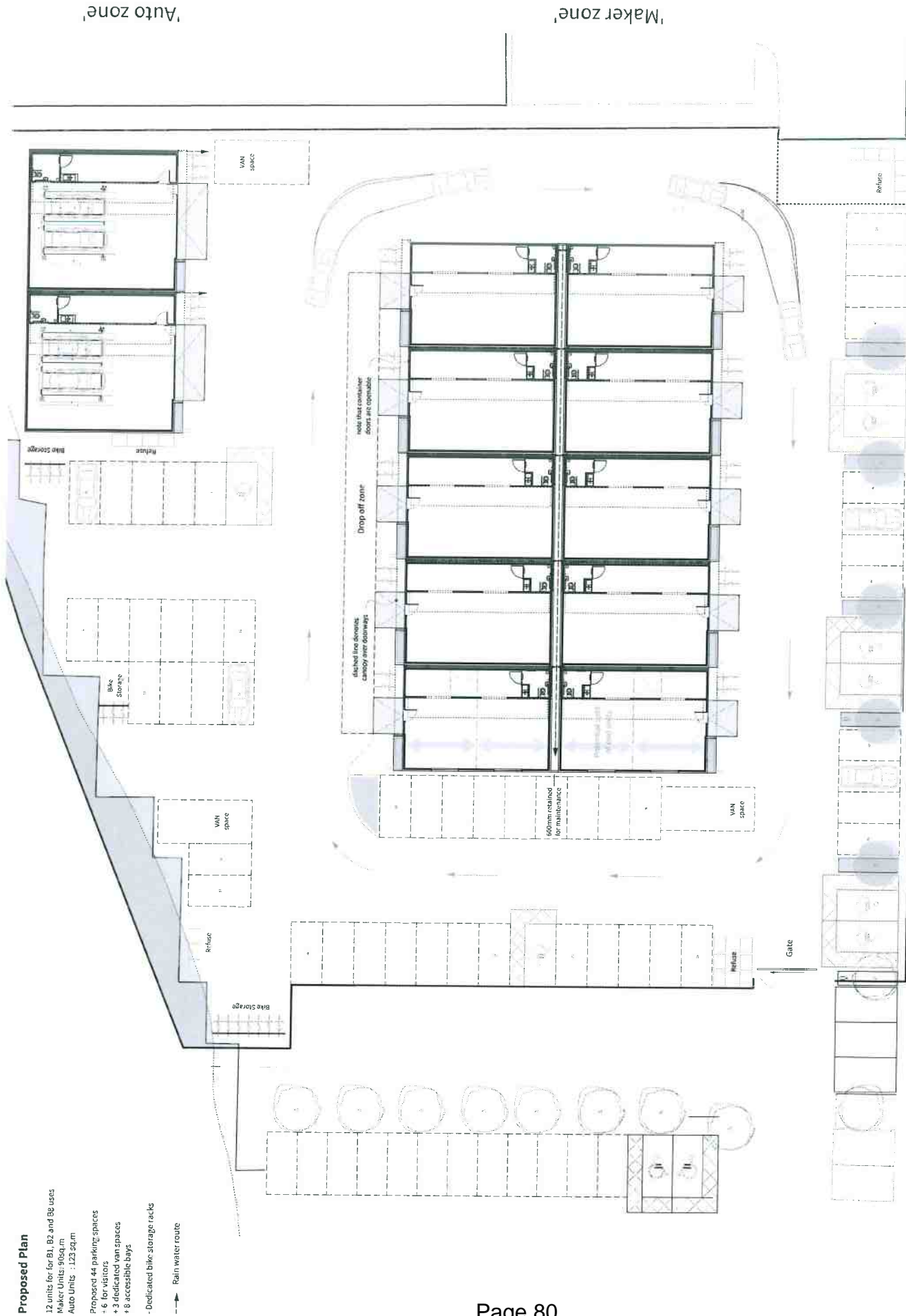
18/05323/R9FUL
Scale 1/2500



Proposed Plan

- 12 units for for B1, B2 and B8 uses
- Maker Units: 50sqm
- Auto Units : 123 sqm
- Proposed 44 parking spaces
- + 6 for visitors
- + 3 dedicated van spaces
- + 8 accessible bays
- Dedicated bike storage racks

→ Rain water route



Checked by: [Signature]
 Date: 20/11/2018
 Drawing Title: [Title]
 Address: [Address]
 Client: [Client]
 Scale: [Scale]
 Stage: [Stage]
 Drawn By: [Name]
 Checked by: [Name]

Revisions:	Checked
A 19/10/2018 Issue to Dan	MS
B 02/11/2018 Planning	MS
C 20/11/2018 Planning amendments	MS
D 02/07/2019	

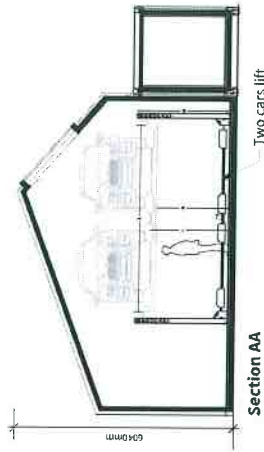
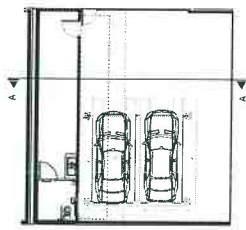


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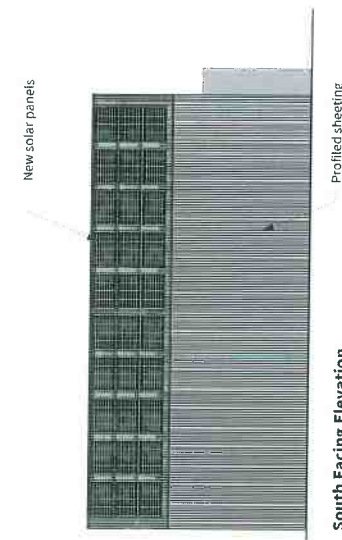
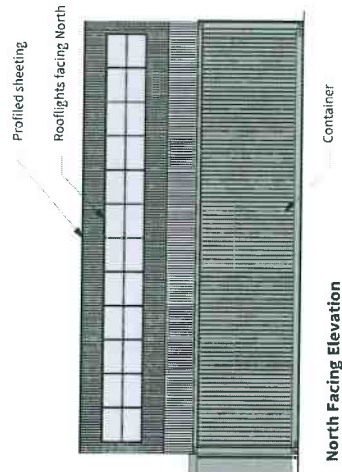
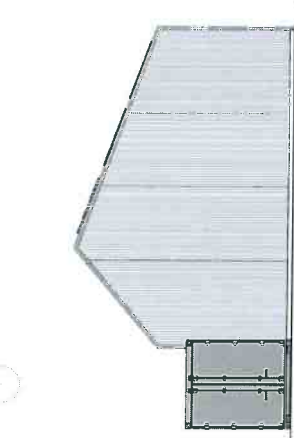
Auto Zone Units Long Elevation



Individual Modular Units



Section Cuts Diagram (NTS)



1. All dimensions are in millimeters unless otherwise stated.
 2. All dimensions are to the centerline of the element unless otherwise stated.
 3. All dimensions are to the finished surface unless otherwise stated.
 4. All dimensions are to the centerline of the element unless otherwise stated.
 5. All dimensions are to the finished surface unless otherwise stated.
 6. All dimensions are to the centerline of the element unless otherwise stated.
 7. All dimensions are to the finished surface unless otherwise stated.
 8. All dimensions are to the centerline of the element unless otherwise stated.
 9. All dimensions are to the finished surface unless otherwise stated.
 10. All dimensions are to the centerline of the element unless otherwise stated.

Revis ons:

Revis on	Issue to Dan	Issue to Dan	Issue to Dan
A	19/10/2016	19/10/2016	19/10/2016
B	02/11/2016	02/11/2016	02/11/2016
C	02/01/2015	02/01/2015	02/01/2015

Checked:

NS	NS
NS	NS
NS	NS

Issue to Dan
Planning
Planning Amendment

Dwg No. 18010_P 013C
 Drawing Title: Auto Zone Units
 Address: 1000 Centre Street, St. John's, N.S.W.
 Client: H2O Watercare
 Scale: 1:100
 Stage: Planning
 Drawn by: JG
 Checked by: JG



Agenda Item 8.

1. Pre-Planning Committee Training/ Information Sessions

Officer contact: Alastair Nicholson DDI: 01494 421510
Email: alastair.nicholson@wycombe.gov.uk

Wards affected: All

PROPOSED DECISION OR RECOMMENDATION TO COUNCIL

- 1.1 The Committee note that the next pre-committee training/information session is scheduled for 6.00pm on Wednesday 21 August.
- 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 10.

For Information: Delegated Action authorised by Planning Enforcement Team 11/06/2019-08/07/2019

Reference	Address	Breach details	Date Authorised	Type of Notice
19/00192/CU	Beechwood House Cryers Hill Lane Cryers Hill Buckinghamshire HP15 6AA	Alleged use of land for the stationing of mobile home	18-Jun-19	Planning Contravention Notice
19/00090/CU	51A Totteridge Lane High Wycombe Buckinghamshire HP13 7QD	Alleged material change of use of land to a mixed use comprising residential and storage (vehicles at front)	26-Jun-19	Planning Contravention Notice
19/00143/OP	396A Micklefield Road High Wycombe Buckinghamshire HP13 7HZ	Construction of first floor extension to create 1 x 1 bed flat in breach of p/p 16/08399/FUL (increase in parking size and installation of dropped kerb)	26-Jun-19	No Material Harm
19/00022/OP	Field Opposite Vivaldi Stocking Lane Naphill Buckinghamshire HP14 4NE	Without planning permission the erection of detached building	26-Jun-19	No Material Harm
19/00149/OP	30 Hill Farm Road Marlow Bottom Buckinghamshire SL7 3LU	Without planning permission the erection of fence and gate adjacent to a highway in excess of 1m high	26-Jun-19	No Material Harm
19/00075/MS	15 London Road High Wycombe Buckinghamshire HP11 1BJ	Illegal works to listed building	26-Jun-19	Not in the Public Interest to pursue formal action
18/00354/OP	Simeon House St Peter Street Marlow Buckinghamshire SL7 1NQ	Erection of wall, not constructed in accordance with permission 17/08506/FUL	26-Jun-19	No Material Harm

Reference	Address	Breach details	Date Authorised	Type of Notice
18/00209/MS	Severalles Farm Ilmer Lane Ilmer Buckinghamshire HP27 9QZ	Removal of a countryside hedgerow	26-Jun-19	Planning Contravention Notice
17/00529/CU	189 Bowerdean Road High Wycombe Buckinghamshire HP13 6XP	Retention of detached outbuilding in breach of condition of 3 (materials) of planning permission	26-Jun-19	No Material Harm
18/00385/CU	163 Carver Hill Road High Wycombe Buckinghamshire HP11 2UQ	Without planning permission, a material change of use of land to the rear, extending residential curtilage	26-Jun-19	No Material Harm
18/00337/OP	49 Southfield Road High Wycombe Buckinghamshire HP13 5JZ	Without planning permission, the erection of first floor rear extension	26-Jun-19	No Material Harm
19/00183/OP	65 Sedgmoor Road Flackwell Heath Buckinghamshire HP10 9AW	Construction of single storey front extension and partial conversion of attached garage in breach of p/p 17/08505/FUL	26-Jun-19	No Material Harm
17/00442/OP	10 Colborne Road High Wycombe Buckinghamshire HP13 6XZ	Non-compliance with enforcement notice for 'The retention of an outbuilding in breach of conditions 3 and 5 of planning permission 17/08142/FUL'	26-Jun-19	Not in the Public Interest to pursue formal action