



Planning Committee

Date: 13 November 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 16 October 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	

Item	Page
required to withdraw from the meeting.	
Planning Applications	
4. 18/07975/OUT - The Laurels, Marsh Road, Little Kimble, HP22 5SX	5 - 39
5. 18/08264/FUL - The Spinney, Upper Icknield Way, Whiteleaf, HP27 0LY	40 - 59
6. 19/06544/FUL - Stables Opposite Mapledurham, Bryants Bottom Road, Bryants Bottom, Buckinghamshire	60 - 72
7. 19/06975/FUL - Wyeseide, Park Farm Road, High Wycombe, HP12 4AF	73 - 88
8. 17/07195/FUL - 15 & 17 New Road, High Wycombe, HP12 4LH	89 - 123
9. 18/06215/FUL - Marlow Rugby Club, Riverwoods Drive, Marlow, SL7 1QU	124 - 152
10. 18/09733/FUL - 303 Desborough Avenue, High Wycombe, HP11 2TL	153 - 165
11. 19/06846/FUL - 1 Cherrywood Gardens, Flackwell Health, HP10 9AX	166 - 173
Other items	
12. Pre-Planning Committee Training / Information Session	174
13. Appointment of Members for Site Visits To appoint Members to undertake site visits on Tuesday 10 November 2019 should the need arise.	
14. Delegated Action Undertaken by Planning Enforcement Team	175 - 176
15. File on Actions Taken under Delegated Authority Submission of the file of actions taken under delegated powers since the previous meeting.	
16. Supplementary Items (if any) If circulated in accordance with the five clear days' notice provision.	
17. 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: 16 October 2019

Time: 6.30 - 8.00 pm

PRESENT: Councillor A Turner (in the Chair)

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

Apologies for absence were received from Councillor: C B Harriss.

LOCAL MEMBERS IN ATTENDANCE

Councillor Mrs L Clarke OBE

Councillor Mrs J Langley

APPLICATION

18/07933/FUL

19/06609/FUL

19/06919/FUL

18/07393/FUL

60 MINUTES OF THE PREVIOUS MEETING

RESOLVED: That the minutes of the Planning Committee meeting held on 18 September 2019 be approved as a true record and signed by the Chairman.

61 DECLARATIONS OF INTEREST

There were no declarations of interest.

62 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.

63 18/07933/FUL - 303 DESBOROUGH AVENUE, HIGH WYCOMBE, BUCKINGHAMSHIRE, HP11 2TL

Members voted in favour of the motion to defer the application to enable the Committee to gain access to the rear of the site to be better able to assess the application.

RESOLVED: that the application be deferred.

64 18/07939/FUL - 2 & 3 WASH HILL LEA, WOOBURN GREEN, BUCKINGHAMSHIRE, HP10 0JD

After a full debate, Members voted in favour of the motion that they were minded to approve the application by delegating to officers with a request to advance a condition which required a Construction Management Plan or restricted HGV delivery times.

RESOLVED: that the application be delegated to officers for the reasons stated above.

The Committee was addressed by Councillors Mrs Adey and Mrs Langley, the local Ward Members.

The Committee was addressed by Ms Nicola Jarman in objection and Mr Huw Mellor, the agent on behalf of the applicant.

65 19/06609/FUL - 4 VERNEY AVENUE, HIGH WYCOMBE, BUCKINGHAMSHIRE, HP12 3NE

Members voted in favour of the motion to delegate authority to the Head of Planning and Sustainability in liaison with the Chairman of the Planning Committee to approve the application subject to the outbuilding being amended to a flat roof and 2.5m high.

RESOLVED: that the application be delegated to the Head of Planning & Sustainability in liaison with the Chairman of the Planning Committee for the reason stated above.

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

The Committee was addressed by Ms Bridget Mallett in objection and Ms Shazia Hafeez and Mr Raja Waheed Iqbal, the applicants.

66 19/06919/FUL - 1 WORDSWORTH ROAD, HIGH WYCOMBE, BUCKINGHAMSHIRE, HP11 2UT

Members voted in favour of the motion to refuse the application for the following reason:

That in the opinion of the Local Planning Authority, the walkway would significantly increase the level of overlooking afforded to the neighbouring property at 1 Tennyson Road. It would provide views into habitable rooms and the garden of the property which would cause a severe loss of privacy. Whilst this could be mitigated through the construction of screening around the walkway, such screening would be of a size and proximity to the boundary that would be overbearing in appearance to existing occupiers of 1 Wordsworth Road and detrimental to the residential amenities of 1 Tennyson Road.

The proposal was therefore contrary to policies DM35 and DM36 of the Wycombe District Local Plan, adopted August 2019

RESOLVED: that the application be refused.

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

67 PRE-PLANNING COMMITTEE TRAINING / INFORMATION SESSION

Members noted that no presentations had been booked for a pre-committee training session on Wednesday 13 November 2019. Unless a developer came forward in the meantime, it was agreed that the Planning Committee would start at 6.30pm.

68 APPOINTMENT OF MEMBERS FOR SITE VISITS

RESOLVED: That in the event that it was necessary to arrange site visits on Tuesday 12 November 2019 in respect of the agenda for the meeting on Wednesday 13 November 2019, the following Members be invited to attend with the relevant local Members:

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

69 DELEGATED ACTION UNDERTAKEN BY PLANNING ENFORCEMENT TEAM

Members noted the Delegated Actions undertaken by the Planning Enforcement Team.

70 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.

71 CHAIRMAN'S ANNOUNCEMENT

The Chairman reminded Members that a SPD Planning Seminar would take place on Thursday 7 November at 12:30pm in Committee Room 1 and encouraged as many Members as possible to attend.

Chairman

The following officers were in attendance at the meeting:

Mrs J Caprio	District Lawyer and Legal Services Manager
Ms G Hastings	Technical Planning Assistant
Mrs L Hornby	Senior Democratic Services Officer
Mr R Martin	Development Management Team Leader
Ms S Penney	Principal Development Management Officer

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Agenda Item 4.

Contact: Jenny Ion DDI No. 01494 421599

App No : 18/07975/OUT App Type : OUT

Application for : Outline application (including details of access) for residential development of up to 14 x 2-storey residential units with associated access

At The Laurels, Marsh Road, Little Kimble, Buckinghamshire, HP22 5XS

Date Received : 14/11/18 Applicant : Mr & Mrs Tim Shirra

Target date for decision: 13/02/19

1. **Summary**

- 1.1. Outline permission is sought for the erection of 14 dwellings and associated access. All matters are reserved apart from access, but the submitted details include an indicative layout.
- 1.2. The application is recommended for approval subject to the completion of a S106 agreement to secure affordable housing and a contributions towards improvements of the Grove Lane junction to improve connectivity to public transport.
- 1.3. The site could accommodate 14 dwellings whilst maintaining a buffer to the railway and Marsh Lane and accommodating the required parking and landscaping. It would not have an adverse impact on the amenities of nearby dwellings, or be detrimental to highway safety. Subject to appropriate design and layout, which would be dealt with at reserved matters stage, it would not have an adverse impact on the landscape of the character of the surrounding area.
- 1.4. The application has come forward in advance of the preparation of the Neighbourhood Plan. It has therefore been assessed against the criteria of Policy RUR6 and has been found to comply with the relevant criterion in that policy.

2. **The Application**

- 2.1. Permission is sought in outline for the erection of 14 dwellings on the site. All matters have been reserved for future consideration apart from access. The plan shows an indicative layout with a proposed cul-de-sac, and a mix of 3 and 4 bedroom dwellings. The plans indicate the provision of a linking footpath on the west side of Marsh Lane.
- 2.2. As the application is in outline it is necessary to consider whether the principle of residential development is acceptable on the site and whether the number of dwellings proposed could be accommodated in a satisfactory way.
- 2.3. Access is a matter for consideration, but this relates to the means of access to the highway, rather than the detailed access layout within the site. Access considerations concern whether the proposed access could achieve the required geometry and sight lines to serve the development safely, and the impact of additional trip generation.
- 2.4. The application site comprises 0.66ha of mainly paddock land. There is an existing vehicular access serving The Laurels and its stables and the application proposes using this as the point of access for the development.
- 2.5. The plans show the existing driveway to The Laurels would be widened. A spur would come off this driveway to the left into the development site, and this would then split in two directions to serve the proposed houses. The indicative layout shows the southern corner of the site, which is adjacent to the church, free from development.
- 2.6. The site is bounded to the east by Marsh Lane, on the opposite side of which is the railway line. The south west boundary is marked by trees and hedging. There is a water

course which passes across the north-west boundary of the site. Beyond the site to the west are open fields, and to the north is the Laurels and its garage and stable block. The development would remove the existing manège.

- 2.7. The site is located in Countryside outside of the Green Belt. It is not in the AONB or Green Belt.
- 2.8. Great and Little Kimble cum Marsh Parish Council are in the process of preparing a Neighbourhood Plan. A draft plan (Regulation 14 version) has been prepared and been subject to public consultation. The next step is to submit the plan under Regulation 16. The Regulation 16 version has not yet been submitted for formal public consultation, although it is understood that this will be forthcoming in the near future when all the relevant supporting documentation has been prepared. This site has been proposed for development as part of the neighbourhood plan process.
- 2.9. The application is accompanied by:
 - a) Planning Statement
 - b) Design and Access Statement
 - c) Highways Technical Note and Traffic Count
 - d) Flood Risk Assessment and Drainage Strategy
 - e) Preliminary Ecological Assessment
 - f) Great Crested Newt Survey
 - g) Arboricultural Impact Assessment and associated documents
- 2.10. The applicant provided a further statement relating to highway / sustainability issues and surface water flooding / drainage.

3. Working with the applicant/agent

- 3.1. In accordance with paragraph 38 of the NPPF (2019) Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
- 3.2. In this instance
 - the applicant/agent was updated of any issues after the initial site visit,
 - The applicant was provided the opportunity to address issues.

4. Relevant Planning History

- 4.1. There is no planning history of relevance relating to the site itself. There have been applications for domestic extensions and outbuildings at The Laurels but these do not have a direct bearing on the proposals.

5. Issues and Policy considerations

Principle and Location of Development

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development), CP3 (Settlement Strategy), CP4 (Delivering Homes), PR3 (Princes Risborough Area of Comprehensive Development including Relief Road), PR8 (Provision and Safeguarding of Transport Infrastructure), RUR6 (Great and Little Kimble-bum-Marsh Parish), DM3 (Transport improvement lines) (DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM47 (Princes Risborough to Aylesbury (PRA) Safeguarded Land)
DSA: DM1 (Presumption in favour of sustainable development), DM6 (Mixed-use development)

- 5.1. Policy CP4 of the WDLP identifies a housing target for Wycombe District over the plan period of 2013-2033 of 10,925 homes. It further states how these homes will be broadly distributed across the District, and this includes for the provision of 160 homes in Great

and Little Kimble-cum-Marsh Parish. Delivery will be through existing permissions, allocations in the WDLP and DSA, allocations in neighbourhood plans and windfall development which accords with other policies in the Development Plan.

- 5.2. Policy RUR6 specifically relates to development in Great and Little Kimble-cum-Marsh Parish. It re-states the number of dwellings to be accommodated, and indicates that a Neighbourhood Plan will determine the distribution of development across the Parish, allocating specific sites for housing and other uses. It sets out the principles that the NP should have regard to, which include phasing of development, including a range of small sites within or adjacent to the existing villages of Great and Little Kimble, an allowance for windfall sites, an appraisal of sustainability issues, including landscape impact and location of development in relation to public transport services and / or their capacity to support improvements.
- 5.3. In the absence of a Neighbourhood Plan development will be required to meet these principles. Proposals or allocations will not be permitted which would prejudice the delivery of infrastructure improvements required for the infrastructure of Princes Risborough.
- 5.4. Preparation of the Neighbourhood Plan is still at a relatively early stage. The Regulation 14 version carries very limited weight (in accordance with the advice on weight in the NPPF and NPPG). Even though the Regulation 16 version is expected to be submitted for consultation imminently, the plan would still carry only limited weight.
- 5.5. Given the early stage of the NP it is therefore necessary to assess the proposal against the criteria in section 2 of Policy RUR6. This is the first site to come forward since the adoption of the Local Plan. There is at this stage therefore no conflict with the phasing requirement of the policy. The policy requires development to be on small sites within or adjacent to the existing villages of Great and Little Kimble. The supporting text indicates that whether a site is small depends on how much it expands the settlement to which they are adjacent and the extent to which they are compatible with the landscape.
- 5.6. The site is adjacent to Little Kimble, which is divided to some extent by the railway line. The majority is to the east of the railway accessed from the A4010 whereas this site relates to the area known as Clanking on the west side of the railway. The site area, of about 0.6ha, and the number of dwellings proposed would not be disproportionate to the size of Little Kimble as a whole.
- 5.7. In terms of appraising sustainability issues, the site is outside and not immediately adjacent to the AONB, with the railway line, Kimble Park and main road separating it from the AONB boundary.
- 5.8. With regard to the location in relation to public transport services and / or the capacity to support improvements, it is fair to say that any sites in Great or Little Kimble which are not on the A4010 currently have limited access to both the railway station and the main bus route as it is necessary to pass through the Grove Road junction, where there is no footway, or via Bridge Street / Church Lane, which also have stretches with no footway.
- 5.9. As set out in more detail below, the Highway Authority has considered the issue of sustainability. The plans do show the provision of a footpath along the Marsh Lane frontage, which would provide better connections towards Great Kimble where facilities such as the pub can be found. The highway authority has also identified potential to address this issue through a financial contribution towards the improvements of the junction which would include creation of a footway. As there is potential to address access to public transport by making contributions towards the necessary improvements the Highway Authority has removed its objections on sustainability grounds.
- 5.10. Therefore, assessing the site against the criteria in part 2 of Policy RUR6 the

development of this site would comply with the relevant criteria.

- 5.11. The site abuts the Princes Risborough expansion area, which includes the development of a relief road along Grove Lane, and junction improvements at the junction of Marsh Road, Grove Lane and the A4010. The Local Plan says that the junction will need to be improved to increase its capacity, and this will include providing a wider carriageway with greater headroom. The site is outside but adjacent to the junction improvement area.
- 5.12. Part of the site frontage is safeguarded land as designated by policy DM47. This is to safeguard the future twin tracking of the railway line between Princes Risborough and Aylesbury. The railway line is on the opposite side of Marsh Road and passes close by the rear of Providence Cottages. Network Rail was consulted as part of this application but has not raised a specific objection to this application. Policy PR8 also requires a buffer of 15 metres to be maintained to the railway line to allow for future twin tracking. This would infringe on the eastern boundary of the site. The need for a buffer is also picked up in the emerging Neighbourhood Plan.
- 5.13. The indicative layout does not make provision for a buffer to the railway line. The access would be to the existing highway boundary. As layout is a reserved matter it would be necessary for any reserved matters application to take into account the requirement of the buffer. From the indicative layout it is judged that the provision of the buffer would principally affect plots 12 and 13. However, adjustments to the layout could accommodate these units elsewhere on the site (for example by increasing numbers on plots 1 and 14, reducing the size of units), therefore the retention of a buffer would not preclude the possibility of accommodating 14 units on the site.
- 5.14. There is a gas pipeline within Marsh Road across the frontage of the site, however the inclusion of a buffer to the railway would take built development outside the buffer zone to the pipeline.

Affordable Housing and Housing Mix

Wycombe District Local Plan (August 2019): DM22 (Housing Mix), DM24 (Affordable Housing), DM41 (Optional Technical Standards for Building Regulations Approval) Planning Obligations Supplementary Planning Document (POSPD)

- 5.15. Policy DM22 requires all developments of 10 dwellings or more to include a mix of dwelling size, type and tenure, to take account of current evidence in relation to priority housing need in the District and in order to support a sense of place and mixed communities.
- 5.16. The supporting text to the policy states that the HEDNA (housing and Economic Development Needs Assessment) identifies that the majority of the market housing need is for 3 or 4 bedroom houses, but for affordable housing there is an even split between the need for smaller 1 and 2 bedroom units and larger 3 or 4 bedroom accommodation.
- 5.17. The proposal is for more than 10 units and affordable housing is therefore required to be provided in accordance with policy DM24. This policy has been adopted since the submission of the application. This is a greenfield site and therefore the policy requires 48% units to be provided as affordable housing.
- 5.18. The policy states that affordable housing mix and tenure should be provided in accordance with current evidence. The supporting text to the policy sets out a mix based on recent evidence which required 80% of the affordable units to be affordable rented, with prescribed proportions of 1, 2, 3 and 4 bedroom units. For rented accommodation this requires at least 12% 1 bedroom units, at least 35% 2 bedroom units, at least 35% 3 bedroom houses and no more than 14% 4 bedroom units. For intermediate affordable housing products these figures are at least 12% 1 bedroom units, at least 45% 2 bedroom units, no more than 35% 3 bedroom houses and no more than 5% 4 bedroom houses.

- 5.19. The application is in outline, but indicative details show a mix of 3 (8no.) and 4 (6no.) bedroom houses. The Design and Access Statement gives a suggested “accommodation schedule”. This would not meet the requirement of Policy DM22 to secure a wider mix of house types, and it is of particular note that for the affordable element, which should comprise 7 units, would be expected to provide approximately half of the units as 1 or 2 bedroom flats or houses.
- 5.20. Whilst the indicative details do not meet the policy requirements for unit mix, as details of appearance, layout and scale are reserved this could be addressed at the detailed stage, with an appropriate condition to require the details to comply with the dwelling mix in Policy DM24. . Since meeting the policy requirements will require smaller units, these could be accommodated within the site area, notwithstanding the requirements to maintain a buffer to the railway.
- 5.21. When the application was submitted the applicant based their affordable housing assessment on the emerging policy which was to provide 40% gross internal area as affordable housing. This was likely to equate to 5 – 6 units and the suggestion was that when final dwelling sizes are determined this would be provided as 5 units.
- 5.22. The adopted policy requires affordable housing provision as a percentage of units, and also requires a proportion of these to be smaller units. There is no apparent reason why this could not be achieved, with the development delivering a range of unit sizes, with the majority of the smaller units as affordable housing, and the larger units as open market housing. A S106 agreement would be necessary to secure the appropriate proportion of affordable housing and the applicant is willing to enter into such an agreement.

Transport matters and parking

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM33 (Managing Carbon Emissions, Transport and Energy Generation)
 DSA: DM2 (Transport requirements of development sites)
 Buckinghamshire Countywide Parking Guidance (2015)

- 5.23. The proposed development would be served via the existing access which would be upgraded to the required standard. Vision splays would be provided either side and a footway is indicated along Marsh Lane.
- 5.24. The Highway Authority has been consulted and has not raised any objections to the proposal in terms of the design of the access, the level of visibility achievable, or the capacity of the highway network. There are therefore no highway safety objections from the Highway Authority. They have noted that the footway would need to be widened to 2 metres, but there is sufficient land within the application site for this to be accommodated.
- 5.25. Whilst the observations of third parties are noted in that the scheme will generate additional traffic, the fact that the adopted Local Plan identifies potential for up to 160 dwellings in the Parish means that this is not a ground for objection to the application per se. There could only be an objection on highway capacity or safety grounds, which in this instance is not supported by the highway authority.
- 5.26. Comments have also been made that the footway would not benefit existing residents, only occupiers of the development as it does not go beyond the site frontage. The provision of the footway can only be justified where it is necessary to serve the development. In this instance it is required to connect the site to the south and east, to link the site to public transport routes and village facilities and extension of a footway further north could not be justified. However, the proposed section would provide some benefit to existing residents since it would provide a footway where there is currently none, for the use of all residents.
- 5.27. Parking is required to be assessed against the adopted Parking Guidance. For the balance of dwellings indicated on the layout this would amount to two spaces for each

three bedroom unit, three spaces for each four bedroom unit, four unallocated spaces, plus a further 8 unallocated visitor spaces as more than half of the parking would be allocated to individual dwellings. This gives an overall total of 34 allocated and 12 unallocated spaces. Only 29 spaces are shown on the drawing. There would be potential to resolve this at detailed stage when designing the layout. In any event, in order to meet the requirements for dwelling mix the parking requirement is also likely to change.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)
DSA: DM11 (Green networks and infrastructure), DM16 (Open space in new development)
Housing intensification SPD
Residential Design Guide SPD

- 5.28. As the scheme is currently in outline with all matters reserved which relate to design there is little comment that can be made on this issue at present. The emerging Neighbourhood Plan suggests that there should be development fronting onto Marsh Road. There is no reason why a layout could not meet this requirement and achieve a satisfactory built form.
- 5.29. The layout as shown on the indicative drawing would not be an acceptable layout. Issues with dwelling mix have already been outlined above, as well as deficiencies in parking provision. In addition the indicative layout has the rear of plots 10 – 13 facing Marsh Road. This would expose the back gardens to public view and is likely in the long term to result in a variety of outbuildings, domestic paraphernalia and boundary treatments being visible from the public realm.
- 5.30. Plots 1 and 14 have exposed rear garden boundaries to the access road and there is inadequate window to window separation between plots 9 and 14, with plot 9 looking into the private rear garden area of plot 14.
- 5.31. However, as this is an outline application, it is necessary to assess whether the site could accommodate 14 dwellings in an acceptable layout. An alternative could see a spur off the central access to create a row of dwellings facing towards Marsh Road. A second spur approximately where the road is in front of plots 2 and 3, passing east – west, could create a dual sided street with dwellings on the north side backing onto the stables, and those onto the southern side backing onto the houses fronting Marsh Road, thus achieving something akin to a perimeter block layout. With the dwelling mix required by Policy DM24 14 dwellings could be accommodated.

Amenity of existing and future residents

Wycombe District Local Plan (August 2019): DM35 (Placemaking and Design Quality), DM40 (Internal space standards)
Housing intensification SPD

- 5.32. At this stage there are no details of the proposed dwellings therefore no assessment can be made about relationships between the dwellings in terms of light, privacy and outlook, however there is no reason why a suitable design and layout could not be achieved to provide a satisfactory living environment for future occupiers. All dwellings will need to meet the requirements of the internal Space Standards to comply with Policy DM40.
- 5.33. There are relatively few existing dwellings adjacent to the site which could be affected by the development. Immediately to the south is the church, and to the west are open fields. There are houses on the opposite side of the road to the east but they would not be adversely affected in terms of light, outlook or noise and disturbance, given the degree of separation.
- 5.34. The Laurels itself is shown to retain a substantial garden area and would therefore have a good degree of separation from the development so that the residential

amenities of occupiers would not be affected. The sharing of the access with the development would only have a limited impact on amenity, as it would be design to allow two vehicles to pass.

Environmental issues

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF)

5.35. The site is currently a paddock therefore there are unlikely to be contamination issues on the site. Suitable provision could be made for storage of refuse on each plot. Since the development would increase trip generation from the site by cars this would contribute towards air pollution. Environmental Services has therefore suggested the imposition of a condition to require electric charging points for vehicles. This would need to be incorporated in the details of design and layout.

Flooding and drainage

Wycombe District Local Plan (August 2019): DM39 (Managing Flood Risk and Sustainable Drainage Systems)

5.36. The site is not in an area at risk of river flooding or groundwater flooding. The very northern part of the site, where the manège is currently located, is shown to be at low risk of surface water flooding. Third parties have expressed concern about the potential impact on the development on surface water flooding, particularly along Marsh Road.

5.37. The application is accompanied by a Flood Risk Assessment and details as to how surface water drainage would be dealt with. This has been reviewed by the Lead Local Flood Authority. The drainage strategy proposes a combination of using permeable paving and of draining water into the ordinary watercourse 20m north of the site boundary (on land also in the applicant's control).

5.38. The LLFA requested the provision of additional information about the proposed drainage into the ordinary watercourse, including its capacity, the correction of a discrepancy between the drainage plans and submitted layout plans, and clarification about the location of northern plots in the area where there is a risk of surface water flooding.

5.39. The applicant submitted additional information which has been reviewed by the LLFA. They are now satisfied that a suitable drainage strategy can be achieved, involving the use of permeable paving and drainage to the ordinary watercourse. Conditions have been recommended to secure a detailed strategy before any development commences.

5.40. A condition has also been suggested regarding the finished floor level of the northern plots. At this point the application is in outline and the layout is indicative only. The layout of the northern plots could therefore be adjusted so that they are moved southwards so that only the rear gardens are in the area at risk.

5.41. Subject to the imposition of appropriate conditions it is therefore concluded that the development could achieve a satisfactory scheme for disposing of surface water to that the risk of flooding is not increased elsewhere and the development itself would not be at risk from surface water flooding.

5.42. Third party representations have questioned the suitability of the existing water and foul drainage infrastructure. Thames Water was consulted and they have commented that there are no objections to the development in terms of capacity of the water supply and sewage infrastructure. They have commented on the proximity to the water main and public sewer, however the maps provided by Thames Water which are appended to the FRA show that these are along the line of Marsh Road. Sufficient separation between buildings and the Thames Water infrastructure could be maintained to address concerns raised about piling for foundations.

Landscape Issues and Landscape and visual Impact

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM32 (Landscape character and Settlement Patterns), DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DSA: DM11 (Green networks and infrastructure), DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geodiversity importance), DM15 (Protection and enhancement of river and stream corridors)

- 5.43. The application site is within the flat vale landscape and is not within an area designated for its landscape importance. The A4010 defines the boundary of the Chilterns AONB in this area, with the AONB to the east. The site is separated from this area by the railway embankment which is between the site and the main road. The development of this site will not therefore have an adverse impact on the immediate setting of the AONB, although it may be visible in more distant views from the AONB.
- 5.44. The site has a post and rail fence along the roadside boundary and is therefore open to views from the road, from where there are views across the site towards the church which is to the south of the site. The south west / western boundary is marked by a hedgerow punctuated with mature trees. The Laurels itself has a hedge boundary along the roadside boundary so views when approaching from the north are more limited.
- 5.45. The only public footpath in the vicinity is beyond the church to the south and crosses the fields in a westerly direction from the road. Given the relatively flat landscape there are potential views back to the site from the path, which would be partially filtered by the west boundary hedge and trees.
- 5.46. In terms of landscape impact there is no doubt that the development will be visible from the surrounding area. This would, to some extent, be mitigated by introducing new planting in the form of hedges and trees both on the site boundaries and within the development. Some care would need to be taken at the detailed stage to ensure that ridge heights of the dwellings were commensurate with the scale of dwellings in the immediate locality. To the north-west development includes small cottages and some larger detached houses.
- 5.47. The plans indicate the retention of the western hedge, which is understood to be a pre-enclosure boundary. The development would be contained within this field enclosure therefore the historic field pattern could still be read in the landscape.
- 5.48. At this stage landscaping is a reserved matter, although the plans indicate potential for a hedge along the Marsh Road frontage. As outlined above it is necessary to maintain a buffer on the eastern edge of the site for possible widening of the railway and to alter the dwelling mix. The layout of the development at detailed stage will therefore need to change from that shown indicatively, but there is potential to provide a strong landscaped buffer along the east boundary. Hedge boundaries are consistent with the local landscape and would also contribute to ecological enhancement as suggested by the ecological report.
- 5.49. The site is over 0.5ha in size therefore will be required to achieve future canopy cover of 25%. There are already trees along the west boundary which would be retained and there is no reason why this level of canopy cover could not be achieved by planting within garden and along the road frontage.
- 5.50. It is concluded that the site could accommodate the number of units proposed without an adverse impact on the wider landscape provided at detailed stage the scale of the buildings is sensitive to the immediately surrounding area and that a high degree of landscaping is included to help it integrate into the rural landscape.

Ecology

Wycombe District Local Plan (August 2019): DM34 (Delivering Green Infrastructure and Biodiversity in Development)

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

- 5.51. A Preliminary Ecological Appraisal was submitted with the application. This recommended further surveys of nearby (off-site) ponds for the presence of Great Crested Newts. These surveys have been carried out and the relevant report submitted with the application. This has confirmed that Great Crested Newts are not present in the ponds. The development of the site would not therefore have an adverse impact on protected species or habitats.
- 5.52. The existing hedgerow on the west boundary of the site was identified as being of importance as a habitat for wildlife. This could be retained as part of the development. The ecological reports suggest potential for ecological enhancement and this would be in line with the Council's policies which aim to secure a net gain in biodiversity.
- 5.53. The Council's Natural Environment Officer has therefore suggested that conditions should be imposed to secure an ecological mitigation strategy and approval of a scheme of ecological enhancements. These could include incorporating bat and bird boxes into buildings, and including plants species and features in the landscaping of the site which are of benefit to wildlife.

Building sustainability

Wycombe District Local Plan (August 2019): DM41 (Optional Technical Standards for Building Regulations Approval)

- 5.54. It is considered necessary to condition water efficiency in accordance with Policy DM41.

Public open space

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth)

DSA: DM16 (Open space in new development), DM19 (Infrastructure and delivery)

- 5.55. As set out in Policy DM16, the development will not be required to make provision for public open space to serve new residents as the scheme is for less than 40 dwellings. Provision is made off-site and funded through CIL.

Infrastructure and Developer Contributions

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth)

DSA: DM19 (Infrastructure and delivery)

- 5.56. The development is a type of development where CIL would be chargeable.
- 5.57. It is considered that there would not be other types of infrastructure, other than the provision of affordable housing, that will be put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure.
- 5.58. However, in order to improve connectivity between the site and public transport, as set out above, a contribution towards improvements to the junction of the A4010 and Grove Lane, to provide a footway, is considered necessary, to address issues with the sustainability of the location. The footway would provide a connection to the railway station and main bus route along the A4010.
- 5.59. The LLFA recommend that the "whole-life" maintenance and management plan for the surface water drainage system is secured by a Section 106 Planning Agreement. The use of a planning obligation (as opposed to a planning condition) would help to safeguard the maintenance and management of these features over the lifetime of the development. The BCC Strategic Flood Management team are of the opinion that this

is a reasonable approach due to the residual risk of surface water flooding to the site should the systems not be adequately maintained.

- 5.60. A request has been made by the NHS Trust for funding to bridge a funding gap during the first year of occupation of development. This is a matter which should be dealt with by an application for funding from CIL, rather than a S106 agreement.
- 5.61. The Planning Obligations SPD sets out the Local Planning Authority's approach to when planning obligations are to be used in new developments.
- 5.62. Having regard to the statutory tests in the Community Infrastructure Levy regulations and the National Planning Policy Framework it is considered that the following planning obligation(s) are required to be secured within a section 106 agreement:
- (a) Affordable housing
 - (b) Off-site highway works
 - (c) Maintenance of the Surface Water Drainage System
- 5.63. The applicant has confirmed that he is willing to enter into a legal agreement. The S106 would be to secure a contribution of £50,000 towards highway safety improvements, to improve public safety between the site and sustainable forms of transport.
- 5.64. The requirement for affordable housing would be that 48% units should be secured as affordable housing, of which 80% would be affordable rented units and the remaining 20% intermediate products (such as shared ownership).

Weighing and balancing of issues – overall assessment

- 5.65. This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.
- 5.66. In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:
- a) Provision of the development plan insofar as they are material
 - b) Any local finance considerations, so far as they are material to the application (in this case, CIL)
 - c) Any other material considerations
- 5.67. As set out above it is considered that the proposed development would accord with the development plan policies.

Recommendation: Mindful to grant permission subject to completion of a Planning Obligation or other agreement
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That the Head of Planning and Sustainability be given delegated authority to grant Conditional Permission provided that a Planning Obligation is made to secure the following matters:

- a) 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

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 Application for approval of all the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
Reason: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990.
- 2 Approval of the details of the landscaping, layout, appearance and scale hereinafter called the "reserved matters" shall be obtained from the Local Planning Authority before any development is commenced.
Reason: That your application is expressed to be an outline application only with access details submitted only.
- 3 This permission is in respect of plan nos. Shi 2995 pa 002 and Shi 2995 pa 001 g and in so far as the access onto Marsh Road is concerned; for the avoidance of doubt the pedestrian footway along Marsh Road shall have a minimum width of 2 metres from the access to the southern end of the site frontage to Marsh Road.
Reason: For the sake of clarity and to ensure a more satisfactory development of the site.
- 4 No other part of the development shall be occupied until the existing means of access has been altered in accordance with the approved drawing and constructed in accordance with Buckinghamshire County Council's guide note "Commercial Vehicular Access Within Highway Limits" 2013.
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
- 5 The development shall be served by means of adoptable estate roads which shall be laid out in accordance with details to be first approved in writing by the Local Planning Authority in consultation with the Highway Authority, and no dwelling shall be occupied until the estate roads which provide access to it from the existing highway have been laid out in accordance with the details subsequently approved pursuant to condition 2.
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
- 6 No other part of the development shall be occupied until the visibility splays shown on the approved drawing ref. Shi 2995 pa 001 g 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.
- 7 Prior to the commencement of any works on the site a Construction Traffic Management Plan detailing the management of construction traffic, (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading / unloading arrangements and parking of site operatives vehicles) shall be submitted and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance the approved Management Plan.
Reason: In the interests of highway safety and prevention of congestion. A pre-commencement condition is considered necessary to ensure measures are in place from the commencement of works to manage construction traffic to avoid danger, obstruction and inconvenience to users of the highway and of the development.

8 The Reserved Matters detail of layout shall include details of a surface water drainage scheme for the site, including disposal of surface water from roads and footways, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Assessment of SuDS components as listed in the CIRIA SuDS Manual (C753) and provide justification for exclusion if necessary demonstrating that water quality, ecological and amenity benefits have been considered
- Ground investigations including:
 - Infiltration in accordance with BRE365
 - Groundwater level monitoring over the winter period
- Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the hierarchy listed in the informative below and discharge to be limited to 1.1 l/s for all events.
- The heights of the Finished Floor Levels of the properties in relation to the surrounding ground levels. Any dwellings shown to be along the northern border of the site to be set at least 300mm above surrounding ground levels (plots 2, 3 and 4 on the masterplan, drawing number: Shi-29955-pa-001-g, October 2018, Rickett).
- Full construction details of all SuDS and drainage components
- Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Calculations of a submerged outfall and any necessary mitigation measures
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction.

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

9 Development shall not begin until a "whole-life" maintenance plan for the site has been submitted to and approved in writing by the Local Planning Authority. The plan shall set out how and when to maintain the full drainage system (e.g. a maintenance schedule for each drainage/SuDS component) during and following construction, with details of who is to be responsible for carrying out the maintenance. The plan shall subsequently be implemented in accordance with the approved details.

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

10 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

11 The Reserved Matters detail of layout shall include the following:

- a) Details of existing and proposed ground levels and proposed threshold levels shown relative to a fixed and know datum outside the site at the junction with Marsh Road. These details are to include cross sections through the new street(s).
- b) Details of bin storage and cycle storage within the scheme

- c) Details of proposed street lighting, note that the surrounding area does not have high level street lighting so where necessary lighting should be low level.
- d) Details of any other external lighting to be installed more than 2 metres above ground level
- e) A scheme for parking, garaging and manoeuvring in accordance with the County Council's "Buckinghamshire Countywide Parking Guidance" policy document including the provision of unallocated parking provided.
- f) Provision of on-plot electric charging points for vehicles
- g) A 15 metre buffer to the railway line

The approved scheme shall be implemented and made available for use before the dwelling or dwellings to which it relates are occupied and that area shall not be used for any other purpose, all unallocated parking shall be laid out and made available prior to the occupation of the first dwelling or in accordance with a timetable first agreed by the local planning authority.

The development shall be implemented in accordance with the approved details.

Reason: To ensure that the development is constructed at appropriate levels relative to the surrounding area and that appropriate provision is made for bin and cycle storage, lighting and parking provision, and does not prejudice the future twin tracking of the railway line.

- 12 The Reserved Matters detail of landscape shall include the following:-
- a) Details of a landscape buffer on the Marsh Road frontage.
 - b) Retention of the trees and hedge along the west boundary
 - c) Details of all fences, walls and railings including any to be retained on the boundary of the site
 - d) A method statement for the protection of retained trees and hedges, both within and adjacent to the site
 - e) The type/species, size, number and location of all new planting proposed, and all existing planting proposed to be retained, which should achieve 25% canopy cover in accordance with Policy DM34 of the adopted Wycombe District Local Plan 2019
 - f) A method statement for all new tree planting, including details of existing and proposed below ground services, tree pit details for all trees located within hard surfaced areas and details of how the trees within tree pits will be linked into the sustainable drainage system for the site.
 - g) Inclusion of plant species to provide ecological enhancements
 - h) Details of underground service routes

The development shall be implemented in accordance with the approved details.

Reason: In order to ensure that the development retains a strong edge to the boundary of the development with the open countryside and provides acceptable landscaping.

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

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

- 14 The Reserved Matters detail of appearance shall include the following:
- a) Full elevations of all buildings
 - b) Full floorplans of all buildings, which demonstrate compliance with the internal space standards required by Policy DM40 (Internal Space Standards) of the adopted Wycombe District Local Plan 2019
 - c) A schedule of external materials and finishes for each building
 - d) A schedule of materials and finishes for all hard surfacing areas
 - e) Street scene drawings for the streets within the site and the Mrsh Road

The development shall be implemented in accordance with the approved details.

Reason: To clarify the details that need to be considered as part of the appearance of the development.

- 15 No development shall take place until a strategy for ecological mitigation and enhancement within the site, which includes a timetable for implementation, has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall not take place other than in accordance with the approved details.

Reason: To secure appropriate ecological and enhancement measures which contribute to improved biodiversity. A pre-start condition is necessary to ensure that any existing features which contribute to ecology are retained as part of the development.

- 16 The development hereby approved shall be limited to 14 dwellings.
Reason: In order to limit the development to that applied for in the interests of the character and amenity of the area.

- 17 The housing mix for the site shall include 1,2 and 3 bedroom units and shall comply with the dwelling mix required in Policy DM24 (Affordable Housing) of the adopted Wycombe District Local Plan 2019 and its supporting text in respect of the affordable housing units.

Reason: To ensure the provision of a range of size of dwellings which meets the identified need for affordable housing and which will assist in improving the socio-economic mix of the community through delivering a wide choice of high quality homes, that widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

- 18 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 DM41 (Optional Technical Standard for Building Regulation Approval).

INFORMATIVE(S)

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

- 2 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 the Transport Development Control Section at the following address for information:-

Development Management
Buckinghamshire County Council
9th Floor
County Hall
Walton Street
Aylesbury
Buckinghamshire
HP20 1UY
Tel: 01296 395000

- 3 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.
- 4 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.
- 5 To comply with paragraph 080 of the Planning Practice Guidance (PPG) 'the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:
 - into the ground (infiltration);
 - to a surface water body;
 - to a surface water sewer, highway drain, or another drainage system;
 - to a combined sewer.'
- 6 Under the terms of the Land Drainage Act 1991 and the Floods and Water Management Act 2010, the prior consent of the Lead Local Flood Authority is required for any proposed works or structures in the watercourse. After planning permission has been granted by the LPA, the applicant must apply for Land Drainage Consent from the LLFA. Information and the application form can be found on the LLFA website. Please be aware that this process can take up to two months.

Agenda Item 4. Appendix A

18/07975/OUT

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Clive Harriss – If officers are minded to approve, please bring to committee as I have been contacted by various neighbours who have a number of concerns regarding the proposal.

Parish/Town Council Comments/Internal and External Consultees

Gt & Little Kimble Cum Marsh P Council

Comments: This is a well presented application however the Parish Council object to this based on pre-maturity of the application given the current status of the emerging WDC local plan and neighbourhood plan.

Further comments: The Parish Council has noted the issues raised by a number of parishioners in objections to the application and shares many of the concerns, in particular the safety of pedestrian and cycle users of Marsh Road in the village of Clanking (which is separated from the remainder of Great Kimble). We have also noted the holding objection and comments made by Bucks CC and Thames Water in relation to the sewage and surface water flooding problems experienced by residences in the area close to the site.

The Council accordingly makes a holding objection and requests and recommends that the application is not granted until the reports requested by Bucks CC and Thames Water have been provided and all infrastructure and other improvements necessary or appropriate to eliminate the sewage and surface water back-up and related issues have been completed.

As far as road safety, the Council notes that the recent confirmation that the plans for and related to HS2 will involve the closure of the railway crossing that provides access from the north of Marsh to Stoke Mandeville and the A4010. This will result in a material increase in the use of Marsh Road for tractor, lorry, caravan and car access, via the railway bridge, to the A413 and A41 and thereby the M1, M25 and M40. The council accordingly requests and recommends that the application is not granted until the plans for the upgrade of the B4009 and A4010 within Great Kimble have been implemented and if and to the extent the plans do not permit safe and easy access for non-vehicular traffic from Clanking to the other side of the railway bridge and from there to the local bus stops and the railway station this oversight has been remedied.

Furthermore the section of Marsh Road within Clanking is, in places, in particular where accessed by dwellings neighbouring the site to the north, too narrow for a car and a lorry, tractor or caravan to pass without material reduction in speed (if not one vehicle being stationary). The road is also too narrow at this section for the sidewalk proposed in the application to be extended along Marsh Road from the proposed entrance to the site to the far side of the entrance to Thrift Cottage and we accordingly request and recommend that the application is not granted until a new path for foot and cycle has been made available permitting non-vehicular travel by an alternative route around this section of Marsh Road.

We have also noted the concern that that size, style and quality of the new housing units proposed in the application exceeds that of the existing housing stock such that the rural character of Clanking will be damaged. While we consider any new development that increases the quality of local housing should be welcomed we note that five of the new units are to qualify as affordable housing and are concerned that the running costs of the housing units shown in the application may well be too high for residents whose financial circumstances qualify for the affordable housing scheme. We accordingly request and recommend that any grant of planning permission follows WDC being satisfied that this will not be the case for the five units to be allocated to the scheme and contains any conditions necessary and appropriate to achieve this.

Cadent Gas Ltd Plant Protection Department

Comments: None received

Town Planning Team Network Rail

Comments: Network Rail has the following comments:

- 1) A road leads to and from Marsh Lane (B4009) under the railway bridge – this is a low bridge (12' – 9") and Network Rail would be concerned by the applicant bringing materials to site including HGVs, high sided vehicles and housing frames.

The applicant is to submit the attached form to AssetProtectionLWsouth@networkrail.co.uk and provide details of mitigation measures to protect the bridge during works on site from bridge strikes.

- 2) Network Rail is aware that residents of developments adjacent to or in close proximity to, or near to the existing operational railway have in the past discovered issues upon occupation of dwellings with noise and vibration. It is therefore a matter for the developer and the council via mitigation measures and conditions to ensure that any existing noise and vibration, and the potential for any future noise and vibration are mitigated appropriately prior to construction.

To note are:

- The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running, heavy freight trains, trains run at weekends /bank holidays.
 - Maintenance works to trains could be undertaken at night and may mean leaving the trains' motors running which can lead to increased levels of noise and vibration.
 - Network Rail carry out works at night on the operational railway when normal rail traffic is suspended and these works can be noisy and cause vibration.
 - Network Rail may need to conduct emergency works on the existing operational railway line which may not be notified to residents in advance due to their safety critical nature, and may occur at any time of the day or night, during bank holidays and at weekends.
 - Works to the existing operational railway may include the presence of plant and machinery as well as vehicles and personnel for works.
- 3) If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement must be submitted to the Network Rail for agreement.
 - All works shall only be carried out in accordance with the method statement and the works will be reviewed by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling.
 - The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement.

Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

Thames Water

Comments:

Waste comments: With regard to surface water drainage Thames Water advise that if the developer follows the sequential approach with regard to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer prior approval from Thames

Water will be required. The development is within 15m of a strategic sewer. Request a condition is added to any planning permission that no piling shall take place until a piling method statement has been submitted to and approved in writing by the LPA in consultation with TW.

Recommend petrol / oil interceptors be fitted in all car parking / washing / repair facilities. The developer should demonstrate what measures he will undertake to minimise groundwater discharges to the public sewer. An informative should be added to any permission that any discharge into the public sewer would require a permit from TW.

TW would advise that with regard to waste water network and waste water process infrastructure capacity we do not have any objection to the planning application, based on the information provided.

Water comments: There are water mains crossing or close to the development. TW do not permit building over or construction within 3m of water mains. If significant works are planned within 3m of our mains we will need to check that it doesn't reduce capacity, limit repair or maintenance activities during and after construction or inhibit the services we provide in any other way. The applicant is advised to read our guide about working near or diverting our pipes.

On the basis of the information provided, Thames Water advises that with regard to water network and water treatment infrastructure capacity we would not have any objection to the above planning application. Suggest an informative regarding water pressure.

Ecological Officer

Comments: A Preliminary Ecological Appraisal has been carried out which sets out several recommendations. As ponds were identified close to the site, surveying for Great Crested Newts (GCN) was required: This further surveying has been undertaken and no GCN were found. Mitigation and enhancement measures have been recommended. These recommendations need to be designed into the proposals in a specific manor. This can be done via condition: No development shall take place until an ecological mitigation strategy has been submitted to and approved in writing by the LPA. This must subsequently be complied with. Reason: To ensure protected species are not harmed as a result of the proposals. No development shall take place until details (including plans and specifications) of ecological enhancement have been submitted to and approved by the LPA. Enhancements may include bat and bird boxes incorporated in to buildings, inclusion of plant species and features in the landscaping of the site which are of benefit to wildlife. Reason: to ensure that the development achieves a net gain in biodiversity. All external lighting must be designed in consultation with an ecologist to ensure that bats and other wildlife are not adversely impacted upon by lighting. Details and plans showing how this will be achieved must be submitted to and approved in writing by the LPA prior to occupation. Reason: to ensure that wildlife are not adversely impacted by lighting and to ensure proposals are in line with paragraph 180 of the National Planning Policy Framework.

Control Of Pollution Environmental Health

Comments: **Identified Environmental Services issues relevant to Planning:**

Air Quality from additional vehicle movements effecting the health of local residents in Air Quality Management Area within and without Wycombe District.

2. Conclusion

With regards to air quality Wycombe District Council declared new Air Quality Management Areas on 22.12.17 that covers the main arterial roads into High Wycombe town centre, Marlow and the M40. It is likely that a large proportion of vehicle movements from the development are likely to pass through the either the Marlow, High Wycombe, M40 or the three Aylesbury Vale Air Quality Management Areas as those provide links to the majority of employment, retail, leisure and educational facilities to the development. It has been identified that the proposed development intends to introduce an additional 32 parking spaces, which also appear to be specifically allocated to the new properties. As such the potential introduction of additional vehicles into the AQMA will negatively impact local air quality and its harmful health impacts upon local residents. Wycombe

District Council has a duty to ensure that nitrogen dioxide levels from road traffic within the AQMA are reduced to safer levels in line with the national air quality objectives. It is currently estimated that 144 excess deaths each year within Wycombe District area are caused by poor air quality, with the expectation that the majority of those deaths will be caused along the main arterial roads into High Wycombe and Marlow town centres. With this in mind Wycombe District Council now applies the following principle to all residential developments that are within the AQMA or that the majority of vehicle movements from the development will be by road through the AQMA- the active provision of 1 electric vehicle charging unit for each dedicated parking space and at least 1 charging point per 10 unallocated spaces. All other spaces should have appropriate cable provision to prepare for increased demand in future years. Due to the spaces appearing to be specifically allocated to the new properties, 32 parking spaces should be provided with an electric vehicle charging point.

3. Recommendation (with conditions if appropriate):

Objection, unless following conditions imposed;

Condition - Electric Vehicle Charging Points

Prior to the occupation of the development hereby permitted, 32 electric vehicle charging point must be installed. Thereafter the electric vehicle charging points must be maintained in full working order and, as such, a long-term management and maintenance plan shall be submitted in writing and approved by the Local Planning Authority.

Reason – to reduce the negative impact on the health of residents living within the Air Quality Management Area.

Construction/Demolition Noise

INFORMATIVE

The attention of the applicant is drawn to the requirements of section 60 of the control of pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application under Section 61 of the Act, for prior consent to the works, can be made to the environmental Services Division of the Council.

Buckinghamshire County Council (Major SuDS)

Comments:

Buckinghamshire County Council as Lead Local Flood Authority has reviewed the information provided in the Flood Risk Assessment and Drainage Strategy (w10550-181030-FRA&Drainage Strategy, October 2018, Waterco Consultants). The LLFA **has a holding objection** to the proposed development **due to insufficient supporting evidence of the proposed surface water drainage scheme and concerns of surface water flood risk.**

Surface Water Drainage

The applicant is proposing to utilise permeable paving on site to attenuate surface water before controlled discharge to the ordinary watercourse 20m north of the development site boundary. Connection to the ordinary watercourse will be provided by a surface water pipe network before a controlled discharge of 1.1l/s for all events. Permeable paving is strongly encouraged by the LLFA as it provides benefits of both water quality and quantity management, permeable paving has been proposed for all private driveways and the areas of the private access roads.

The LLFA request further evidence of the ordinary watercourse is provided at this stage. A survey from the point of proposed connection through to outfall should be provided and evidence submitted to the LLFA. A condition and capacity assessment of the watercourse must be completed to ensure the ordinary watercourse can sufficiently convey the surface water generated as a result of development. It is understood from the masterplan (drawing number: Shi-29955-pa-001-g, October 2018, Rickett Architects) that while there is an ordinary watercourse circa 20m to the north of the site; this borders the wider site boundary and therefore the applicant is deemed a riparian owner and would be able to discharge into this feature. We would like to further remind the applicant of their

riparian ownership responsibilities, in particular that they are responsible for ensuring the natural flow of water ensuring any blockages are removed. We would encourage them to refer to the Environment Agency Guidance on Riparian Responsibilities.

The discharge rate of 1.1 l/s is equivalent to the existing Qbar Greenfield rate of runoff; calculation detail has been provided in support of this. As the discharge will be limited to 1.1 l/s for all storm events this is betterment to the existing regime. Calculations have also been provided to demonstrate that the 1 in 100 year +40% climate change event can be contained within the proposed surface water drainage system. The system is in compliance with the non-statutory technical standards for sustainable drainage systems. Calculations must be provided to model a submerged outfall scenario associated with the proposed discharge to the ordinary watercourse. Submerged outfalls can occur when the water level of the watercourse exceeds the invert level of the outfall point; measures may need to be taken for such an event such as provision of additional storage and a non-return valve.

In accordance with paragraph 165 of the NPPF 2018 part d, the LLFA would encourage the consideration of above-ground SuDS features that provide multifunctional benefits. Features such as ponds or roadside swales could be incorporated providing benefits of water quality, quantity, biodiversity and amenity.

It is noted that there is a discrepancy between the proposed masterplan (drawing number: Shi-29955-pa-001-g, October 2018, Rickett Architects) and the surface water drainage layout (drawing number: w10550-180124-DRAINAGE P00, 26th January 2018, Waterco Consultants) regarding the parking provisions for plots 13 and 14. As the parking provision is imperative to the surface water drainage scheme due to the proposed use of permeable paving, the LLFA request that any changes to the parking provision is reflected within the proposed surface water drainage layout; the existing discrepancy should be amended alongside any further changes.

Surface water flood risk

Plots 2, 3 and 4 are anticipated to be at low risk of surface water flooding, as according to the updated Flood Map for Surface Water as provided by the Environment Agency. Depths of between 0.15-0.3m are expected for events between a 1% to 0.1% Annual Exceedance Probability (AEP) (this means there is between a 1 to 0.1% chance of the event occurring within any given year). The applicant should demonstrate a sequential approach to locating dwellings ensuring that dwellings are located out of areas at existing risk of surface water flooding. Where a sequential approach is unable to be undertaken the applicant must give reasonable justification and provide a detailed portfolio of the flood resistance and resilience measures to be incorporated. We would suggest the applicant consults the communities and local government guidance on improving the flood performance of new buildings when developing a portfolio of resistance and resilience measures.

The applicant should demonstrate that flood risk elsewhere will not be increased as a result of any mitigation works associated with the proposed dwellings. This is in compliance with paragraph 163 of the National Planning Policy Framework.

Overcoming our objection

We still require the following from the applicant:

- Demonstration of a sequential approach to locating dwellings, where a sequential approach cannot be demonstrated details of flood resistance and resilience measures must be provided.
- Survey of the ordinary watercourse from the point of proposed connection through to outfall, a condition and capacity assessment of the watercourse should be completed to ensure surface water flows can be sufficiently conveyed.
- Calculations for a modelled submerged outfall scenario
- Revision of the discrepancy regarding parking provision for all plots, this should be reflected in the surface water drainage layout.

Additional information Further comments: Buckinghamshire County Council as Lead Local Flood Authority (LLFA) has reviewed the information provided in the following documents:

- Flood Risk Assessment and Drainage Strategy (w10550-181030-FRA&Drainage Strategy, October 2018, Waterco Consultants).
- Response to Buckinghamshire County Council Lead Local Flood Authority (W10550-190404-LLFA Letter, April 2019, Waterco Consultants)

The LLFA withdraws our objection to the proposed development subject to the following conditions listed below.

It is proposed to utilise permeable paving on site to attenuate surface water before controlled discharge to the ordinary watercourse 20m north of the development site boundary. Connection to the ordinary watercourse will be provided by a surface water pipe network before a controlled discharge of 1.1l/s for all events.

Existing surface water flood risk

Plots 2, 3 and 4 are anticipated to be at low risk of surface water flooding, as according to the updated Flood Map for Surface Water (uFMfSW) as provided by the Environment Agency. Depths of between 0.15-0.3m are expected for events between a 1% to 0.1% Annual Exceedance Probability (AEP) (this means there is between a 1 to 0.1% chance of the event occurring within any given year). Within the technical note the applicant has assessed that the risk of surface water flooding as indicated by the uFMfSW to be lower than demonstrated due to the watercourse along the western and northern boundary of the site. The topographical survey notes that any flows would be directed to the north-western corner of the site where they would be intercepted by the ordinary watercourse. An assessment of the capacity of the ordinary watercourse has been provided within the appendices indicating that the culvert of the watercourse has an overall capacity of 320.8l/s compared to the proposed 1.1l/s discharge rate from the site for events up to a 1% AEP.

Based on the above, the LLFA request that the properties (plots 2, 3 and 4 on the masterplan, drawing number: Shi-29955-pa-001-g, October 2018, Rickett) along the northern boundary of the site have a finished floor level of 300mm above surrounding ground levels in order to provide mitigation to any residual surface water flood risk.

Ordinary watercourse connections

The LLFA are aware of the historic flooding associated with the ordinary watercourse, within the local area of the proposed development. However, due to the method of surface water proposed and the restriction of the discharge rate, the regime of surface water drainage is not to be changed as a result of development. Based on the proposed discharge rate of 1.1 l/s for all events, this is betterment to the existing greenfield runoff rates for events between a 3.3% to 1% AEP.

A survey of the existing ordinary watercourse has been conducted to demonstrate the viability of the feature to convey surface water generated by the site. The survey indicates that the watercourse is in need of maintenance works to ensure clear flow; we would like to further remind the applicant of their riparian ownership responsibilities, in particular that they are responsible for ensuring the natural flow of water ensuring any blockages are removed. We would encourage them to refer to the Environment Agency Guidance on Riparian Responsibilities.

As the site is discharging directly to a watercourse there may be occasions when the water level submerges the outfall from the site and the applicant must appropriately account for this. It is confirmed within the technical response that a non-return valve will be used on the outfall but the LLFA also request calculations of a submerged outfall and provision of additional storage where required.

Surface Water Drainage Scheme

In accordance with paragraph 165 of the NPPF 2018 part d, the LLFA would encourage the consideration of above-ground SuDS features that provide multifunctional benefits. Features such as ponds or roadside swales could be incorporated providing benefits of water quality, quantity, biodiversity and amenity.

The applicant is required to demonstrate compliance with the drainage hierarchy. To comply with paragraph 080 of the Planning Practice Guidance (PPG) 'the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:

- into the ground (infiltration);
- to a surface water body;
- to a surface water sewer, highway drain, or another drainage system;
- to a combined sewer.'

Therefore, the applicant is required to conduct ground investigations in order to understand the viability of an infiltration based scheme at this site. The applicant should also be made aware that the LLFA consider rainwater re-use to sit at the top of the hierarchy and would therefore request consideration of active rainwater harvesting which can provide benefits of stormwater management and climate change resilience by reducing potable water demand.

The LLFA request details of a whole-life maintenance scheme to ensure functionality of the proposed surface water drainage scheme for the lifetime of the development. The maintenance scheme is of particular importance given the small orifice associated with the proposed discharge rate as this may experience issues of blockages.

We would request the following conditions be placed on the approval of the application, should this be granted by the LPA:

Condition 1

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Assessment of SuDS components as listed in the CIRIA SuDS Manual (C753) and provide justification for exclusion if necessary demonstrating that water quality, ecological and amenity benefits have been considered
- Ground investigations including:
- Infiltration in accordance with BRE365
- Groundwater level monitoring over the winter period
- Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the hierarchy listed in the informative below and discharge to be limited to 1.1 l/s for all events.
- The Finished Floor Levels of the properties along the northern border of the site to be set at least 300mm above surrounding ground levels (plots 2, 3 and 4 on the masterplan, drawing number: Shi-29955-pa-001-g, October 2018, Rickett).
- Full construction details of all SuDS and drainage components
- Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Calculations of a submerged outfall and any necessary mitigation measures
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction.

Reason

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

Informative

To comply with paragraph 080 of the Planning Practice Guidance (PPG) ‘the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:

- into the ground (infiltration);
- to a surface water body;
- to a surface water sewer, highway drain, or another drainage system;
- to a combined sewer.’

Condition 2

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

Reason

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

NB: We would recommend that the “whole-life” maintenance and management plan for the surface water drainage system is secured by a Section 106 Planning Agreement. The use of a planning obligation (as opposed to a planning condition) would help to safeguard the maintenance and management of these features over the lifetime of the development. The BCC Strategic Flood Management team are of the opinion that this is a reasonable approach due to the residual risk of surface water flooding to the site should the systems not be adequately maintained.

Condition 3

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

Informative

Under the terms of the Land Drainage Act 1991 and the Floods and Water Management Act 2010, the prior consent of the Lead Local Flood Authority is required for any proposed works or structures in the watercourse. After planning permission has been granted by the LPA, the applicant must apply for Land Drainage Consent from the LLFA, information and the application form can be found on our website. Please be aware that this process can take up to two months.

Arboriculture Spatial Planning

Comments: Some loss of trees and hedges however in amenity terms this is unlikely to be of any significance. Tree Protection Plan shows some incursion into the RPA of retained trees. It is recommended that an AMS covering the implementation of tree protection, pre-commencement meetings and on-going site supervision be sought by condition. There looks to be scope for additional planting to the south of the site and along the boundary with Marsh Road.

Planning Policy

Comments: Weight to attach to Neighbourhood Plans

For all Plans the **National Planning Policy Framework** says:

From the day of publication, decision-takers may also give weight (unless other material considerations indicate otherwise) to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given). (NPPF Annex 1 - para 216)

National Planning Policy Guidance (NPPG) says:

‘An emerging neighbourhood plan may be a material consideration.Factors to consider include the stage of preparation of the plan and the extent to which there are unresolved objections to relevant policies....Decision makers should respect evidence of local support prior to referendum when seeking to apply weight to an emerging neighbourhood plan.It is for the decision maker in each case to determine what a material consideration is and what weight to give it.’ (NPPG Neighbourhood Planning para 07)

As a guidance we would advise the following:

	Designated Forum and Area	Draft Plan (regulation 14)	Submitted Plan (regulation 16)	Post Examination with decision to proceed to Referendum	Passes referendum	Adopted by Council
Plan	No Weight	Very limited weight	Limited weight	Moderate weight	Considerable weight	Full weight
Great and Little Kimble-cum-Marsh		✓				

Use of Neighbourhood Plans in decision making

Once a plan successfully passes referendum it has Considerable weight.
 Once a plan is “made” (i.e. adopted by the Council) it becomes part of the development plan and has Full weight.
 At both of these stages policies contained within Neighbourhood Plans can be used to refuse applications.
 At all stages leading up to the referendum, policies in plans cannot be used to refuse applications BUT can be used in a positive way to approve applications.

County Highway Authority

Comments:
 The application seeks outline approval with only access considered at this stage. Having assessed the location of the site, I am concerned by the lack of sustainability of the site created by the dangerous situation that will result for residents should they wish to access sustainable modes of travel. Currently access to the bus routes on the A4010 and to the Little Kimble railway station would be gained by way of the railway bridge on Grove Lane (B4009) which does not benefit from pedestrian footways. I therefore consider the site to be unsustainable due to the lack of a safe access to sustainable modes of transport.

The Local Plan progressed by Wycombe District Council proposes a relief road for Princes Risborough, with a route that will likely require the upgrading of the above referenced railway bridge on Grove Lane. Should a safe pedestrian link be created to link the site to the A4010, I would consider this site to be sustainable, however at the present time the site is not safe and sustainable. I would therefore consider this application premature.

A recent decision notice was issued by the Planning Inspectorate for a site within Little Kimble (land to the rear of Briarcroft on Marsh Road in Little Kimble) regarding an appeal against the refusal of a planning permission (17/06745/FUL). The application sought to demolish four existing buildings and erect one single-storey detached 3-bed dwelling (PINS reference APP/K0425/W/18/3195989). One of the main issues discussed within the Inspector's decision notice related to the location of the development (paragraphs 4 to 16, specifically paragraphs 7 and 8).

The Inspector concluded that the site was isolated and access to any local goods and services would be via fast and unlit road country roads. As a result, the development would be reliant upon the use of the private car and consequently not adhere to the guidance contained within paragraph 103 of the National Planning Policy Framework insomuch as it would not actively manage patterns of growth to support the use of public transport, walking and cycling.

I would consider the current site comparable to the appeal site with regards to dangerous and unsuitable access along the highway network due to the danger posed by the lack of a pedestrian footway beneath the railway bridge over Grove Lane, and the lack of other suitable routes to the A4010 or Little Kimble railway station. As a result, the proposed development will be reliant upon the use of the private car and consequently would also not adhere to the guidance contained within paragraph 103 of the National Planning Policy Framework.

Due to the reliance of this site upon the creation of a pedestrian route along Grove Lane under the railway bridge, I would theoretically consider it appropriate for the site to contribute to the creation of a pedestrian route by way of a Section 106 contribution once proposals for the upgrading of the railway bridge and junction have been advanced. However at this stage I believe that this would also be premature.

Mindful of the above, I object to the proposed application. However, I include below further comments upon the application proposals mindful of the potential for the objection to be overcome in future.

It appears that the proposed pedestrian footway across the site frontage would connect to the existing pedestrian footway along Grove Lane, however an annotation states that the footway would run to the edge of the application site. I would require clarification that the proposed footway connects to the point at which the existing footway terminates in order to provide an adequate pedestrian link.

I further note that the demonstrated footways only measure 1.8 metres in width. This is inadequate to serve the site, and I note that widths of 1.8 metres would only be permitted when absolutely necessary over only short distances. The footway adjacent to Marsh Road would especially raise a concern for highway safety due to the quantum of traffic and recorded vehicular speeds within the vicinity. I would request that widths of 2 metres be provided for footways. Due to the widths of land subject to highway rights across the site frontage, I would request that a proposed footway adjacent to Marsh Road be proposed to be adopted by the Highway Authority should any parts fall within the site rather than the land subject to highway rights.

The Highway Authority would not seek to adopt the internal estate road, especially the areas proposed to be surfaced by permeable surfacing. Should the applicant wish to propose the estate road for adoption this should be stated in the submission of detailed information.

I note that the Floor Risk Assessment and Drainage Strategy includes a map demonstrating a slightly different layout, with one garage gaining access onto the proposed estate road within the vicinity of the junction. I would request that a detailed internal layout not include this arrangement, as I would consider the proximity of this access to the junction with Marsh Road to interfere with movements at

this junction and cause a highway safety concern. The Highway Authority would find the proposed masterplan layout preferential due to it not including this feature and gaining access from the estate road further within the site.

I would also require detailed submissions to demonstrate a swept path analysis for a refuse vehicle providing access along the estate road to each dwelling.

Having assessed the internal estate road dimensions and layout, I note that the current design at the cul-de-sac shared surface serving the plots numbered 7 to 14 is inadequate in terms of width and design. Shared space proposals should not simply comprise an estate road minus the footways. The termination of the footway adjacent to plot 1 would appear to confirm this as the design. The Highway Authority would request that a shared space surface serving this quantum of properties be a minimum of 5.5 metres in width rather than the 4.8 currently proposed. I consider the spur serving plots 4 to 6 adequate in width due to the lower quantum of development served and the shorter length of the spur. I would therefore request amendments to address the above points when designing the site layout for submission.

With regards to the proposed access of the site, I note the submission of an Automated Traffic Count speed survey demonstrating 85%ile vehicular speeds of 33.8mph for two-way speeds. Mindful of this data and the speed restriction currently in place, I consider the proposed visibility splays appropriate for the conditions of the local highway, and would recommend that these visibility splays be secured by way of condition.

I note that the parking provision of the site set out in the layout at a detailed design stage should meet the parking standards set out in the Buckinghamshire Countywide Parking Guidance policy document. The site falls within residential Zone C.

Mindful of the above, I object to the proposed outline development for the following reason:

Reason 1: The location of the site is such that it has only limited access by non-car modes of travel. The absence of adequate infrastructure and the sites remoteness from major built up areas is such that it is likely to be reliant on the use of the private car contrary to local and national transport policy. The development is contrary to Policy CS20 (Transport and Infrastructure) of the Wycombe Development Framework Core Strategy (adopted July 2008) and the Buckinghamshire County Council Highways Development Management Guidance document (adopted July 2018).*

* The advancing local plan for Wycombe District proposes the upgrading the railway bridge on Grove Lane which provides an opportunity to significantly improve sustainability within the vicinity of the application site, by way of potential provision of a safe pedestrian route to the A4010. I would consider the creation of a pedestrian link to overcome the objection on sustainability, and would consider it theoretically justifiable to consider a Section 106 contribution by the applicant, but I note that such considerations are premature at this time.

Comments on additional information: Thank you for your consultation dated the 9th April 2019, regarding the proposed development at the above location.

I note that in previous comments from the Highway Authority upon this application, and the site assessment for housing allocation in the parish of Great and Little Kimble Cum Marsh, it was previously stated that the proposed application site is restricted in its access to sustainable forms of transport. Pedestrian and cyclist access to bus and train services on the A4010 is significantly hampered because of the railway bridge on Grove Lane (B4009).

An appeal decision at a site within the vicinity, at Land Rear Of Briarcroft, Marsh Lane, Little Kimble reference: 17/06745/OUT, demonstrated the unsustainable nature of the location due to the lack of day to day amenities within the vicinity of the site. Two similar appeal decisions by the Planning

Inspectorate are included in a later section of this response, one within the same parish, and another at Frieth in Wycombe District which further highlights the unsustainable nature of the site.

It is the view of the Highway Authority that due to the unsafe and unsustainable nature of the proposed development, the proposals are contrary to local and national policy without sufficient mitigation for the impacts of the development. It was previously stated that the junction improvement plans which highlighted works to the junction between the B4009 and the A4010, proposed as part of the Princes Risborough expansion area link road project, remain an aspiration and are not sufficiently advanced for the current application to secure detailed mitigation measures for the proposed development at this stage.

As the applicant has chosen to continue to advance the application, The Highway Authority would consider a Section 106 Agreement to be required to overcome the strong objection and ensure sufficient mitigation for the proposed development. This recommendation is subject to a Section 106 Agreement to facilitate BCC to provide highway safety improvements between the site and local sustainable forms of transport taking into account future design changes planned for the highway network.

Having assessed the submitted plans, and discussed the proposals with the Local Planning Authority, I do not consider the application proposals within the site boundary, that are not sought to be determined at this outline stage, to prejudice the proposals for the Princes Risborough link road and alterations to the A4010 and B4009 junction.

Response to Applicant's Correspondence

The additional information provided by the applicant has not demonstrated safe and suitable access between the application site and regular sustainable transport links, such as regular bus services or the Little Kimble train station. Therefore the objection of the Highway Authority has not been overcome. As noted above, the Highway Authority recommends that the objection could be addressed with a suitably worded S106 Agreement. Once the future layout of the highway network has been determined, highway safety improvements could be implemented to mitigate the impact of the development.

A stage one safety audit would be required to demonstrate that the highway carriageway link beneath the railway bridge is safe for use by pedestrians and cyclists. However it is clear that such an audit would simply demonstrate the fact that it is not safe or suitable for pedestrians or cyclists to utilise the current highway link. It is therefore considered that a safety audit would simply be an unnecessary cost.

As has previously been stated the road at the railway bridge is unsuitable for pedestrian and cyclist access. This area of highway suffers from insufficient forward visibility for vehicles, pedestrians and cyclists to avoid collisions, particularly to the western side of the bridge due to the alignment of the carriageway. The lack of a pedestrian facility forces pedestrians to walk upon the highway carriageway in the path of vehicles. There is no safe crossing point of the carriageway, and due to insufficient forward visibility, vehicles will not have time to spot pedestrians and cyclists and stop in time to avoid collisions when crossing the highway.

The applicant has stated that the Highway Authority has accepted the sustainability of the location and has not objected on highway safety grounds. This is disputed, as the lack of sustainability of the location of the site forms part of the objection. The application site is not in a sustainable location because residents, if they wished to access sustainable modes of travel, would have to navigate unsafe and unsuitable routes, this issue was highlighted in the previous comments of the Highway Authority upon the application.

The applicant has stated that "as the County Council accepts, it is a sustainable location in terms of access to public transport (bus and rail facilities), schools and other village facilities." Again, this is disputed. The Highway Authority has previously stated: "Should a safe pedestrian link be created to

link the site to the A4010, I would consider this site to be sustainable, however at the present time the site is not safe and sustainable.”

Within appeal decisions at Briarcroft, Grove Lane (reference 17/06745/FUL), and Clematis Cottage, Lower Icknield Way (reference 17/07500/FUL), the Planning Inspectorate has previously set out the requirement for developments to provide safe and suitable access to sustainable transport due to the lack of sufficient day to day amenities within Great and Little Kimble. Given the reliance of the application site on a route to sustainable forms of transport that would at present be detrimental to highway safety, an appropriate contribution to highway safety works is required to mitigate the impact of the development.

References to historical applications especially those prior the latest amendments of the National Planning Policy Framework in 2018-2019 and latest works on the Wycombe District Local Plan are considered to carry limited weight.

Regarding the Local and Neighbourhood Plan, when considering the allocation of housing in Great and Little Kimble the Highway Authority raised the issue of the unsafe access through the railway bridge on Grove Lane, and along Bridge Street, contrary to the statement of the applicant that the Highway Authority has raised no concerns. As previously stated, areas of the parish capable of gaining safe and suitable access to the local forms of sustainable transport are considered sustainable locations.

The Local Plan and the Neighbourhood Plan have not yet been adopted as policy, and the junction improvements have not yet reached a detailed design stage or been secured. The applicant therefore cannot rely upon these items to justify the sustainability of the application site at this stage. It would also be premature to approve specific mitigation to address the lack of sustainability in conjunction with the junction upgrades due to the lack of a determined design.

The applicant has directed the Highway Authority to a decision relating to a site in Bradenham, Norfolk. The differences in local highway and railway infrastructure, potential accessibility to sustainable forms of transport, and applicable local policies between the referenced appeal decisions are significant and therefore any benefit of comparison is limited.

The applicant has referenced paragraph 103 of the National Planning Policy Framework which states that the availability of sustainable transport will vary between urban and rural areas. Given the proximity of bus stops on the A4010 and a train station accessed from the A4010, the Highway Authority contends that this paragraph does not apply to the current application site. Despite being in a relatively rural area of Wycombe District, the application site is within the vicinity of sustainable transport links, but is severed from these services, and access to them by pedestrians or cyclists would result in a detrimental impact upon highway safety. As such, measures to mitigate the impact of the proposed development are required.

As previously recommended above, a S106 Agreement providing sufficient scope to provide mitigation measures suitable for the as yet undetermined future layout the highway network could overcome the current objection, and ensure that appropriate mitigation can be delivered.

Local Appeal Decisions

Previous comments from the Highway Authority referenced one appeal decision within the vicinity at Land Rear of Briarcroft, application reference: 17/06745/FUL. Two further appeals, including an appeal within the Parish, at Clematis Cottage, application reference: 17/07500/FUL and an appeal in Frieth within Wycombe District at Middle Way Stables, Innings Road application reference: 17/08111/FUL, have also been made by the Planning Inspectorate, and are considered to be relevant to the current application.

These three appeal decisions, which include two appeals within the Great and Little Kimble Cum Marsh parish, specifically state that the parish settlement’s lack of sufficient day to day amenities is

unsustainable. The appeal decision in Frieth demonstrated an objection on the same basis and policy in a settlement of comparable amenity provision. It is therefore established that the settlements within the parish are unsustainable. Sufficient provision of safe and suitable access to sustainable forms of transport is therefore required to ensure sustainable development in line with local and national policy.

The Briarcroft appeal site is applicable to the current application site as both sites lack safe and suitable access to sustainable forms of transport. Paragraph seven sets out the lack of sufficient day to day amenities, and that the absence of a footway or cycle path is a limiting factor. It is also detailed that, despite the proximity of sustainable forms of transport the limited access to the referenced bus stop is insufficient and would result in reliance upon the use of a private car, contrary to policy.

The Clematis Cottage, Great Kimble, appeal decision likewise cannot achieve safe access between the application site and sustainable forms of transport. Paragraph fourteen sets out that the parish settlements do not provide sufficient day to day amenities to be considered sustainable, and that this combined with the limited access to sustainable forms of transport would result in dependence upon private vehicles to travel to facilities and services in other larger settlements. Paragraph 17 sets out that the heavy reliance upon the use of private vehicles is contrary to policy CS20 of the Wycombe Development Framework Core Strategy.

The Frieth appeal decision, for the planning application numbered: 17/08111/FUL, was also considered unable to provide safe and suitable access to amenities, and therefore to constitute a development that is dependent upon the use of personal vehicles. The relevance of this appeal is that the village of Frieth is stated to have similar level of amenities to Great and Little Kimble, in the form of a church, village hall, primary school, and two public houses. Similar to Great and Little Kimble, the amenities were stated to be insufficient to provide for day to day needs in paragraph five of the Inspector's decision.

Paragraph six states that the development of the Frieth appeal site, without good access to services via a range of transport modes required to avoid adverse environmental impacts of traffic and travel, is not suitable. The appeal decision finds the situation contrary to policy CS20 of the Wycombe Development Framework Core Strategy which requires safe access to be provided for all modes of transport.

The applicant has not presented additional information to demonstrate that safe and suitable access to regular forms of sustainable transport, upon the A4010, is possible from the current application site. The specifically referenced restriction, the railway bridge, has not been demonstrated to provide safe and suitable access between the application site and the A4010.

The Highway Authority must take account of the decisions of the Planning Inspectorate to ensure a consistency in decision making. I do not believe that there are sufficient grounds to contradict multiple appeal decisions by the Planning Inspectorate in suggesting that the application site is sustainable without sufficient mitigation.

However the Highway Authority has previously stated that there is potential to overcome the objection raised. Unlike the local appeal sites, the application site has fewer barriers between the site and the sustainable forms of transport available on the A4010, and is of a larger quantum. Therefore a contribution towards highway safety improvement works would be considered sufficient mitigation for the impact of the proposed development.

Recommendation

As noted above, safe and suitable access to sustainable forms of transport has not been demonstrated, and Great and Little Kimble do not benefit from sufficient day to day amenities to be considered sustainable. The application would be detrimental to highway safety, and would result in an unsustainable form of development. The proposed development is therefore contradictory to Policy CS20 (Transport and Infrastructure) of the Wycombe Development Framework Core Strategy

(adopted July 2008) and the Buckinghamshire County Council Highways Development Management Guidance document (adopted July 2018).

It is therefore the position of the Highway Authority that sufficient mitigation measures must be implemented. Currently, detailed proposals to address the impact of the development cannot be secured due to the stage that the Local Plan and A4010 / B4009 junction alteration proposals are at.

The Highway Authority would consider a suitably worded Section 106 Agreement capable of overcoming the objection by ensuring required mitigation can be implemented in a manner that will allow for the highway safety mitigation works to reflect the situation and requirements of the future layout of the local highway network. Funding sought would be comparable to that sought from other projects for highway safety mitigation schemes across Buckinghamshire.

Mindful of the above, the Highway Authority could withdraw the previously raised objection, subject to the following Section 106 Agreement Obligation, conditions, and informative points:

Section 106:

- Contribution towards the provision of highway safety improvements within the vicinity of the site between the site and sustainable forms of transport.

Legislation Compliance Check

Obligation Description	Objective	Provision	Trigger	Policy Support	CIL Compliance
Highway Safety Improvements	Improving public highway safety between the site and sustainable forms of transport.	£50,000	Prior to commencement.	NPPF Section 9 Paras 102-104, 108	<p>Necessary – Required to ensure impacts of development are safely mitigated and to promote sustainable transport</p> <p>Directly related Contributions relate to proposed enhancements of routes between the application site and sustainable forms of transport.</p> <p>Fair and Reasonable – Mitigation measures proportionate response to identified impacts.</p>

Condition 1: The development shall be served by means of estate roads which shall be laid out in accordance with details to be first approved in writing by the Local Planning Authority in consultation with the Highway Authority, and no dwelling shall be occupied until the estate roads which provide access to it from the existing highway have been laid out in accordance with the details subsequently approved pursuant to condition....

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

Condition 2: 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 "Commercial Vehicular Access Within Highway Limits" 2013.

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

Condition 3: No other part of the development shall be occupied until the visibility splays shown on the approved masterplan drawing numbered “Shi 2995 pa 001 g” 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.

Condition 4: Prior to the commencement of any works on the site, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operatives vehicles) shall be submitted and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with such approved management plan.

Reason: This is a pre-commencement condition as development cannot be allowed to take place, which in the opinion of the Highway Authority, could cause danger, obstruction and inconvenience to users of the highway and of the development.

Informative Points:

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

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

- 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.
- 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.

Should the Local Planning Authority be minded not to approve the above, the Highway Authority would recommend refusal for the following reason:

Reason 1: The location of the site is such that it has only limited, unsafe access by non-car modes of travel, the use of which would result in a detrimental impact upon highway safety. The absence of adequate infrastructure and the sites remoteness from major built up areas is such that it is likely to be reliant on the use of the private car contrary to local and national transport policy. The development is contrary to Policy CS20 (Transport and Infrastructure) of the Wycombe Development Framework Core

Representations

Bucks Healthcare NHS Trust

- Request funding towards A&E provision through S106 agreement to address a funding gap in the first year of occupation of developments.

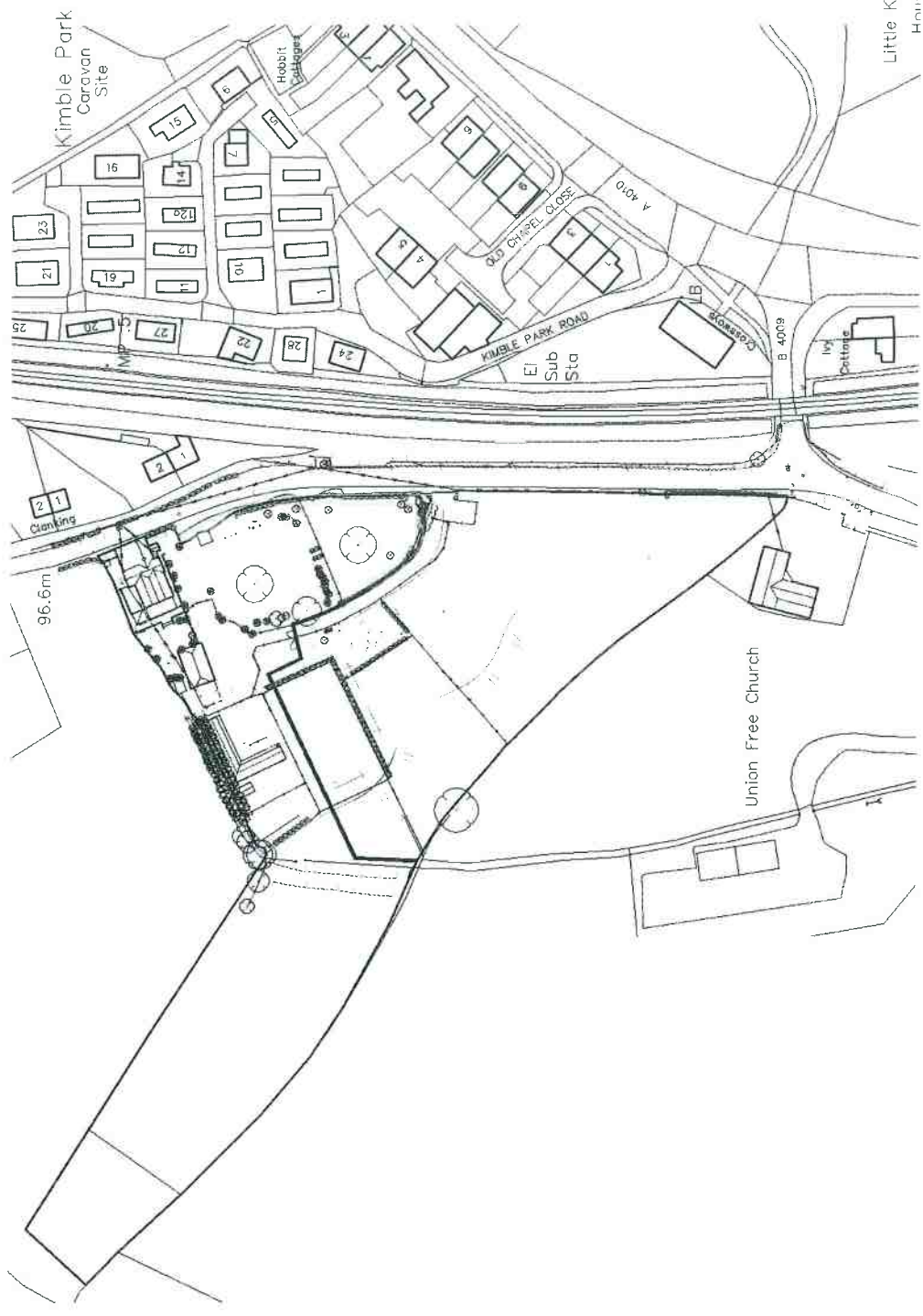
16 comments have been received objecting to the proposal:

- Out of keeping with the area
- Urbanisation
- Additional traffic
- Marsh Road unsuitable for additional traffic – not wide enough for two vehicles in places
- Marsh Road is used as a “rat run”
- Concern over highway safety
- Could increase surface water flooding – there are already issues on Marsh Road, and this has caused flooding of Flint Cottage in the past.
- Concern over sewerage capacity
- Hedges need to be protected
- Lack of footway along Marsh Road
- The proposed footway will only benefit the development, not other residents of Marsh Road.
- Parking shown on plans not sufficient
- Impact on residents of Marsh Road (approximately 30 households)
- Timing of traffic survey coincided with a road closure in Bishopstone so traffic numbers would have been reduced
- Does not make any provision for traffic calming – the submitted survey identifies that up to half the cars passing the site are speeding.
- HS2 is likely to increase traffic in the area with the construction of link roads around Aylesbury
- The relieve road to Princes Risborough will increase traffic through Kimble and Marsh Road will no longer be protected from unsuitable traffic once alterations to the railway bridge are carried out.
- Objections to the inclusion of the site were made to the neighbourhood planning group, including the submission of a petition.
- Detrimental to wildlife
- Site should not be considered outside of the neighbourhood planning process.
- Early submission of the application ahead of the completion of the neighbourhood planning process is an attempt to circumvent that process.
- Should not be decided until new road plans completed.
- Different in character to development along Marsh Road
- Lack of small dwelling in the scheme
- Affordable housing should be smaller 1 or 2 bedroom units.
- Need to be clear about responsibility for management and maintenance of the landscaped area
- Hedge on the west boundary has protected status as an ancient hedgerow.
- Site is adjacent to the AONB
- Clanking is a distinct settlement from Little Kimble and is entirely linear. Layout is not in keeping with the immediate area.
- Will encroach on the green area between Clanking and Great Kimble and with other proposed developments will merge the separate settlement and perpetuate ribbon development between Aylesbury and Princes Risborough.
- Site visible from public footpath.
- Too dense and too many houses.

18/07975/OUT

Scale 1/2500



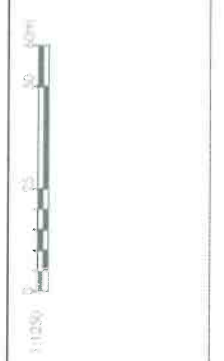


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pages

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

Client: The Jubilee
Project: Little Kimbie
Title: Site Location Plan

Scale: 1:1250
Date: 01/14
Drawn: DJ
Checked: DJ



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Agenda Item 5.

Contact: Heather Smith DDI No. 01494 421913

App No : 18/08264/FUL App Type : FUL

Application for : Demolition of existing two dwellings and garages and erection of 1 x 5 bed and 1 x 4 bed detached dwellings with detached double garages (alternative scheme to pp 17/05769/FUL)

At The Spinney, Upper Icknield Way, Whiteleaf, Buckinghamshire, HP27 0LY

Date Received : 07/01/19 Applicant : Mr Simon Ruck

Target date for decision: 04/03/19

1. Summary

- 1.1. Full planning permission is sought for the demolition of the existing two dwellings and garages and erection of 1 x 5 bed and 1 x 4 bed detached dwellings with detached double garages (alternative scheme to pp 17/05769/FUL).
- 1.2. A similar application was granted full planning permission, subject to the completion of a planning obligation, in July 2018. (Reference 17/05769/FUL applies). On granting planning permission, the Planning Committee accepted that the proposal constituted inappropriate development in the Green Belt. However, very special circumstances existed that meant the potential harm to the Green Belt (by reason of inappropriateness, and any other harm) is clearly outweighed by other considerations. These considerations were that the proposed dwellings would amount to a lesser degree of harm to the openness of the Green Belt than the resultant level of lawful built development, which could be achieved at this site.
- 1.3. In view of the planning history, the current proposal is acceptable within the Green Belt and will have no adverse effect upon the scenic beauty of the Chilterns AONB
- 1.4. The proposed development will have no adverse effects upon the amenities of the adjacent residents, highways safety or the heritage assets relating to this site.
- 1.5. This application is recommended for approval.

2. The Application

- 2.1. The application site consists of a large detached dwelling, with ancillary outbuildings and is situated on the eastern side of Upper Icknield Way, Whiteleaf. The surrounding area forms part of the Green Belt and the Chilterns Area of Outstanding Natural Beauty.
- 2.2. The submitted plans show that the current proposal is similar to planning permission 17/05769/FUL in that the existing dwelling house is to be demolished and two, 6 bed dwellings are to be erected in its place. The siting of the two new dwellings is similar to the permitted scheme with a staggered frontage and forward projecting garages. However, the current application differs from the approved scheme in that level changes are proposed across both plots, to create a more usable garden area for each dwelling. The plans show that on Plot 1, a curved ha ha will be formed which will allow the drop in level to take place within the plot, and reducing the height difference between the two rear gardens.
- 2.3. A raised patio area, approximately 1 m above the ground floor level of Plot 1 will be created, extended upwards to the area of level lawn.
- 2.4. Level changes are proposed within the front area of each house, as opposed to the permitted change at the rear.
- 2.5. The proposed north eastern elevation of each house will remain the same length, but

it is now proposed to locate the projecting gables in the centre of the main building element so that they will project the same distance to the front and to the rear.

- 2.6. An external side porch has been added to the dwellings, accessed via a ramped path. Additional windows have been added to the ground floor front and side elevations, including a bay window to the front of the living room on the north-west elevation.
- 2.7. It is now proposed to introduce timber cladding onto the rear elevations of the dwellings, to blend in with the proposed oak frame.
- 2.8. The proposed garage structures will now have straight gable ends and not hipped roofs, as permitted. Roof lights have been added into the roof slopes,
- 2.9. The application is accompanied by:
 - a) Design and Access Statement
 - b) Tree Protection Plan and Report
 - c) Ecology Wildlife Checklist
- 2.10. Amended plans have been received which shows the removal of a swimming pool and pump house from the proposal and indicates that the use of render as a material will be reduced. The applicant accepts that details of materials can be submitted and agreed at a later date.

3. Working with the applicant/agent

- 3.1. In accordance with paragraph 38 of the NPPF Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
 - In this instance the applicant/agent was updated of any issues after the initial site visit. The applicant/agent was advised to reduce the built form across the site. The applicant/agent complied and the application was subsequently recommended for approval.

4. Relevant Planning History

- 4.1. 94/07004/FUL Demolition of existing double garage and erection of new double garage. Permitted
- 4.2. 15/06439/CLP Certificate of Lawfulness for proposed construction of 2 x front porches, 1 x rear porch, a single storey rear extension and a detached outbuilding comprising a swimming pool, gym, sauna and associated changing room. Certificate granted and under implementation.
- 4.3. 15/07759/FUL Householder application for construction of part single storey, part two storey side extension, fenestration and external alterations to existing building and alterations to existing ground levels to provide new terrace area to rear. Permitted
- 4.4. 16/05513/FUL Construction of part single storey, part two storey side extension, fenestration and external alterations to existing building and alterations to ground levels to provide new terraced area to the rear and internally divide existing dwelling to provide 1 x 6 bed and 1 x 2 bed dwellings, parking and access. Permitted
- 4.5. 17/05769/FUL Demolition of two existing dwellings and garages and erection of 2 x 6 bed detached dwellings, with detached double garages. Permitted following completion of a legal agreement which revokes the existing Certificate of Lawfulness and requires the demolition of the existing timber garage and summer house.

5. Issues and Policy considerations

Principle and Location of Development (including impact on the Green Belt).

DSA: DM1 (Presumption in favour of sustainable development), Wycombe District Local Plan CP1 (Sustainable Development), CP3 (Settlement Strategy), CP4 (Delivering Homes), DM33 (Managing Carbon Emissions, Transport and Energy Generation) DM42 (Development in the Green Belt), DM43 (The Replacement or Extension of Dwellings in the Green Belt (including Outbuildings)).

- 5.1. Planning permission was granted in January 2018 for the demolition of the existing dwelling and the erection of 2 x 6 bed dwellings, in its place. This permission remains extant and must be considered to be a material consideration in the determination of the current application.
- 5.2. On granting planning permission for 17/05769/FUL, the Local Planning Authority accepted that the gross floorspace of the proposed 6 bed properties would be contrary to Policies GB2 and Policy GB5 of the then adopted Local Plan as the replacement dwellings were materially larger than those currently present on the site. However, it was considered that the existing outbuildings (together with the other extant permissions) had a significant effect upon the openness of the Green Belt. It was therefore determined that by permitting the two 6 bed properties, an opportunity arose to remove the existing outbuildings and revoke the existing certificate of lawfulness. The development then proposed would be concentrated into a smaller portion of the site and not spread out, as existed. A legal agreement was signed to this effect.
- 5.3. The submitted plans show that the development now proposed will measure approximately 803.4 square metres in terms of gross floorspace (including outbuildings). The development approved under planning permission 17/05769/FUL has a gross floorspace of 795.16 sq metres (including outbuildings). Therefore, this proposal amounts to an increase of 8.24 sq metres.
- 5.4. Although, this application was submitted at a time when Policy GB5 of the previous Local Plan was in force, the Council has since adopted a new Local Plan (Wycombe District Local Plan, August 2019). Policy DM43 of the adopted Local Plan considers the replacement of dwellings within the Green Belt and now uses the measurement of volume to assess the overall impact of a development on the openness of the Green Belt.
- 5.5. In accordance with the submitted details, the development approved under planning permission 17/05769/FUL had a gross volume of approximately 3084 cubic metres. By comparison, this proposal has a gross volume of 2815 cubic metres – some 269 cubic metres smaller than the approved development.
- 5.6. Although the introduction of gable ends on the proposed garages, (as opposed to hipped ends), will marginally increase the gross volume of the structures, this increase will have no significant effect upon the openness of the surrounding Green Belt.
- 5.7. Providing that the terms of the existing legal agreement are retained, revoking permission to erect a much larger development across the site, this proposal will result in a lesser impact upon the openness of the Green Belt than the approved development. The applicant has agreed to enter into a new legal agreement, to this effect.
- 5.8. The applicant has also stated that the existing dwelling will be retained until the dwelling on Plot 1 is completed. There is concern that such an event could result in the unacceptable creation of three dwellings on the site. Therefore, a planning condition should be imposed which requires the existing house to be demolished and removed from the site, prior to the occupation of the new dwelling on Plot 1.

Affordable Housing and Housing Mix

Wycombe District Local Plan: DM22 (Housing Mix), DM24 (Affordable Housing), DM41 (Optional Technical Standards for Building Regulations Approval)
Planning Obligations Supplementary Planning Document (POSPD)

- 5.9. This proposal falls below the Council's threshold for affordable housing.

Transport matters and parking

DSA: DM2 (Transport requirements of development sites)

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

- 5.10. The County Highways Officer has confirmed that the proposed development will not create a material intensification of the accesses, which are proposed to serve one property each. Both properties also provide optimal parking requirement and manoeuvring within the site curtilage. As such the development will not have a detrimental impact upon highway safety and convenience.
- 5.11. Amended plans have been submitted which show that the internal dimensions of the garage now comply with the minimum requirements of 6 x 3 metres per space.

Raising the quality of place making and design

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

Housing intensification SPD

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

- 5.12. The application site is situated within the Chilterns Area of Outstanding Natural Beauty. Policy DM30 of the adopted Local Plan requires that new development conserves and where possible enhances the natural beauty of the AONB. Policy DM30 also requires that new development delivers the highest quality design which respects the natural beauty and built heritage of the Chilterns and enhances the sense of place and local character.
- 5.13. The application site is largely set back from the Lower Icknield Way and lies behind the existing dwelling at Long Fortin. Therefore, the proposed new dwellings will not be a prominent feature in the street scene or viewed from any other public vantage point.
- 5.14. The submitted plans show that the design of the new dwellings are similar to that previously approved, although level changes across part of the application site have been made to allow for a greater ease of access and a more usable garden area. Although, the proposed level changes will alter the appearance of the application site, from within its boundaries, these changes will not be prominent from outside of the site. Therefore, the proposed level changes will have no significant impact upon the surrounding landscape or the visual character and scenic beauty of the AONB.
- 5.15. The submitted plans indicate that the dwellings would be erected with field flint in lime mortar, oak framing, plain clay roof tiles and slim black framed windows. These materials are appropriate, in principle, within the AONB, however a planning condition should be imposed requiring that a sample/schedule of all external materials be submitted and approved before they are installed.
- 5.16. The application site contains a number of mature trees and a tree report together with a tree protection plan has been submitted with this application. The original plans showed that 5 category B Pine trees were to be removed along the northern boundary of the site. However, no justification was provided as to why these trees are to be removed. As these trees are part of an important group of Pine trees which contribute to the visual character of the surrounding area, the applicant has submitted a revised plan showing their retention.
- 5.17. The Council's tree officer recommends that construction within the Root Protection Areas should be a "no-dig" method. Although an arboricultural method statement has been submitted with this application, further detailed information is required regarding works within the protection areas, in order to ensure that the existing trees are not harmed. A planning condition should be imposed to this effect.

Amenity of existing and future residents

Wycombe District Local Plan: DM35 (Placemaking and Design Quality), DM40 (Internal

space standards)

- 5.18. The amended proposal will provide a good standard of accommodation for future occupiers of the properties.
- 5.19. With regard to the amenities of adjacent residents, the submitted plans show that the proposed dwelling on Plot 1 will be sited approximately 1m closer to the boundary with Compton than the permitted scheme. However, a distance of approximately 28 metres will remain between the closest facing elevations of Compton and that of Plot 1. A distance of approximately 45 – 46 metres will remain between the proposed dwellings and the existing property at Long Fortin.
- 5.20. Given the distances between the proposed dwellings and existing residential properties, this proposal will have no significant effect upon the amenities of adjacent residents
- 5.21. However, concern has been raised by the residents at Compton that the increased number of windows in the new dwellings, will result in a loss of privacy. The submitted plans show that the only windows to be erected in the 1st floor side facing elevations will serve bathrooms. In order that the privacy to Compton is maintained, a planning condition should be imposed requiring these windows to be obscurely glazed and non-openable below 1.7 metres. Furthermore, no additional windows should be installed in this elevation without the written permission of the Local Planning Authority.
- 5.22. Given the distances between the proposed dwellings and existing residential properties, this proposal will have no significant effect upon the amenities of adjacent residents.
- 5.23. There are no other neighbouring properties within close proximity of the application site that would be materially affected by this proposal.

Flooding and drainage

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

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

- 5.24. The application property does not lie within a Flood Risk Zone 2 or 3. The site is not shown as being at risk of surface water flooding and ground water levels are at least 5 metres below the surface.
- 5.25. The County LLFA have objected to this proposal on the grounds that a surface water drainage scheme has not been submitted. However, the site is not in an area of ground or surface water flooding and there is no watercourse within the site boundary. In addition a condition was not imposed on the previous permission to secure details of surface water drainage.
- 5.26. Given the low risk nature of the area it is likely that the runoff from additional impermeable surfaces due to the proposal can be stored within the site and either reused or released into the ground through infiltration.
- 5.27. Provided re-use, infiltration or a combination of both is used, then the development will not result in the increase in flood risk elsewhere. If re-use or on site infiltration methods are subsequently shown not to be possible then the developer will need to demonstrate why this is not possible and how they intend to ensure that the risk of flooding elsewhere will not be increased due to the development. Taking into account the history of the site and the low risk of flooding this can be dealt with by way of a planning condition.

Archaeology

Wycombe District Local Plan: CP9 (Sense of place), CP11 (Historic Environment), DM31 (Development Affecting the Historic Environment)

- 5.28. The application site lies adjacent to an Archaeological Notification site which is believed to contain the remains of a Saxon burial ground, first discovered in c.1830. The County Archaeologist is conscious that due to the age of the previous discovery, it is possible that further archaeological remains may be found within the application site.
- 5.29. However, given the relatively small scale of the development and the re-use of the existing building footprints, the County Archaeologist is satisfied that the potential harm to the heritage asset could be mitigated through the imposition of a planning condition.
- 5.30. A planning condition requiring the submission and approval of a programme of archaeological investigations should be imposed.

Ecology

DSA: DM13 (Conservation and enhancement of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in development)
Wycombe District Local Plan (Submission Version): DM34 (Delivering Green Infrastructure and Biodiversity in Development)

- 5.31. The applicant should be made aware of the statutory responsibilities in the event that a protected species (including bats) is found during the construction process.

Building sustainability

Wycombe District New Local Plan: DM41 (Optional Technical Standards for Building Regulations Approval)

- 5.32. It is considered necessary to condition water efficiency to comply with policy DM41.

Weighing and balancing of issues – overall assessment

- 5.33. This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.
- 5.34. In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:
- a) Provision of the development plan insofar as they are material
 - b) Any local finance considerations, so far as they are material to the application (in this case, CIL)
 - c) Any other material considerations
- 5.35. As set out above it is considered that the proposed development would accord with the development plan policies.

<p>Recommendation: Minded to grant permission subject to completion of S106 Planning Obligation (variation of previous legal agreement) or other agreement</p>

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

- a) 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

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 WDC2; 01; 02B; 03A; 04A; 05A and TPP Rev B, unless the Local Planning Authority otherwise first agrees in writing.
Reason: In the interest of proper planning and to ensure a satisfactory development of the site.
- 3 Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before any work to the external finish of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason: To secure a satisfactory external appearance.
- 4 Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of all surfacing materials shall be submitted to and approved in writing by the Local Planning Authority before any work to the finished surfaces 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 appearance.
- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order), no development falling within Classes A, B 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.
- 6 Prior to occupation of the development space shall be laid out within the site for parking for four cars and manoeuvring per plot, in accordance with the approved plans. This area shall be permanently maintained for this 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 Notwithstanding any other details shown on the plans hereby approved, the window(s) and any other glazing to be inserted in the first floor of the north eastern elevation of each dwelling 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.
- 8 No further windows, doors or openings of any kind shall be inserted in the first floor of the north eastern flank elevations of the development hereby permitted without the prior, express planning permission of the Local Planning Authority.
Reason: To safeguard the privacy of occupiers of the adjoining properties.
- 9 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 DM41 of the adopted Wycombe District Local Plan (August 2019).

- 10 No development shall take place until the applicant, or their agents or successors in title, have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority. The archaeological investigation should be undertaken by a professional qualified archaeologist working to a brief issued by Buckinghamshire County Council Archaeological Service and take the form of a Watching Brief.

Reason: To protect and conserve the historic environment. A pre-start condition is necessary to ensure that any investigation work required is carried out before construction takes place.

- 11 Notwithstanding any detail specified in the submitted Arboricultural and Planning Integration Report, hereby approved, full details of a no-dig method of construction for all hardstanding areas, within the root protection areas for the retained trees, shall be submitted to and approved in writing by the Local Planning Authority before any such works are commenced. Thereafter, the proposed areas of hardstanding shall be constructed in accordance with the approved details.

Reason: In order to ensure the health and wellbeing of the existing trees.

- 12 Notwithstanding any detail shown on the Tree Protection Plan, hereby approved, and in accordance with amended site plan ref. 02B, received on 19 September 2019, no tree located within area G10, shall be felled, lopped, pruned or otherwise removed.

Reason: In order to retain the existing protected tree screen, in the interests of the visual amenity of the area.

- 13 Details of all screen and boundary walls, fences and any other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority before either dwelling is occupied. 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.

- 14 A fully detailed landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority before any development, above damp proof course, takes place.

The scheme shall include provision for

- Additional planting to compensate for the loss of some of the existing trees
- Native trees to reflect the rural context of the site

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

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

- 15 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.

- 16 The development hereby approved shall store all additional runoff within the site and either reuse it or release it into the ground through infiltration. Where the additional runoff is not to be re-used or on-site infiltration methods are not proposed, details of how the risk of flooding elsewhere will not be increased shall be submitted to and approved by the local planning authority prior to any development taking place. The approved details shall thereafter be implemented prior to the development being brought into use and thereafter managed and maintained for the lifetime of the development.
Reason: To ensure that the development does not increase the risk of flooding elsewhere.
- 17 Within two months of the occupation of the dwelling on the north east plot the existing dwellings shall be demolished and the resultant materials removed from the site.
Reason: Permission is granted with regard to the impact on the openness of the Green Belt resulting from a comprehensive redevelopment of the site. The part implementation of the permission by constructing the dwelling on the north east plot in conjunction with the retention of the existing dwellings would represent inappropriate development in the Green Belt which is detrimental to the openness of the Green Belt.

INFORMATIVE(S)

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

In this instance the applicant/agent was updated of any issues after the initial site visit. The applicant/agent was advised to reduce the built form across the site. The applicant/agent complied and the application was subsequently recommended for approval.

- 2 The applicant is advised that all bats are European protected species, and that they are frequently found roosting in buildings. The Conservation of Habitats and Species Regulations 2010 provides very strong protection for them and so you must be certain that they are not present before works begin. If protected species are found whilst carrying out work, all work must stop and Natural England must be informed 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.

18/08264/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Alan Turner: Due to local unease, the extensive levelling works proposed and proposed change to materials, if officers are minded to approve, this application should be referred to the Planning Committee

Parish/Town Council Comments/Internal and External Consultees

Princes Risborough Town Council

Comments: The Princes Risborough Town Council objects strongly to this application as it considers the proposal to be a vast overdevelopment in an AONB and Greenbelt area and not in keeping with the existing properties in the area.

County Highway Authority

Comments: Upper Icknield Way is an unclassified residential road with a 30mph speed limit and no parking or waiting restrictions. Within the vicinity of the site there are no pedestrian walkways and no street lighting. The current site is withdrawn from the road and gains access to Upper Icknield Way through two long accesses around a neighbouring property which fronts the street.

The proposed development will not create a material intensification of these accesses which are proposed to serve one property each. Both properties also provide optimal parking requirement and manoeuvring within the site curtilage. As such the development will not have a detrimental impact upon highway safety and convenience.

I note that the garages do not meet the required dimensions of 6 x 3 metres per space due to their length, and therefore are not considered to contribute towards the parking provision within the site curtilage.

Mindful of the above, I have no objections to the proposed application subject to the following conditions:

Condition 1: Prior to occupation of the development space shall be laid out within the site for parking for four cars and manoeuvring per plot, in accordance with the approved plans. This area shall be permanently maintained for this 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.

Informative Point:

- 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.

Buckinghamshire County Council (Non Major SuDS)

Comments: The County LLFA objects to this proposal on the grounds that a detailed surface water drainage scheme has not been submitted.

Control of Pollution Environmental Health

Comments: No objection

County Archaeological Service

Comments: No objection subject to a planning condition requiring a programme of archaeological investigations.

Arboriculture Spatial Planning

Comments: The previously permitted scheme included a condition that an AMS be submitted. As this does not appear to have been done and so we do not know if the scheme included the removal of trees. The current scheme shows the removal of 5 category B trees, including a section of a prominent pine group along the north boundary. It is not clear why the trees need to be removed. Erosion of this prominent feature to facilitate development is not supported. TPO considered. The area of hardstanding that sits within the RPA of retained trees will likely require a no-dig construction. The submitted arb details give a preliminary methodology but requesting greater detail is recommended.

Conservation Officer Spatial Planning

Comments: I query why render and Cotswold stone dressing have been proposed for these dwellings as they are not locally-distinctive and increase the prominence of the dwellings. I recommend that a local Bucks red multi is substituted for the render which would help ensure the buildings blend better in this rural context.

Representations

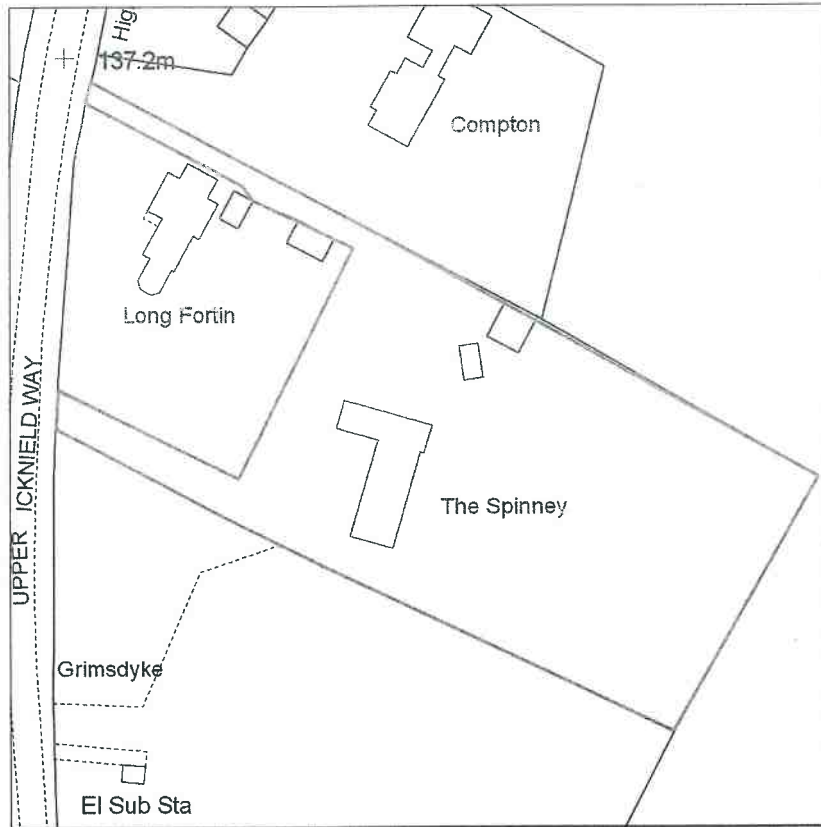
Objections have been received from neighbouring residents and the Whiteleaf Golf Club. The grounds of objection include:

- Inappropriate use of Cotswold stone in the AONB
- Removal of trees, which provide protection from stray golf balls
- Inappropriate development in the Green Belt. No very special circumstances have been produced for this application.
- Undesirable precedent for other similar developments – such as development now proposed at Beechcroft
- If existing house is retained, application site could have three dwellings on it.
- Level changes across site could result in water run-off onto neighbouring property at Compton
- Adverse effect upon archaeological assets
- Increase number of windows will result in overlooking and loss of privacy to Compton.
- Proposed chimney for wood burning stove could adversely affect Compton.
- Residents at Long Fortin have a legal right of access over driveway
- Comments made regarding a different planning application (are irrelevant to the consideration of this application)

18/08264/FUL

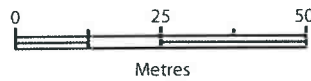
Scale 1/2500





The Spinney, Whiteleaf, Princes Risborough

Scale 1:1250



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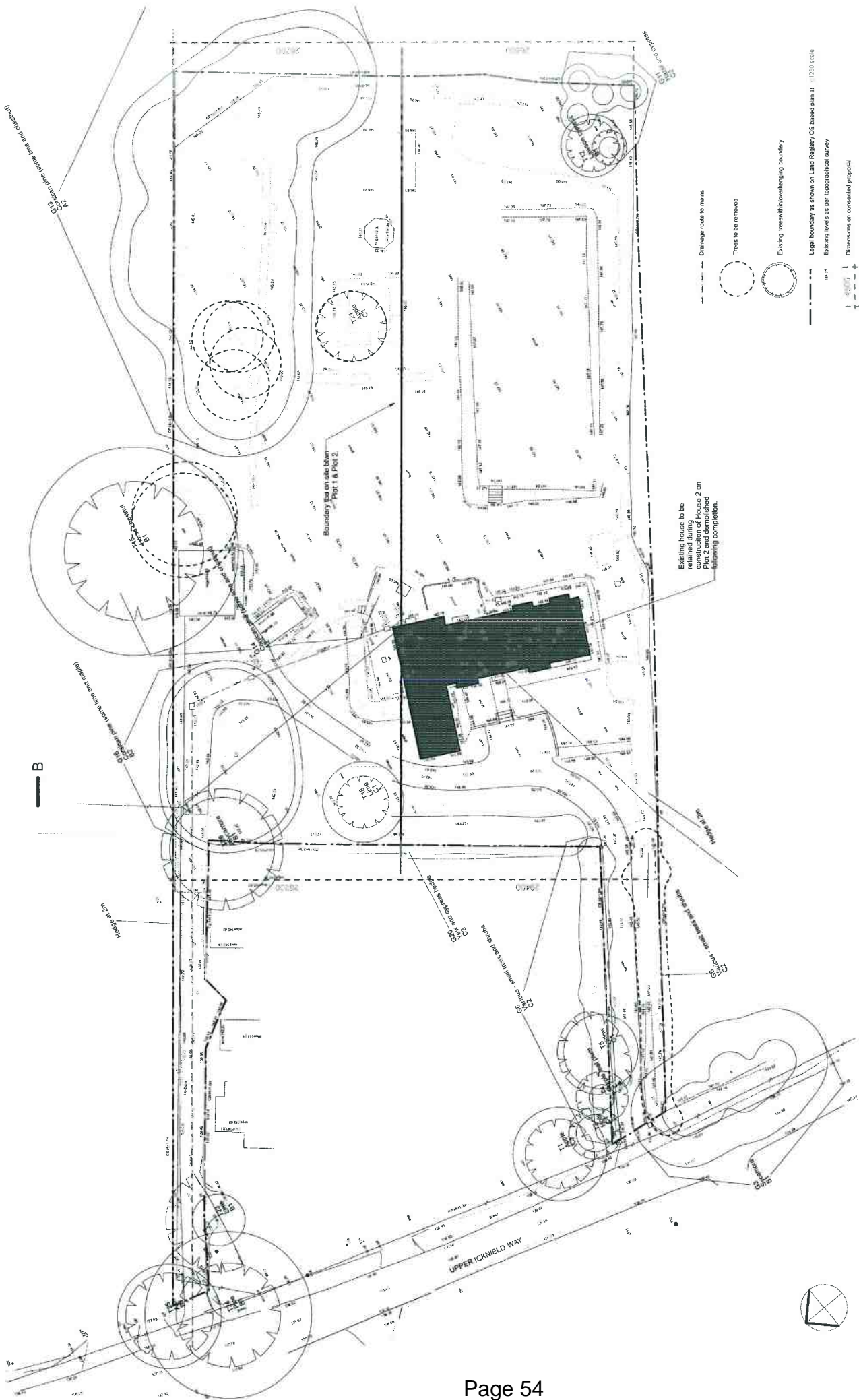
The representation of a road, track or path is no evidence of a right of way.

The representation of features as lines is no evidence of a property boundary.

Date Of Issue: 20 October 2018
Supplied By: Getmapping
Supplier Plan Id: 204044_1250
OS License Number: 100030848
Applicant: Kate Fischer
Application Reference: The Spinney 1

18/08264/Ful

W002



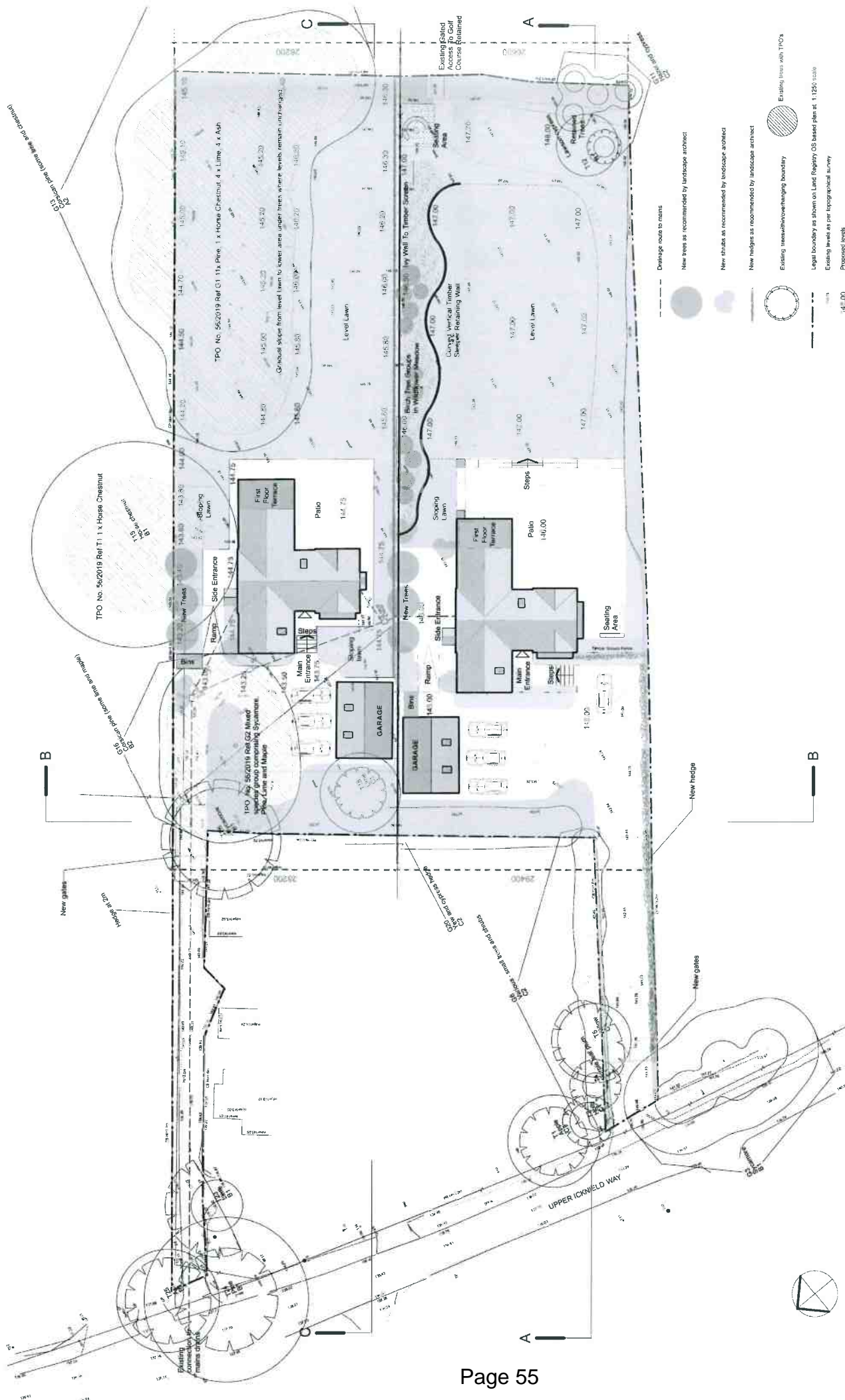
IMPORTANT NOTES - PLEASE READ
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 THE DESIGNER DOES NOT TAKE RESPONSIBILITY FOR ANY CONSTRUCTION WORKS OR FOR ANY ASSOCIATED CONSTRUCTION WORKS.
 CONTRACTORS ARE NOT TO BE HELD TO THIS AND ANY VARIATIONS AT ALL STAGES OF CONSTRUCTION. THE DESIGN HAS NOT BEEN VALIDATED.
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Urban Practice, Historic Buildings, Conservation, Archaeology, Planning, Landscape Architecture, Environmental Remediation, Heritage Conservation
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REVISIONS

PROJECT: **CAS45 The Spinney**
 DWG No: 01
 STATUS: PLANNING
 TITLE: Existing Site Plan
 SCALE: 1:200 @ A1 printed at 100%
 DATE: 12th December 2018

00 10 20 30 40 50 60 70 80 90 100



- Drainage route to mains
- New trees as recommended by landscape architect
- New shrubs as recommended by landscape architect
- New hedges as recommended by landscape architect
- Existing trees with TPOs
- Legal boundary as shown on Land Registry OS base plan at 1:1250 scale
- Existing levels as per topographical survey
- Promised levels
- Dimensions on centimeter proposal

IMPORTANT NOTES - PLEASE READ

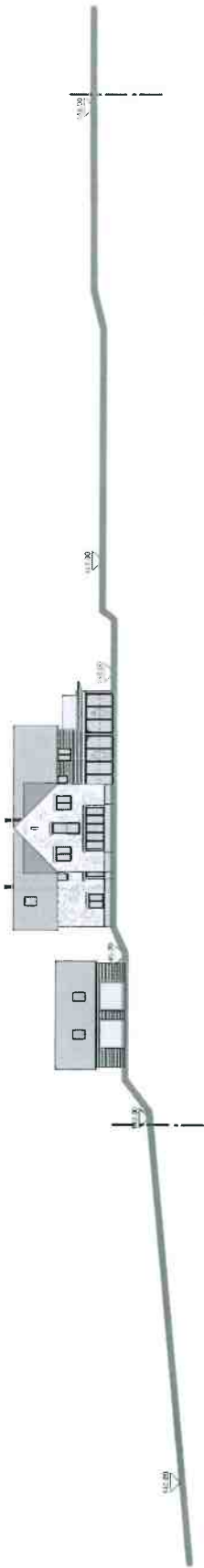
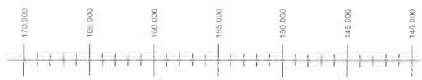
THIS DRAWING IS FOR PLANNING PURPOSES ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION. IT SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT DETAILS, STRUCTURAL DRAWINGS, BOOK OF WORKSPECIFICATION & OTHER DOCUMENTS ISSUED BY THE DESIGN TEAM. CONTRACTORS SHOULD MAKE SURE THEY UNDERSTAND THE DESIGN AND MAKE ANY NECESSARY MODIFICATIONS TO THE DESIGN. CONTRACTORS ARE NOT TO WORK TO THIS DRAWING UNLESS IT IS AT FOR CONSTRUCTION STATUS AS THE DESIGN MAY NOT HAVE BEEN FINALISED. DO NOT SCALE FROM THIS DRAWING. WORK TO GIVEN DIMENSIONS ONLY.

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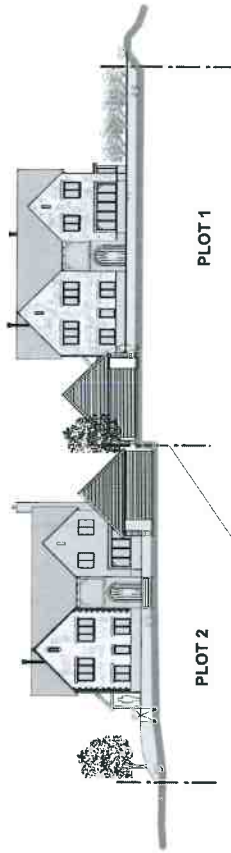
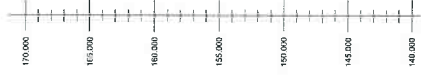
AWARDED HIGHLY COMMENDED IN THE CHILTERN BUILDINGS DESIGN AWARDS 2012
 SPAB (SOCIETY FOR THE PROTECTION OF ANCIENT BUILDINGS) Scholar 2009

REVISIONS
 Rev B - 19/09/19 TPO's noted

PROJECT: CAS32 The Spinney
 DWG No: 02B
 STATUS: PLANNING
 TITLE: Proposed Site Plan
 SCALE: 1:200 @ A1 printed at 100%
 DATE: 12th July 2019



SITE SECTION AA - PLOT 1

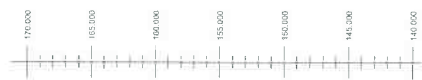


PLOT 1

PLOT 2

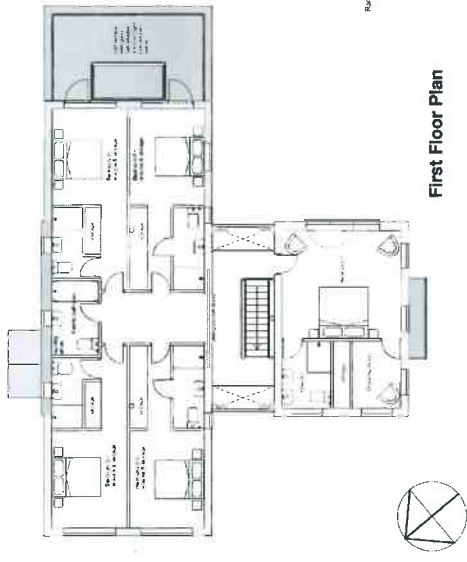
Boundary line on site between Plot 1 & Plot 2.

SITE SECTION BB



SITE SECTION CC - PLOT 2

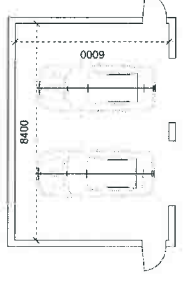
<p>IMPORTANT NOTES - PLEASE READ</p> <p>THIS DRAWING IS FOR PLANNING PURPOSES ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION. IT SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT DETAILS, STRUCTURAL DRAWINGS, SCOPE OF WORKSPECIFICATION & ANY OTHER DOCUMENTS ISSUED BY THE DESIGN TEAM/CLIENT. IN ACCORDANCE WITH LAND REGISTRY PLANS AND THE SURVEY AND MEASUREMENT ACT 1980, CONTRACTORS ARE NOT TO WORK TO THIS DRAWING UNLESS IT IS A 'FOR CONSTRUCTION' STATUS AS THE DESIGN MAY NOT HAVE BEEN FINALISED. DO NOT SCALE FROM THIS DRAWING. WORK TO GIVEN DIMENSIONS ONLY.</p>	<p>REVISIONS</p>	<p>Chiltern Architecture Studio <small>Kate Foster (McCaslin), Duncan, ARI, Email: kate@chilternarchitecturestudio.co.uk</small></p> <p>AWARDED HIGHLY COMMENDED IN THE CHILTERN BUILDINGS DESIGN AWARDS 2012 SPAB (SOCIETY FOR THE PROTECTION OF ANCIENT BUILDINGS) Scholar 2006</p>	<p>PROJECT: CAS32 The Spinney DWG NO: 03A STATUS: PLANNING TITLE: Proposed Site Sections SCALE: 1:200 @ A1 printed at 100% DATE: 17th July 2019</p>
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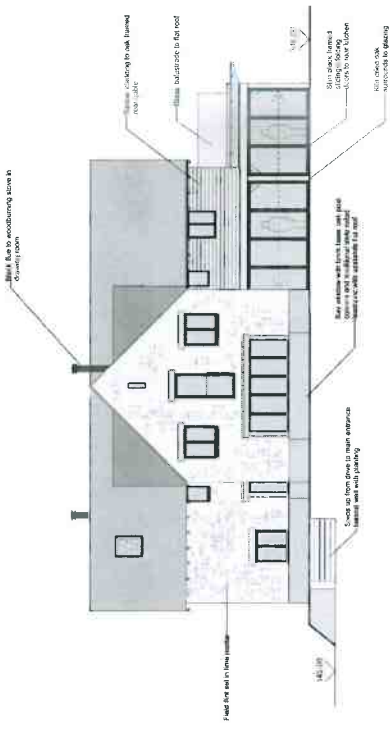
First Floor Plan



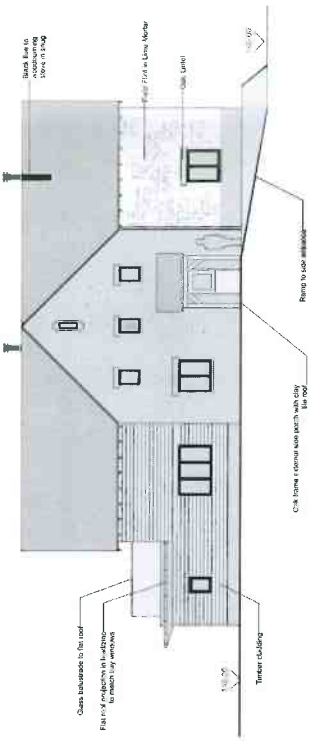
Ground Floor Plan



Double Garage



Side Southwest Elevation



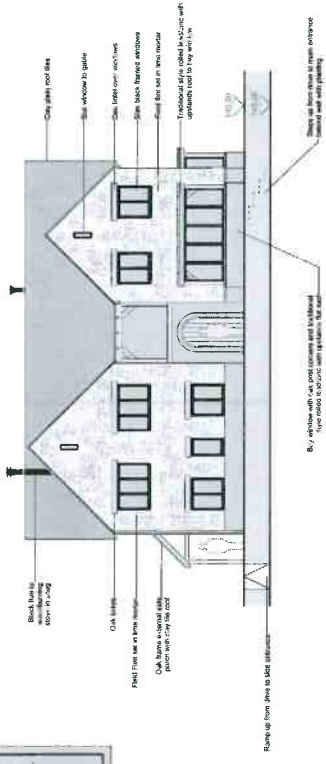
Side Northeast Elevation



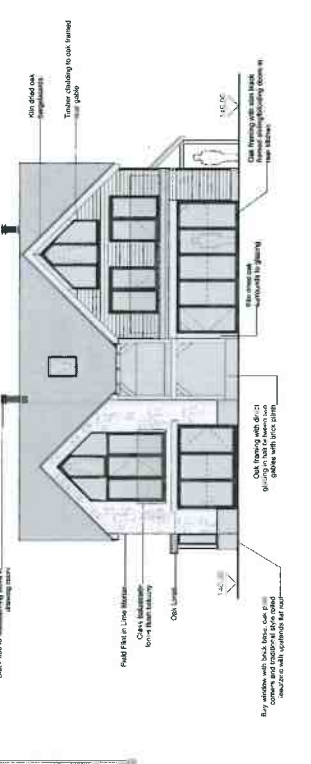
Roof Plan



Side Northwest Elevation



Front Northwest Elevation



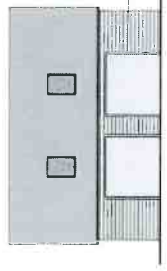
Front Southeast Elevation



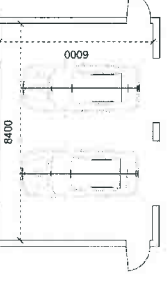
Rear Northeast Elevation



Side Southeast Elevation



Front Southwest Elevation



Rear Southeast Elevation

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Chiltern Architecture Studio
 Kate Fisher MArch, ARB. Email: kate@chilternarchitects.co.uk

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 SPAS SOCIETY FOR THE PROTECTION OF ANCIENT BUILDINGS scholar 2006

REVISIONS

PROJECT: CAS32 The Spinney
 DWG No: 04A
 STATUS: PLANNING
 TITLE: House & Garage 1 Plans & Elevations
 SCALE: 1:100 @ A1 or 1:200 @ A3 printed at 100%
 DATE: 17th July 2019

metres



First Floor Plan



Front Northwest Elevation



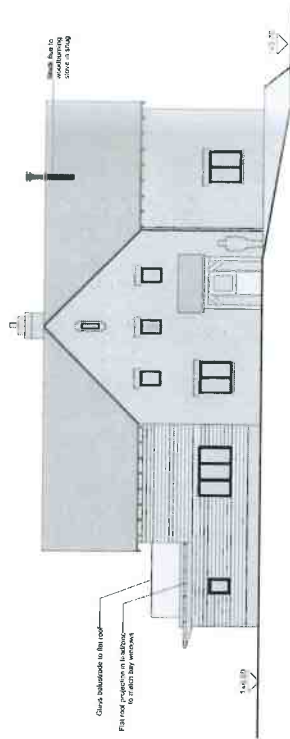
Side Southwest Elevation



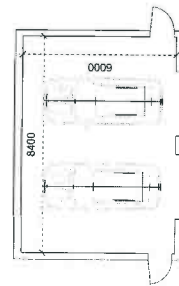
Ground Floor Plan



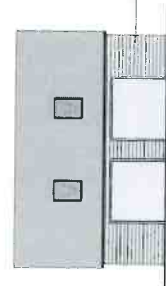
Rear Southeast Elevation



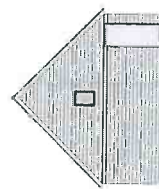
Side Northeast Elevation



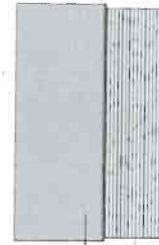
Double Garage



Front Southwest Elevation



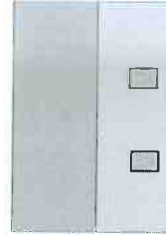
Side Southeast Elevation



Rear Northeast Elevation



Side Northwest Elevation



Roof Plan



IMPORTANT NOTES - PLEASE READ

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 SPAB (SOCIETY FOR THE PROTECTION OF ANCIENT BUILDINGS) scholar 2000

REVISIONS

PROJECT: **CAS32 The Spinney**
 DWG No: 05A
 STATUS: PLANNING
 TITLE: House & Garage 2 Plans & Elevations
 SCALE: 1:100 @ A1/1:200 @ A3 printed at 100%
 DATE: 17th July 2019

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 Stratford
 Warwick
 CV37 7ES
 Tel: 01253 471780
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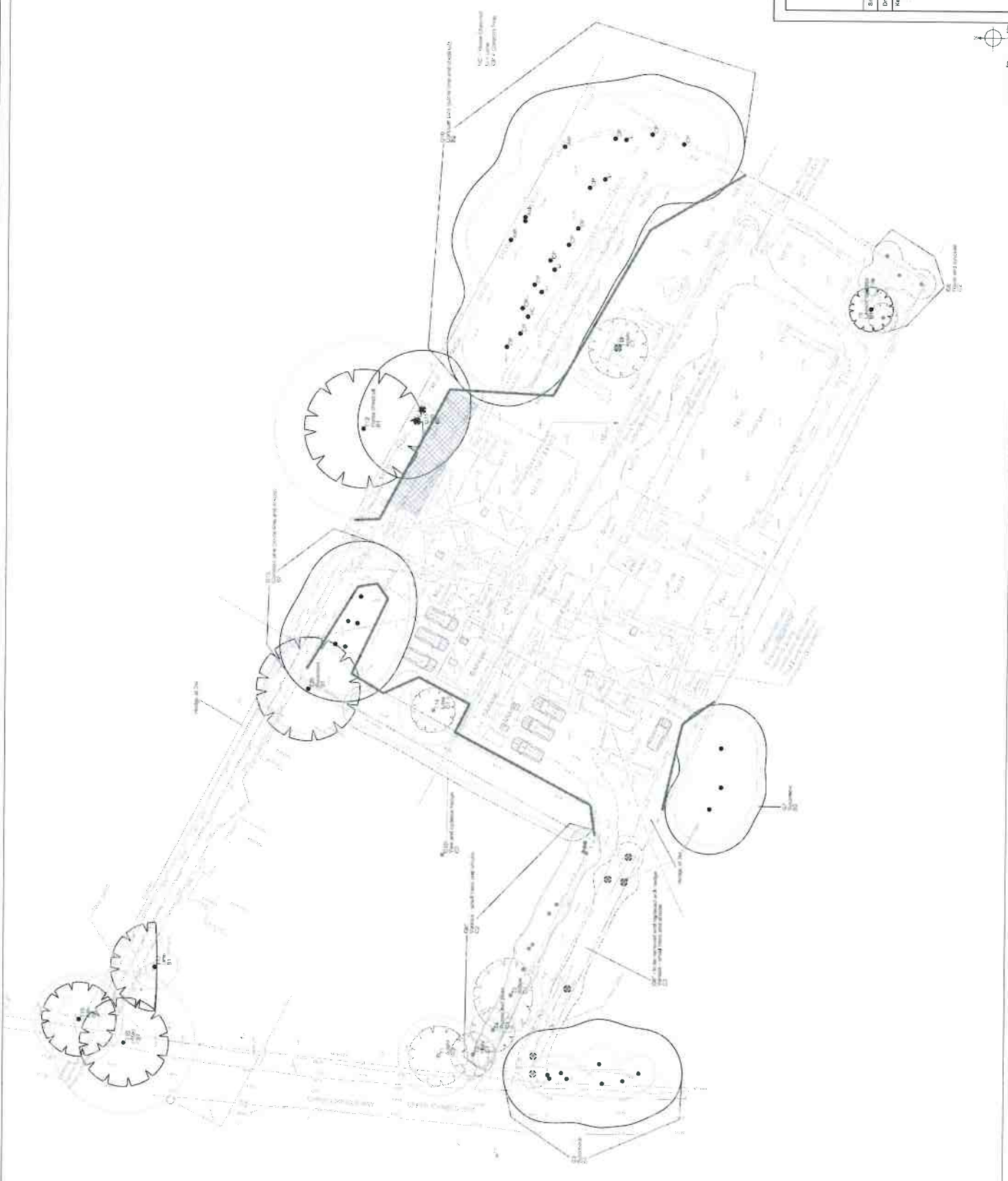
Site: The Slaters, Upper Oxford Way, Windsor, WSL7 2LW | 1006 BA/A
 Drawing Title: Tree Protection Plan | Scale: A3/D

Key

○	Category A	○	Chow Spiked
●	Category B	○	Tree Number
○	Proposed	○	Stem
○	Category C	○	Category
○	Category U	○	Category

Note: The green numbers mark the trees to be protected.

—	Tree Protection Fencing	○	Tree Proposed
○	Grass Proposed	○	Grass Proposed
○	Grass Proposed	○	Grass Proposed



Agenda Item 6.

Contact: Matthew Jackson DDI No. 01494 421522

App No : 19/06544/FUL App Type : FUL

Application for : Change of use and conversion from equestrian stables to 2-bed detached dwelling with study room (C3). Erection of front/side infill extension, construction of new steps to side & retaining wall to rear, re-surface existing rear patio & hardstanding to front & bin store

At Stables Opposite Mapledurham, Bryants Bottom Road, Bryants Bottom, Buckinghamshire

Date Received : 26/06/19 Applicant : Mr J Novelli

Target date for decision: 21/08/19

1. **Summary**

- 1.1. The application is recommended for approval.
- 1.2. Full planning permission is sought for the change of use and conversion of the existing stables, to a 2 bed detached dwelling and the creation of a hardstanding and new steps.
- 1.3. The proposal respects the openness of the Green Belt and is in accordance with Adopted Green Belt Policy. The impact on the wider character of the area in the Chilterns Area of Outstanding Natural Beauty (AONB) is acceptable. Neighbour concerns and highways safety issues are addressed in the report, as are other matters, including those relating to foul sewage and ecology.

2. **The Application**

- 2.1. Planning permission is sought for the change of use and conversion of the existing stables to a 2 bed detached dwelling, the creation of a hardstanding and new steps.
- 2.2. The existing external stable structure is retaining. The area beneath the overhanging roof is infilled to create more internal space with new windows and timber boarded added. Conservation rooflights, solar power PV cells and a flue for a wood burning stove are all added to the roof. Internally it would be insulated and the internal layout is altered to provide 2 bedrooms, a bathroom, and an open planned kitchen, dining living area.
- 2.3. The existing driveway, which is constructed from concrete, is in a state of disrepair and is proposed to be resurfaced. New steps are added to the side of the building.
- 2.4. The application site is a stable block located at the bottom of the valley on the Eastern side of Bryants Bottom Road. The current building forms what were previously 4 stables with a tack room and WC in an "L" shaped layout. The building is constructed from brickwork with some flint inlays and blockwork with a concrete floor. The roof is slate, the existing stable doors are timber and the windows are metal framed.
- 2.5. A concrete courtyard is proposed to the front of the building with a modest garden and greenhouse to the side. A small strip of land runs across the rear of the stables in an elevated position in line with the rise in ground levels.
- 2.6. The site is surrounded by open fields and is designated as being within the Green Belt and Chilterns Area of Outstanding Natural Beauty.
- 2.7. The application is accompanied by:
 - a) Ecology report
 - b) Design and Access Statement
 - c) Preliminary Ecological Appraisal

d) Flood Map Planning

3. Working with the applicant/agent

- 3.1. In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
- 3.2. In this instance a local Councillor has requested that if the application is recommended for approval it be brought to Planning Committee for determination.

4. Relevant Planning History

PI18/01560/PADO – Initial planning advice on the conversion of the existing stables to a dwelling. Reply 21.01.2019.

91/06472/FUL - Change of use of existing farm buildings from agriculture to stables (retrospective). Permitted 06.11.1991.

5. Issues and Policy considerations

Principle and Location of Development

DSA: DM1 (Presumption in favour of sustainable development), Wycombe District Local Plan (August 2019): CP1 (Sustainable Development), CP3 (Settlement Strategy), DM30 (Chilterns Area of Outstanding Natural Beauty) DM33 (Managing Carbon Emissions, Transport and Energy Generation) DM42 (Managing Development in the Green Belt) and DM45 (Conversion of existing buildings in the Green Belt and other rural areas)

- 5.1. The conversion of the stables to a residential dwelling is acceptable in principle.
- 5.2. Policy DM45 of the Adopted Local Plan 2019 applies to the conversion of existing buildings in the Green Belt, Chilterns Area of Outstanding Natural Beauty and elsewhere in the Countryside to new uses. Conversions are considered acceptable where the building has been erected for over 10 years and the existing structure is sound and suitable for the proposed use. The proposal should also support the rural community, the rural economy or local services.
- 5.3. In this instance the existing stables are over ten years old, constructed with brick and flint and breeze block walls, with timber doors, metal framed windows and a slate roof. The structure is therefore permanent and the stables are suitable for conversion in accordance with policy DM45.
- 5.4. The impact upon the Green Belt is considered to be acceptable subject to permitted development rights for further extensions being removed so the impact of any future proposals can be assessed against their impact upon openness.
- 5.5. The conversion of the stables to a house will also allow the occupants to support local businesses and services.

The impact of the proposal on the character and appearance of the stables.

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)

- 5.6. The conversion of the existing stables to a dwellinghouse would not have a detrimental impact on the character and appearance of the building.
- 5.7. **Subject to conditions to ensure that the materials used for the infill to the front of the building the impact is acceptable.**
- 5.8. The addition of conservation rooflights, photovoltaic solar panels and water heating solar panels to the roof would not be out of character. Other than that the exterior will be

untouched.

Raising the quality of place making and design

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

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM30 (Chilterns Area of Outstanding Natural Beauty), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)

- 5.9. The site is opposite a ribbon of residential development on a plot that is a similar size to the neighbouring dwellings. Its conversion to a residential use will not appear isolated or out of context given the location.
- 5.10. The conversion of the stables would bring a new use to a building which has been redundant for many years. Adding to the usefulness of the site and bringing vitality to the community and local economy.
- 5.11. The land is within the Chilterns Area of Outstanding Natural Beauty. Policy for development in the AONB requires development to be of the highest quality materials and design, whilst in sympathy with local traditional building styles. The original stables were extremely well built as they were constructed from brick and flint. This proposal retains the appearance of the existing building so respects the built heritage of the Chilterns maintaining the sense of place and local character.
- 5.12. The design and layout separates the private and public areas of the site with convenient bin storage and domestic garden storage.

Amenity of existing and future residents

Wycombe District Local Plan (August 2019): DM36 (Extensions and alterations to existing dwellings), DM40 (Internal space standards)

- 5.13. The conversion of the stables would not result in a loss of privacy to any of the neighbouring dwellings. There is residential development across the road from the stable, but there are no immediate neighbours to the site.
- 5.14. The proposal exceeds the minimum area of accommodation required in for a new dwelling and has sufficient amenity space for the occupants. It therefore complies with DM40 of the technical standard for residential development set out by Government.

Transport matters and parking

DSA: DM2 (Transport requirements of development sites)

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

- 5.15. Buckinghamshire County Highways agrees that the existing parking layout meets the requirements for a dwelling of this size, in this location, under the Buckinghamshire Countywide Parking standards.
- 5.16. However, as it is in a remote location and only has access to shops and community facilities via cars, they have reservation that the location of the site is not sustainable.
- 5.17. The NPPF states "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health". But caveats this as "opportunities to maximise sustainable transport solutions will vary between urban and rural areas" It goes onto say that "this should be taken into account in decision-making".
- 5.18. The application site is 5.5 miles from High Wycombe town centre, but only has a limited bus service which operates on school days. It runs through Bryants Bottom at 07:36 every Monday to Friday and returns at 16:41. An additional bus runs on Tuesdays and Fridays at 12:42. So the options for public transport are extremely limited.

- 5.19. Realistically the site will only be accessed via car and the proposal would not promote sustainable transport. However, the application provides the opportunity to re-use an existing, currently unused, building in the Countryside. The proposed dwelling provides just 2 bedrooms and is estimated by Bucks County Council to create a similar amount of trip movements daily as the existing lawful use (as a stable).
- 5.20. The site is small and is in a rural location which is rather remote. So opportunities for sustainable transport would not be viable or necessary as it is not thought that there will be a major increase in traffic movements to and from the site due to the conversion to a dwelling.
- 5.21. In their consultation response Buckinghamshire County Council referred to a recent planning appeal (17/08111/FUL) for the conversion of stables to a dwelling. One of the reasons the application was refused was on the grounds that the location was not sustainable due to the poor access to facilities via public transport. And their recommendation is that this scheme should be refused for the same reason.
- 5.22. In considering that appeal the inspector gave some weight to the location but greater weight appears to have been put on other reasons for refusal. These included the effect of the development on the character and appearance of the area and whether the building was suitable for conversion.
- 5.23. Since that decision was made this Authority has adopted a new Local Plan. Transport policy T2 has been replaced with a more comprehensive policy DM33 (Managing Carbon Emissions: Transport and Energy Generation). The policy requires development to “reduce reliance on single occupancy car trips and to increase the use of sustainable transport modes”.
- 5.24. In this instance it is not felt that this can be reasonably achieved on this site however a condition can be added to any permission that ensures the conversion will include wiring for an electrical vehicle charging point to increase the potential for the use of more sustainable vehicles
- 5.25. Having regard to the NFFP planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF as a whole. The proposal is not considered to result in any significant harm and so would not be refused on this matter.

Environmental issues

Wycombe District Local Plan (August 2019): DM20 (Matters to be determined in accordance with the NPPF)

- 5.26. The proposal will not create any environmental issues which would have a detrimental impact on any of the neighbouring dwellings.
- 5.27. The conversion is proposed for residential use and so would generate noise associated with that use. No information has been provided that indicates the potential noise generated would not be unusual for a residential dwelling.
- 5.28. The building is single storey and is located on the opposite side of the road from the existing houses in the area. Therefore light contamination will be kept to a minimum as similar to everyday relationships between dwellings found elsewhere in the district.

Flooding and drainage

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

DSA: DM17 (Planning for flood risk management)

Wycombe District Local Plan (August 2019): DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 5.29. The existing site is not within a flood zone and the existing hardstanding is proposed to be repaired but not extended. So the proposal would not result in an increase of

hardstanding.

- 5.30. The ground water levels are estimated to be at least 5 metres below the surface and the potential for surface water flooding on the site are limited.
- 5.31. In the design and Access statement provided in support of the application, it is proposed for surface water run-off to be controlled via rainwater harvesting/storage and excess run-off to be taken to below ground soak-aways. Details on surface water drainage and surface water runoff will need to be agreed in writing before the building is occupied as a dwelling.

Landscape and visual Impact

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM30 (Chilterns Area of Outstanding Natural Beauty) DM32 (Landscape character and Settlement Patterns)

- 5.32. The application dwelling is located at the bottom of the hillside and so is not in a prominent location. However, a Public footpath HUG/39/3 runs to the north and eastern side of the site and so the site is overlooked from an elevated position. The rooflights in the rear roofslope of the building would appear as the only significant alteration from this vantage point. They are proposed to be conservation style, within a grey slate roof. The impact of their appearance would be acceptable as the glass and dark frames of the rooflights would blend in with the dark grey appearance of the roof.
- 5.33. In terms of landscape, the boundary treatment on the site is proposed to be retained as is the tree which is protected by a preservation order.
- 5.34. The application proposes a new area of landscape planting to the rear of the vision splays in the paddock proposed to be used as a garden with timber post and rail fences demarking the extent of this. The proposed landscape planting will need to be controlled by condition.
- 5.35. The existing tree and hedges will need to be protected during the conversion work. This can be controlled by 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)

Wycombe District Local Plan (August 2019): DM34 (Delivering Green Infrastructure and Biodiversity in Development)

- 5.36. There was a Preliminary Ecological Appraisal submitted with the application which suggested that the building was suitable as a bat roost. An emergence survey was subsequently undertaken that found no evidence of bats in the building.
- 5.37. The ecology statement also uses a Rapid Risk Assessment to consider whether great crested newts are likely to be on site. The report concludes that it is unlikely great crested newts would be on site.
- 5.38. Based on the information submitted and the survey the conversion is not considered to have a detrimental impact upon protected species. The planting of additional screening will potentially provide ecological improvement to the site.

Building sustainability

Wycombe District Local Plan (August 2019): DM41 (Optional Technical Standards for Building Regulations Approval)

- 5.39. 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.

Weighing and balancing of issues – overall assessment

- 5.40. 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.
- 5.41. 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
- 5.42. In this case the key concern is the site is in a relatively unsustainable rural location, not generally suitable for residential use. However, it appears that the stable had been disused for some time.
- 5.43. Alternative options for the use of the building are limited due to its location and size.
- 5.44. As set out above the proposed conversion of the stables to a dwelling house development would accord with a number of development plan policies and subject to the removal of permitted development rights is acceptable in Green Belt terms.
- 5.45. The conversion of the building to a house will have little impact on the external appearance of the building. The footprint, walls and floor area all retained in their current appearance.
- 5.46. The curtilage for the proposed dwelling has been kept to a minimum.
- 5.47. Taking the above into consideration the benefits of the proposal are considered to outweigh the relatively unsustainable nature of the location and the application is recommended for approval.

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 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 additional 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.
- 3 The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers 1127-AA1-BS1-001/c; 1127-AA1-BS1-002/c and 1127-AA1-BS1-003/c 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.

- 4 Prior to the occupation of the dwelling, hereby permitted, cabling shall be provided for an electric car charging point, at a point adjacent to the parking area shown on the approved drawings.
Reason: To provide infrastructure for sustainable modes of transport in the locality.
- 5 Prior to any internal alterations to the building, details of the sustainable drainage and foul sewerage treatment scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the residential use of the building hereby permitted shall not commence until the works have been carried out in accordance with the approved details.
Reason: To secure a satisfactory drainage scheme for the development and to ensure that the use does not increase the risk of flooding in the local area.
- 6 No trees or hedges shall be cut down, uprooted, destroyed, pruned, cut or damaged in any manner other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority.
Reason: Permission is granted having regard to the present screening and boundary planting in existence, the retention of which will ensure a satisfactory visual appearance.
- 7 Prior to the commencement of the development hereby approved, a scheme for the protection of the retained tree(s), in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.
Specific issues to be dealt with in the TPP and AMS:
a) Details of construction within the RPA or that may impact on the retained tree including any changes to the hardstanding. New hardstanding should be designed with the tree in mind. If the hardstanding is being changed, it should be permeable and designed to minimise compaction.
b) Existing underground services have been shown for removal on the proposed plans. This may have an impact on the TPO'd tree, any new underground services should be located outside the RPA of the retained tree.
c) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
The development thereafter shall be implemented in strict accordance with the approved details.
Reason: This is a Pre-start condition to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with Policies DM34 and DM35 of the adopted Wycombe District Local Plan (August 2019), and pursuant to section 197 of the Town and Country Planning Act 1990.
- 8 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 DM41 (Optional Technical Standards for Building Regulations Approval) of the Adopted Wycombe District Local Plan (August 2019).
- 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 the retention of important trees and the provision for:
* screen planting to soften the appearance of the proposed development in public views; in particular views from the road to the front of the site.
* native planting to reflect the rural context of the application site;
* structural planting of a scale and size relative to the development to soften the appearance of the development and to provide a high quality environment
* structural planting to help define different areas of outdoor space, in particular to differentiate between public and private space

* native hedge planting, in line with the Council's advice note on hedges, adjacent to the boundaries between the proposed garden areas and the surrounding agricultural land. The development shall be implemented in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.
Reason: This is a pre-start condition in the interests of visual amenity in this site within the Chilterns AONB and to ensure a satisfactory standard of landscaping.

10 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) (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 and Class A of Part 2 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.

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.

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 a local Councillor has requested that if the application is recommended for approval it be brought to Planning Committee for determination.

19/06544/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Steve Broadbent

Given the proposed change of use, the implications this would potentially have and the significant concern this application has raised locally I would like to request that the case be referred to planning committee should you be minded to approve.

Parish/Town Council Comments/Internal and External Consultees

Hughenden Parish Council

The parish council strongly objects to this application because it is totally inappropriate development in Green Belt AONB (GB2). This may set a dangerous precedent in the immediate area for inappropriate development. The parish council insist that this application is considered by the WDC Planning Committee and not decided by delegated authority.

County Highway Authority

In line with the policy objectives of the NPPF, the Highway Authority is looking to limit developments that are largely or solely reliant on the private car. Mindful of the aforementioned decision by the Planning Inspectorate, I recommend that the application is refused on highway grounds for the following reason:

Reason 1: The location of the site is such that it has only limited access by non-car modes of travel. The absence of adequate infrastructure and the sites remoteness from major built up areas is such that it is likely to be reliant on the use of the private car contrary to local and national transport policy. The development is contrary to Policy CS20 (Transport and Infrastructure) of the Wycombe Development Framework Core Strategy (adopted July 2008), the National Planning Policy Framework (February 2019) and the Buckinghamshire County Council Highways Development Management Guidance document (adopted July 2018).

Arboriculture Spatial Planning

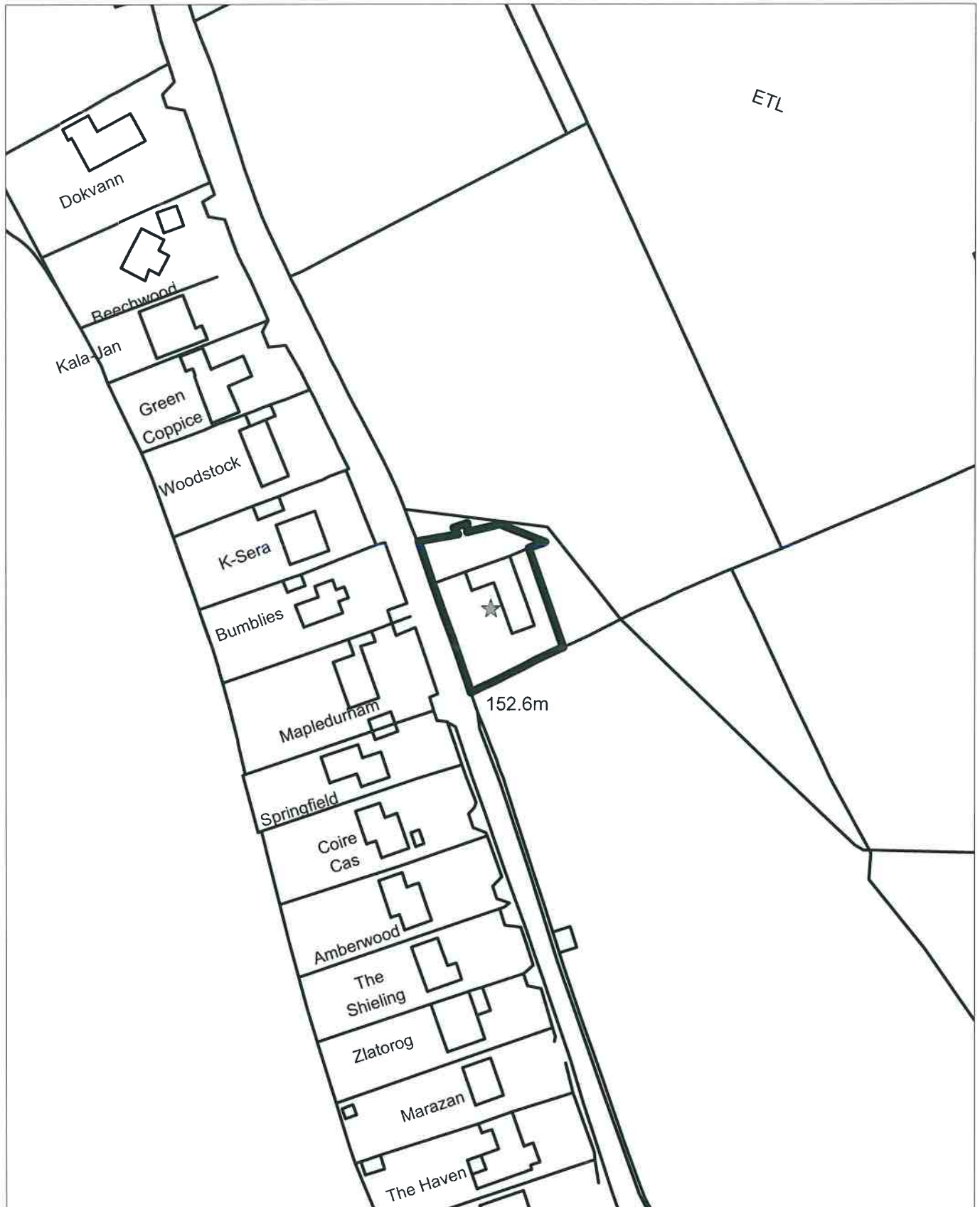
No arb details have been submitted therefore comments may need revising. Proposed plans appear to show that the scale and levels of the area proposed for bedroom 1 remain unchanged. If this is correct, there is no need for specialist foundations to ensure the long term retention of the TPO'd beech. However, existing underground services have been shown for removal on the proposed plans. This may have an impact on the TPO'd tree, as may any changes to the surface of the hardstanding. If the hardstanding is being changed, it should be designed with the tree in mind. It should be permeable and designed to minimise compaction. It is not known whether any additional underground services are planned within the RPA. If any crown lifting is required to allow access for construction vehicles, this should be set out in an AMS.AIA, TPP and AMS recommended.

Representations 10 received

Many concerns were received.

- Its inappropriate development
- It sets a precedent for development
- The application does not include any information on the TPO's tree
- What is the field adjacent to the site proposed to be used for?
- Concerns that further development will be carried out on the field
- This seems like a piecemeal application
- The site is adjacent to a footpath
- There is no regular bus service to the area.

19/06544/FUL
Scale 1/1250



GENERAL NOTES

1. Original Drawing Date is 11/11. Any changes or additions may need to be noted on this sheet.
2. This drawing is for the purpose of illustrating the design and construction of the building. It is not intended to be used as a construction document.
3. The drawings are the property of P&B. Any construction shall be in accordance with the drawings and specifications.
4. All dimensions are in millimetres unless otherwise stated.
5. All work shall be in accordance with the relevant building codes and standards.
6. The drawings shall be used in conjunction with the specifications and any other documents referred to.
7. Any work not shown shall be in accordance with the relevant building codes and standards.
8. The drawings shall be used in conjunction with the specifications and any other documents referred to.
9. Any work not shown shall be in accordance with the relevant building codes and standards.

INTENDED USE IS ONLY FOR:

SKETCH SCHEME It is not for any other purpose information may be insufficient.

PLANNING

BUILDING REGULATIONS Any work beyond this stage must be at the user's discretion to comply or obtain any further information that they may need.

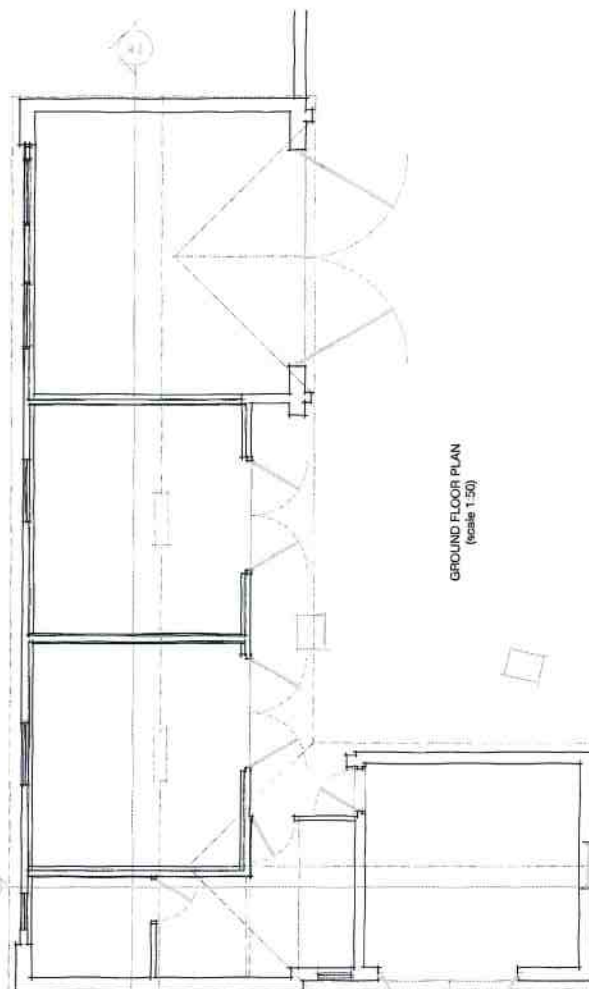
TENDER

CONSTRUCTION

OTHER

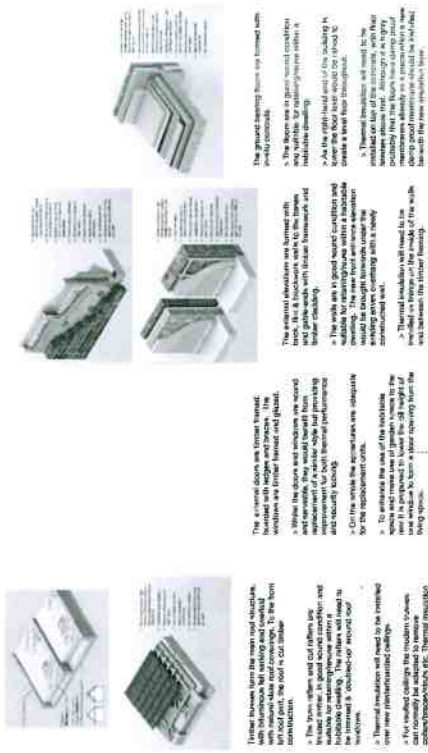
REVISION NOTES:

R01/A: MEP - Jun 19: Admitted to Planning Stage
 R01/B: MEP - Jun 19: Construction Statement for suitability for move school
 R01/C: MEP - Jun 19: Access to Planning Stage



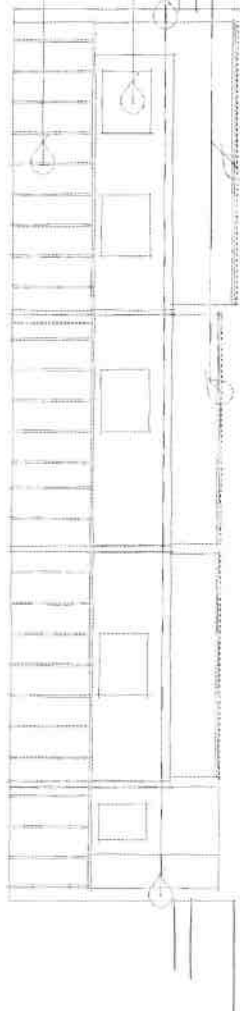
GROUND FLOOR PLAN
(scale 1:50)

CONSTRUCTION STATEMENT
 For the purpose of
 Planning Policy for the Repair of Buildings LP/C7, C10 & NLP/DWMS

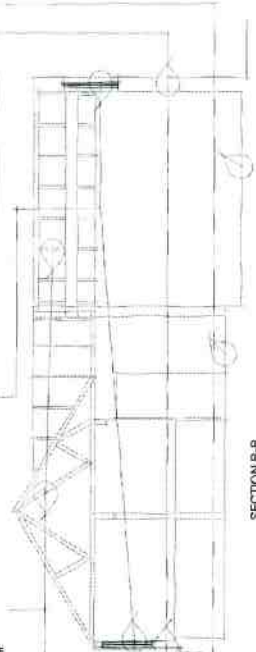


The window frames are shown in section with the timber frame and glazing unit. The window is shown in section with the timber frame and glazing unit.

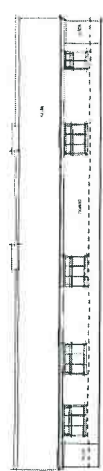
The roof structure is shown in section with the timber frame and glazing unit. The roof structure is shown in section with the timber frame and glazing unit.



SECTION A-A
(scale 1:50)

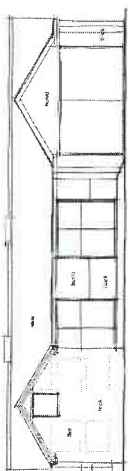


SECTION B-B
(scale 1:50)

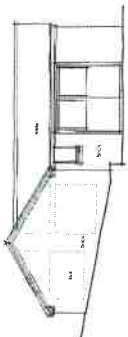


rear (east)

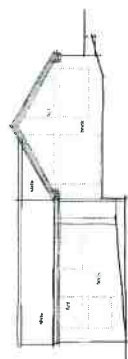
ELEVATIONS
(scale 1:100)



front (west)



side (north)



side (south)

Client: MR J NOVELLI 1 CURTIS CLOSE, RICKMANSWORTH, HERTS., WD3 9QA		Paper Size: A1	Date: May 2019	Scale: See Drawing
Drawn By: MGP	Checked By: EKP	Project & Site Address: The Stables at Dermer Farm (opposite 'Mapleduram') Bryants Bottom Road, Bryants Bottom, Bucks., HP16 6JU		
Drawing Title: EXISTING FLOOR PLAN, ELEVATIONS and SECTIONS (With Construction Statement)				
Drawing No: 1127-AA1-BS1-001				Revision: C
<p>PBS - CHARTERED BUILDING SURVEYORS 1a Fern Road, Hazlemere, High Wycombe, Bucks., HP15 7LN Tel: 01494 718400 E: office@charteredbuilding.co.uk W: www.charteredbuilding.co.uk</p>				

- GENERAL NOTES**
1. Original Drawing Date is A1. Later dates or additions may not be copied at this scale.
 2. This drawing contains information that may be used for legal purposes. Do not use any information from this drawing for any other purpose without the written consent of the architect.
 3. All dimensions shown are in millimeters unless otherwise stated. Do not use any other units for dimensions.
 4. Dimensions shown are to the center of lines unless otherwise stated. Dimensions shown are to the center of lines unless otherwise stated.
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INTENDED USER IS ONLY FOR:

SKECH SCHEME If used for any other purpose information may be insufficient.

PLANNING Any use beyond the sketch intended, at the user's obligation to comply or obtain any further information that they may need.

BUILDING REGULATIONS

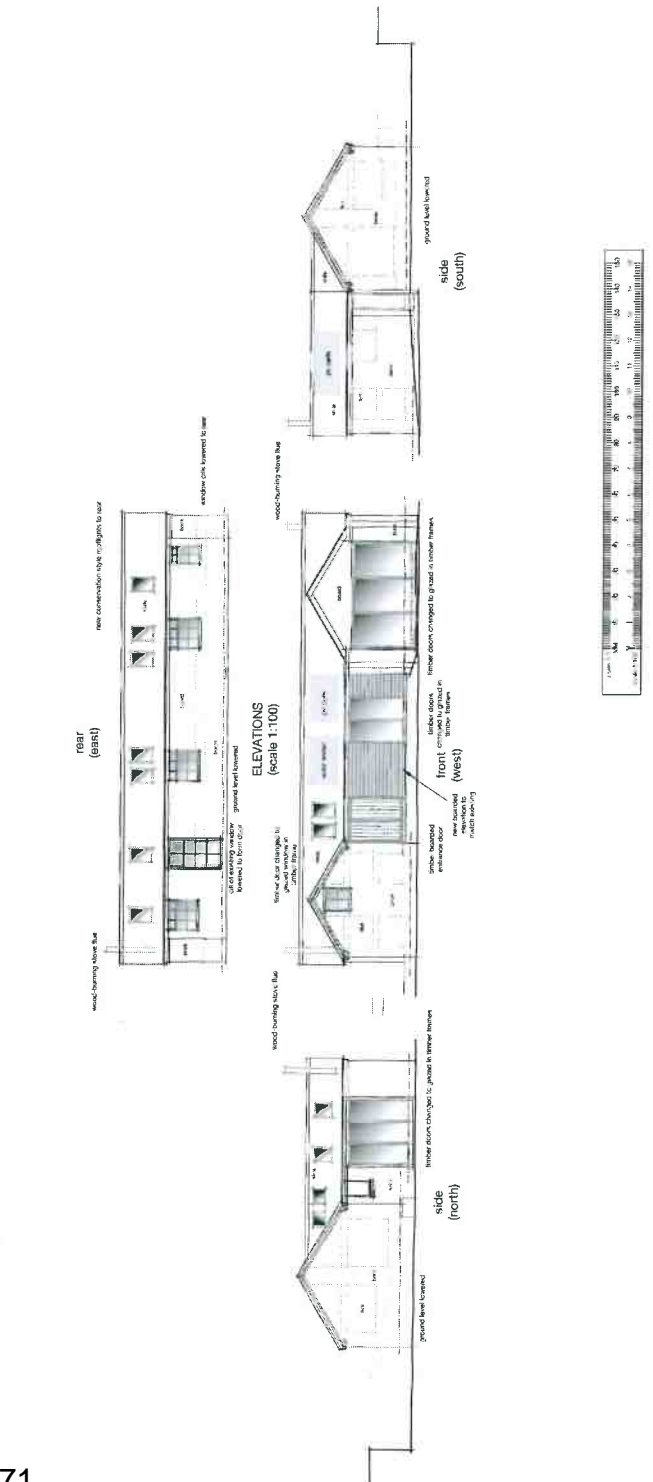
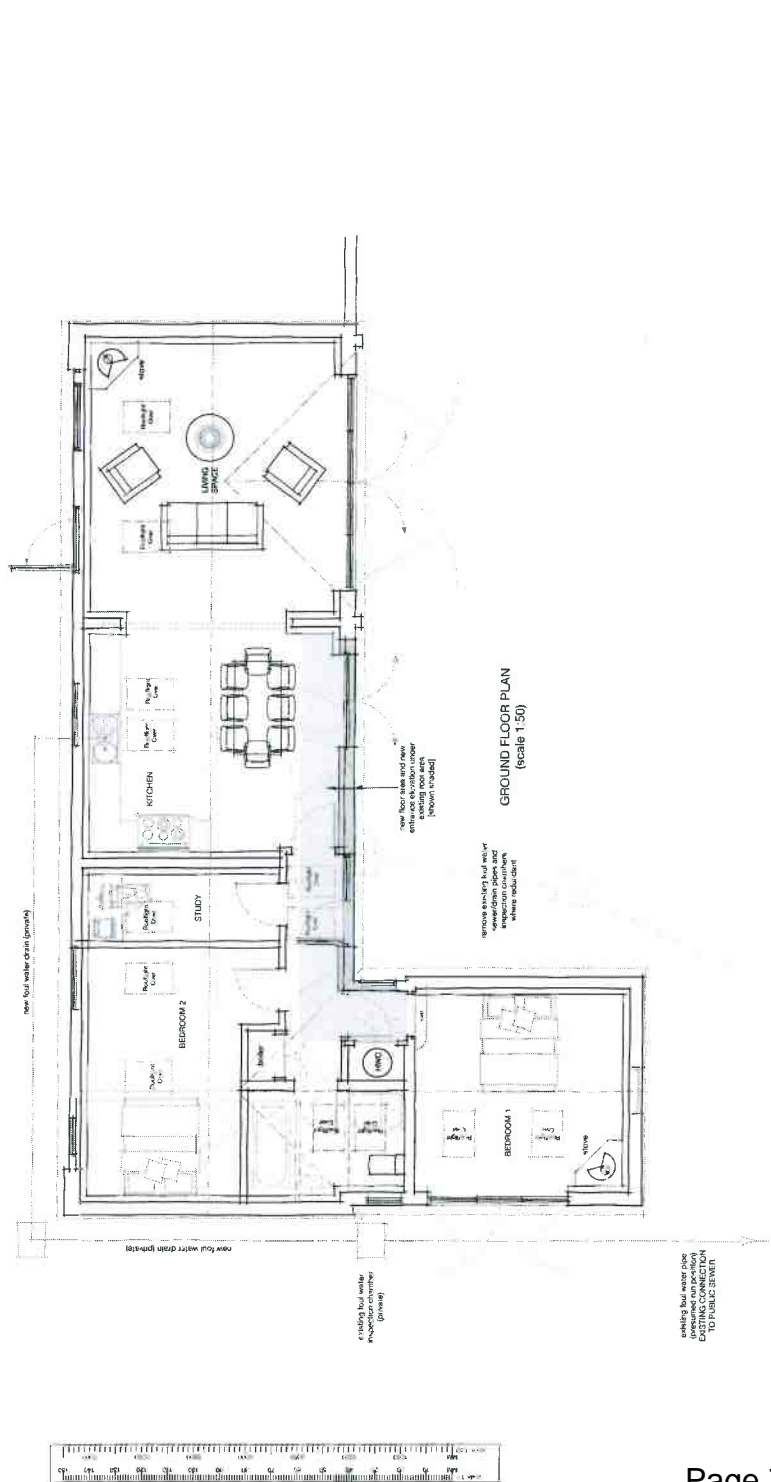
TENDER

CONSTRUCTION

OTHER

REVISIONS NOTES:

REV A: MSP - May 10 - Client Preferences adopted
 REV B: MSP - May 10 - Client Preferences adopted
 REV C: MSP - Jun 19 - Advance to Planning Stage



Client: MR J NOVELLI 1 CURTIS CLOSE, RICKMANSWORTH, HERTS., WD3 9QA			
Drawn By: MSP	Paper Size: A3	Date: May 2019	Scale: See Drawing
Checked By: EKP			
Project & Site Address: The Stables at Denner Farm (opposite Maplehurst) Bryants Bottom Road, Bryants Bottom, Bucks., HP16 0JU			
Drawing Title: PROPOSED FLOOR PLAN AND ELEVATIONS			
Drawing No: 1127-AA1-BS1-002			Revision: C
<p>PB PRSC - CHARTERED BUILDING SURVEYORS 11 Fern Road, Haddenham, High Wycombe, Bucks., HP12 7LN</p> <p>SC 01494 718009 p.offices@prscsurveyors.co.uk www.prscsurveyors.co.uk</p>			

GENERAL NOTE

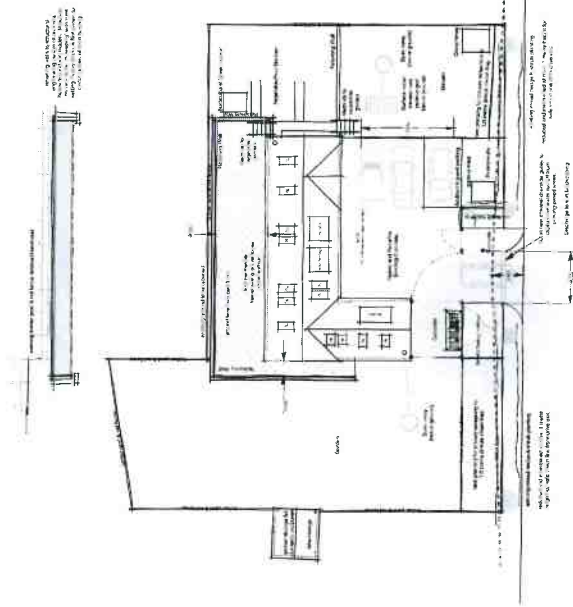
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- Drawings shall be plotted on A1 paper (297mm x 420mm) unless otherwise stated. The plot shall be on the back of the paper.
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- Normal drawing size shall not include anything other than the drawing itself. All drawings shall be plotted on A1 paper (297mm x 420mm) unless otherwise stated. The plot shall be on the back of the paper.
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INTENDED USE IS ONLY FOR:

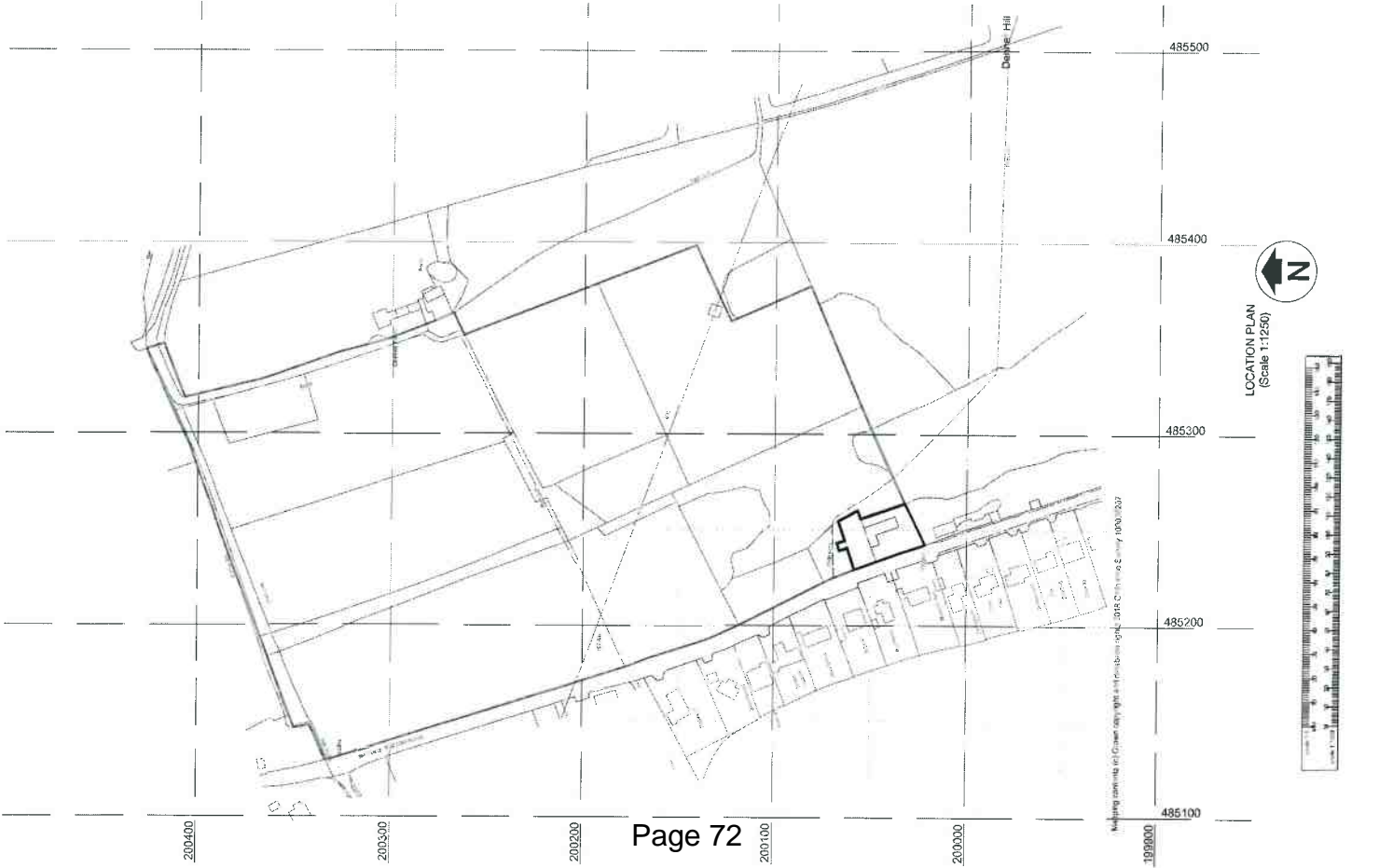
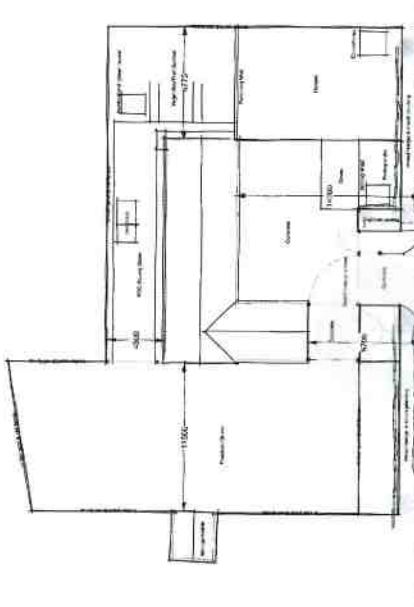
SKETCH SCHEME PLANNING BUILDING REGULATIONS TENDER CONSTRUCTION OTHER

REVISION NOTES:

REV A: MSP, Jan 19 - Location Plan updated with block outline. Block plan updated with connectivity & client preferences
 REV B: MSP, Jan 19 - Block plan updated with connectivity & client preferences
 REV C: MSP, Jan 19 - Advance to Planning Stage



BLOCK PLAN PROPOSED (Scale 1:200)



Client:		MR J NOVELLI 1 CURTIS CLOSE, RICKMANSWORTH, HERTS., WD3 9CA	
Drawn By:	MSP	Paper Size:	A3
Checked By:	EKP	Date:	June 2019
Project & Site Address:	See Drawing		
Drawing Title:	The Stables at Denner Farm (opposite 'Mapledurham') Bryants Bottom Road, Bryants Bottom, Bucks., HP16 0JU		
Drawing No:	1127-AA1-BS1-003		
Revision:	C		
P B S C PRSC - CHARTERED BUILDING SURVEYORS 14 Penn Road, Harpenden, High Wycombe, Bucks., HP12 7LN Tel: 01494 718009 E: office@prscsurveys.co.uk www.prscsurveys.co.uk			

Agenda Item 7.

Contact: Matthew Jackson DDI No. 01494 421522

App No : 19/06975/FUL App Type : FUL

Application for : Householder application for construction of roof extension incorporating habitable space within loft, including rear & side dormers and additional roof lights, part single storey, part two storey rear extension and fenestration alterations (alternative scheme to pp 18/07931/FUL).

At Wyeseide, Park Farm Road, High Wycombe, Buckinghamshire, HP12 4AF

Date Received : 14/08/19 Applicant : Mr Mohammad Comran

Target date for decision: 09/10/19

1. **Summary**

- 1.1. The application is recommended for approval.
- 1.2. This planning application is an alternative to the scheme previously granted planning permission under approval 18/07931/FUL. The proposal seeks to add 3 dormer windows and 4 roof lights. One dormer window is proposed in the rear elevation and two in southern side. 3 rooflights are proposed on the flat crowned roof, with and one on the northern roofslope. There is an existing rooflight to the front elevation.
- 1.3. The proposal will respect the character of the site, the surrounding locality, and the amenity of the neighbouring occupiers. Furthermore it would have no adverse impact on highway safety.

2. **The Application**

- 2.1. All 3 dormer windows have a pitched roofed design and are proposed to be 3m in width and 2.3m in height. The flanks are 1.1m tall and the roof 1.2m respectively. The rooflights are standard.
- 2.2. The application dwelling is a two storey detached dwelling situated to the eastern side of Park Farm Road and is situated within a large rectangular shaped curtilage with off-road parking to the front and side driveway. The street scene of Park Farm Road slopes down at a medium gradient from north to south and the dwelling is adjoined by residential properties to the north and is located within the built-up area of High Wycombe.

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

- 3.1. In accordance with paragraph 38 of the NPPF (2019) Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
- 3.2. In this instance both Ward Councillors called this application to Planning Committee due to public concern.

4. **Relevant Planning History**

- 4.1. 18/07931/FUL - Householder application for construction of roof extension, part single storey, part two storey rear extension and fenestration alterations. Permitted 25.04.2019
- 4.2. 91/05915/FUL – First floor extension. Permitted.

4.3. 90/05744/FUL – Replace flat roof at rear with pitched roof. Permitted.

4.4. 88/07949/FUL – Two storey extension at front. Permitted.

5. Issues and Policy considerations

Principle and Location of Development

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development), CP3 (Settlement Strategy), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

5.1. The application dwelling is a residential house which has had planning permission granted for extensions. It is located in a residential area where additional residential development is acceptable in principle.

The impact of the proposal on the character and appearance of the original property.

New Local Plan: CP9 (Sense of place), DM36 (Extensions and alterations to existing dwellings)

5.2. The 3 additional dormer windows will increase the bulk and scale of the previously improved roof but are not considered to be out of scale or character with that development.

5.3. In his report for the previous application the planning officer wrote “The crown roof section would be partially disguised by the pitched roof to all sides. As such, no objections are raised in this regard.”

5.4. The proposed dormer windows are modest in size, with narrow cheeks and pitched roofs. They have been designed to allow light into the roof space so that an additional room can be created in the roof. Externally the tiles are proposed to match the roof. As a result the windows are residential in nature and in keeping with the application dwelling.

5.5. Only one of the rooflights will potentially be visible from the public domain. It will have a limited and acceptable impact.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM35 (Placemaking and Design Quality)

5.6. The addition of the dormer windows and rooflights would not have any detrimental impact on the character or appearance of the area.

5.7. In his report for the previous application the planning officer wrote “The siting of the majority of the extensions to the rear of the property is such, that the development would have no adverse impact on the surrounding locality. Although the new roof over the host dwelling would increase its overall ridge height, the adjacent dwelling to the north at Kingscote is situated on a higher ground level and as such, the resultant ridge height would be in keeping with the neighbouring roof heights”.

5.8. Wyeside is the end house on the left at the end of Park Farm Road. To the south the flank elevation of the house overlooks West Wycombe Park with the River Wye running adjacent to the side of the house. The park is designated as a Conservation Area, Chilterns Area of Outstanding Natural Beauty and West Wycombe Parks and Gardens, which means proposals which harm the visual amenity of the park or would detract from its special character and appearance would not be permitted.

5.9. The boundary between the park and the side of Wyeside consists of a low brick and flint wall with high trees with the river and park beyond. The side dormer windows would be screened from view from within the park by the trees and their appearance alone does not detract from appearance of the house. They would also be set back from the front of the house so would be difficult to see from the street. The dormer window in the rear would have no materially significant impact upon the local area.

Amenity of existing and future residents

Wycombe District Local Plan (August 2019): DM35 (Placemaking and Design Quality), DM40 (Internal space standards)
Housing intensification SPD

- 5.10. As stated above the dormer windows in the side elevation overlook the park and would not result in any loss of privacy to the neighbouring houses.
- 5.11. As with the addition of any dormer window the proposed rear dormer window will overlook the rear garden of the neighbour. However due to the Wyeside having approval to extend so far to the rear the dormer window would overlook middle part of the neighbour (Kingscotes) garden. This is normal relationship for residential development and therefore is acceptable.
- 5.12. The rooflights in the crowned roof are at high level and have a view straight up so will not overlook the neighbouring houses. The neighbour Kingscote is on a higher ground level than Wyeside and has a bedroom window in the first floor side elevation which overlooks Wyeside. Due to the difference in the ground levels between the two houses the rooflight proposed in the north elevation will be at a similar level to the bedroom window in Kingscotes side elevation and would overlook it. As a result a condition will be imposed on the rooflight to insure that it has a minimum internal cill height of 1.7 metres above finished floor level. To prevent overlooking to the neighbour.

Transport matters and parking

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM33 (Managing Carbon Emissions, Transport and Energy Generation)
DSA: DM2 (Transport requirements of development sites)

- 5.13. The driveway to the side of the house provides sufficient parking for a dwelling of the proposed size.

Flooding and drainage

Wycombe District Local Plan (August 2019): DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 5.14. Concerns have been raised about the amount of toilets that are proposed in the house as it is alleged that the current sewerage system at the house overflows. The previous application granted permission for 6 toilets in total and this application seeks to add 1 more.
- 5.15. As a rebuttal to these concerns the applicant advises that the planning committee that approved the original application concluded that the sewerage would not increase due to the number of toilets. The flow would be down to the amount that they are used.
- 5.16. As a planning department we defer to Building Control and Thames Water to ensure the sewerage system at the house is fit for purpose. The additional bathroom and its impact are not considered to make the proposed external alterations unacceptable in planning terms.

Weighing and balancing of issues – overall assessment

- 5.17. 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.
- 5.18. 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
- 5.19. As set out above it is considered that the proposed development would accord with the development plan policies.

Recommendation: Application Permitted

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).
- 2 The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers WDC1; 0; 1/C; 2; 3/C; 4/C; 5; 6/C; 8/C and 9/C 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 materials to be used for the external surfaces, including walls, roofs, doors and windows shall be of the same colour, type and texture as those used in the existing building, unless the Local Planning Authority otherwise first agrees in writing.
Reason: To secure a satisfactory external appearance.
- 4 Notwithstanding any indication otherwise given on the plans hereby permitted, the rooflight window in the north facing roofslope shall have a minimum internal cill height of 1.7 metres above finished floor level. The window shall thereafter be retained as such.
Reason. In the interests of the amenity of neighbouring properties.

INFORMATIVE(S)

- 1 In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application. In this instance both Ward Councillors called this application to Planning Committee due to public concern.

19/06975/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor I McEnnis – There are local concerns and as such, I would like this application to be determined by the Planning Committee, if it is minded to be permitted.

Councillor J E Teesdale – Due to local concern, if minded to permit, I would like this application to come to committee as the proposal does seem excessive.

Parish/Town Council Comments/Internal and External Consultees

West Wycombe Parish Council - West Wycombe Parish Council is concerned that this is an overdevelopment of the site and is out of character for this particular road and could have an adverse effect on the neighbouring property. It is adjacent to West Wycombe Park and the entrance to Sawmill House, Floras Temple and the frequently walked footpath/bridleway.

County Archaeological Service - The nature of the proposed works is such that they are not likely to significantly harm the archaeological significance of the asset(s). We therefore have no objection to the proposed development and do not consider it necessary to apply a condition to safeguard archaeological interest.

Comments:

6 letter of representations were received with the following concerns.

- Loss of privacy
- Loss of light
- Overlooking
- Concern that the house could become a house of multiple occupancy.
- Lack of Parking
- Increased traffic flow
- Proposal is not in keeping with the house.
- Additional strain on sewerage system
- Overdevelopment

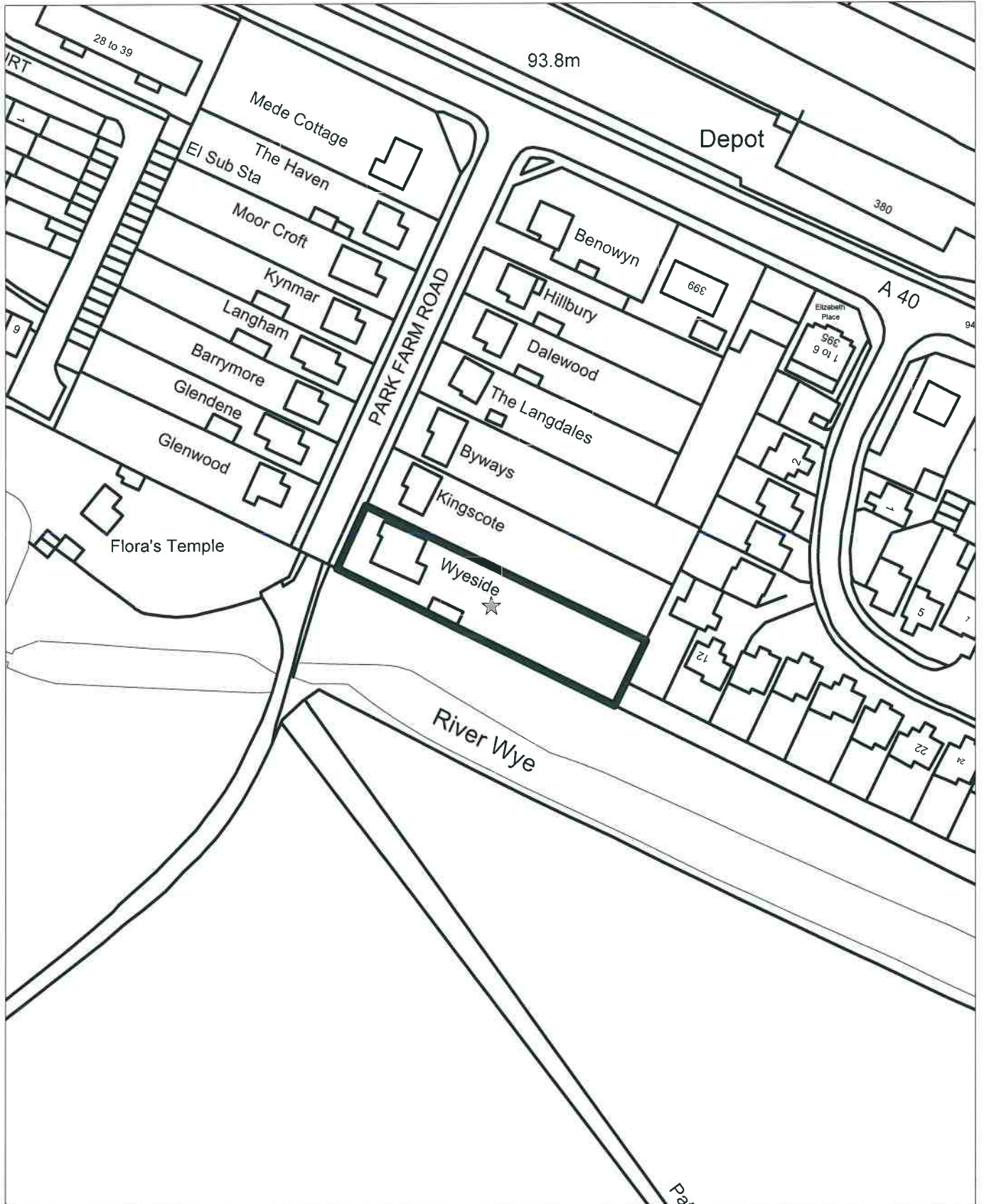
The applicants submitted this statement in support of his application.

The planning application merely adds two side windows facing the park, a dormer in the roof and a toilet in the loft. The privacy has already been discussed and the balconies have already been approved! No further infringement of privacy will incur because of a dormer facing the garden. It would take a tall person to look out of this roof window. The windows are to let in natural light to the room.

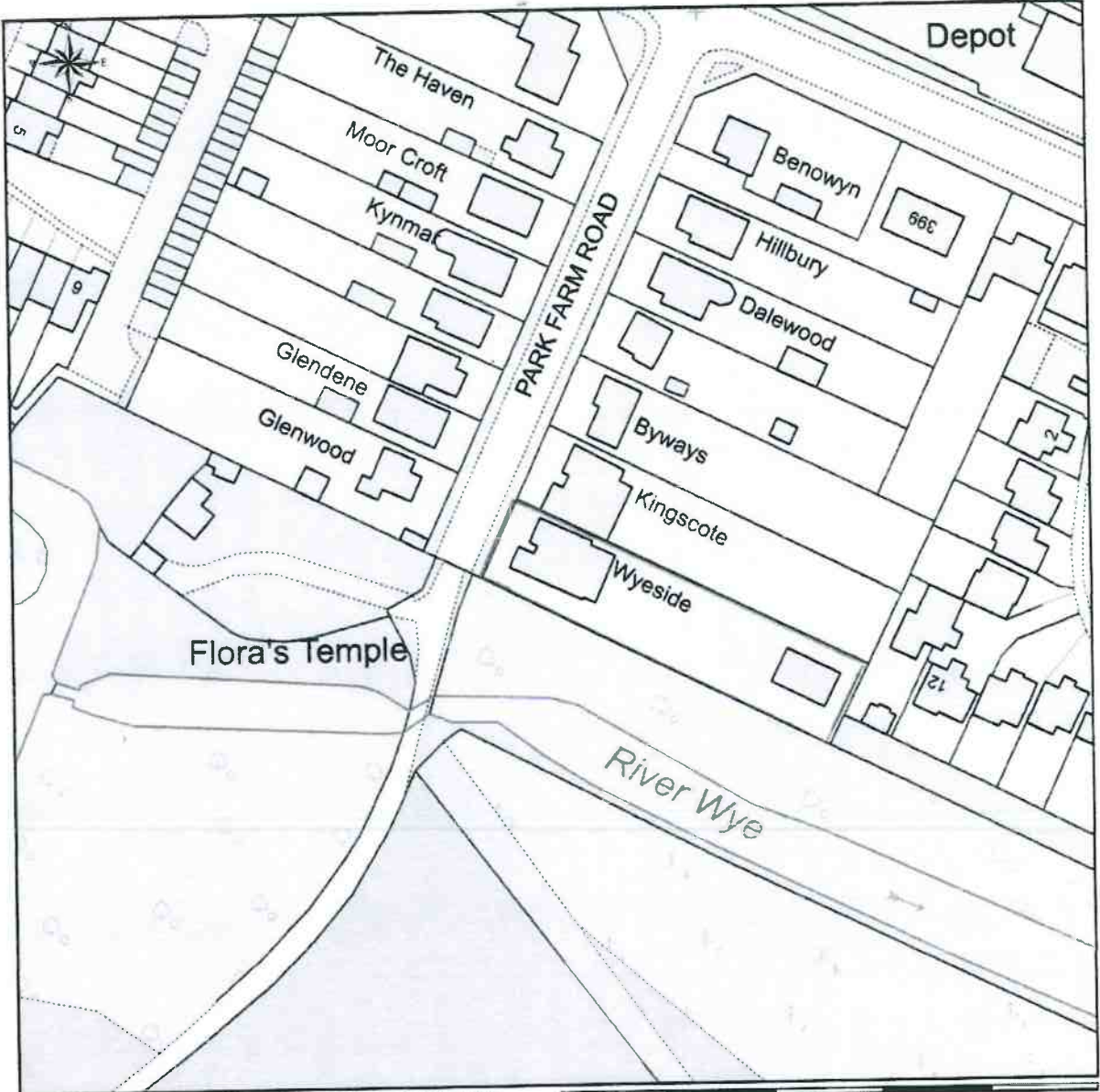
Officer response to comments

The majority of planning matters which have raised in the representations above have already been considered under the previous planning approval on application 18/07931/FUL. This application adds 3 dormer windows and rooflights to that permission. This application only considers the addition of the dormer windows and the rooflights. It does not reconsider the matters that have previously been approved by the Planning Committee.

19/06975/FUL
Scale 1/1250



Location Plan of Wyese Park Farm Road High Wycombe HP12 4AF

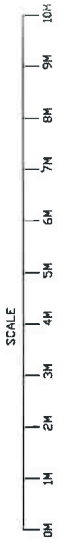


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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4



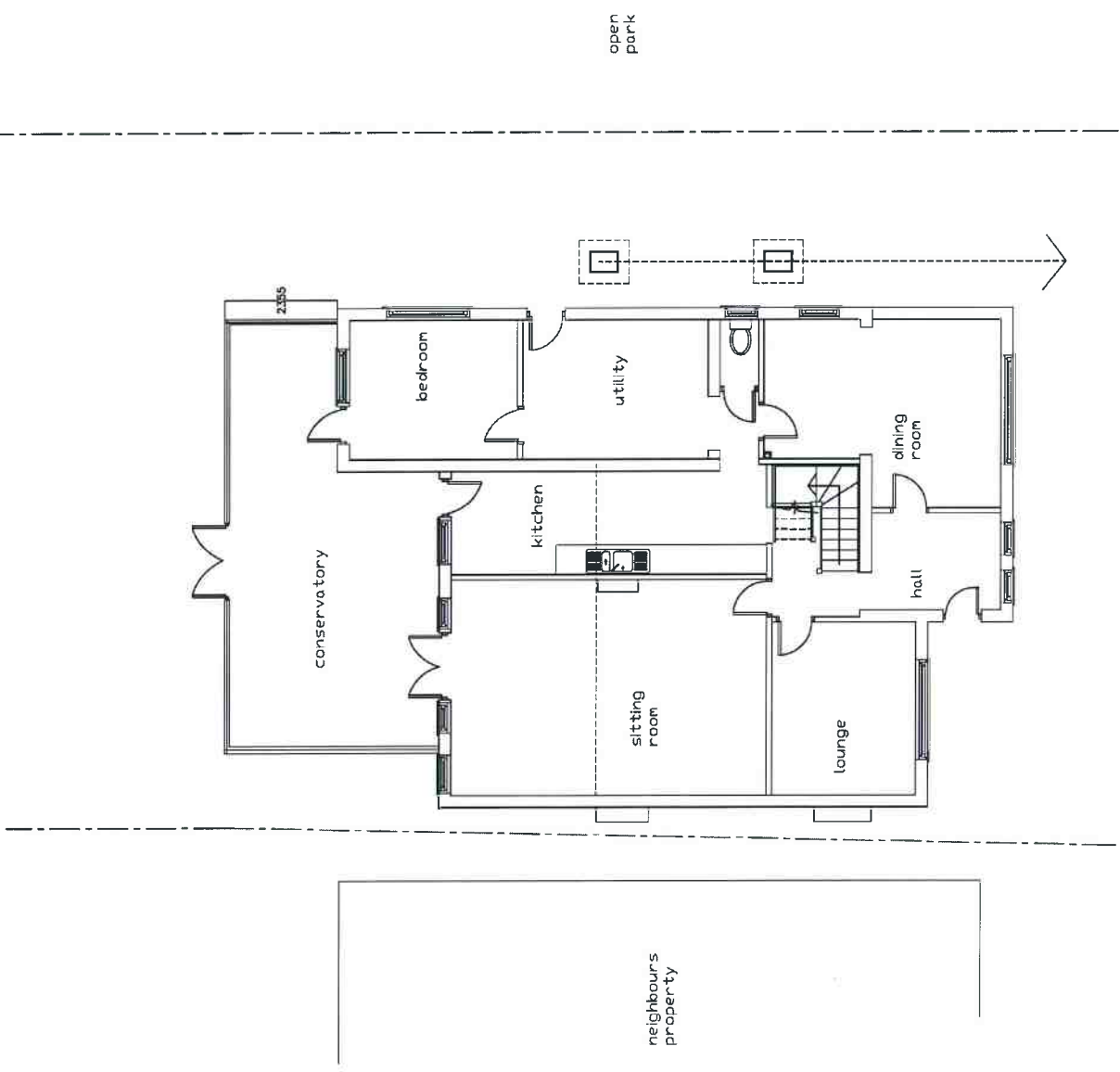


A3 PAPER
Existing Ground
Floor Plan

JAC Associates
Property Consultants
Mob: 07779 653101

Project	Wyeside Park Farm Road High Wycombe BUCKS
Client	Mr Tel:
Drawing Title	Proposed Extension
Drawing Number	parki-wyeside / 0 existing ground
Scale	1 : 100
Date	12-08-18

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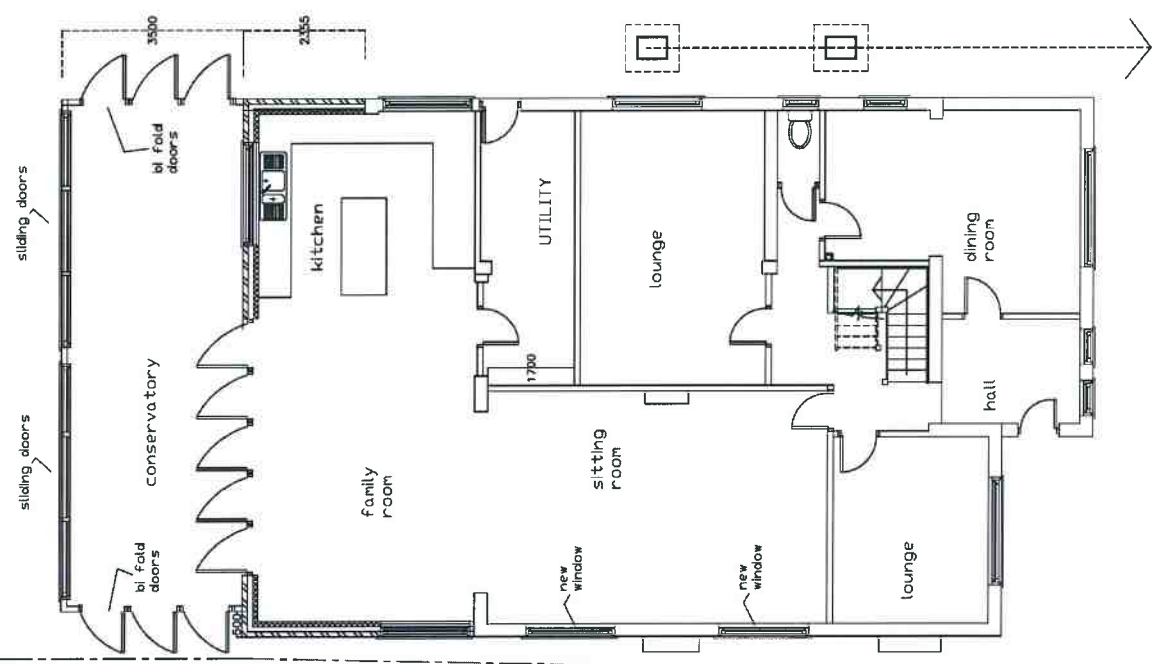


A3 PAPER
Proposed Ground
Floor Plan

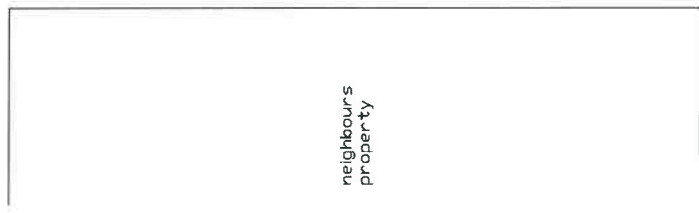
JAC Associates
Property Consultants
Mob: 07779 653101

Project	Wyeside Park Farm Road High Wycombe BUCKS
Client	Mr Tel:
Drawing Title	Proposed Extension
Drawing Number	parkfr-wyeside / 1 REV C proposed ground
Scale	1 : 100
Date	15-07-19

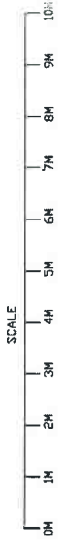
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Planning Act, Building Act and The Party Wall Act. No
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provided. Please refer to the relevant
regulatory documents.



open
park



neighbours
property

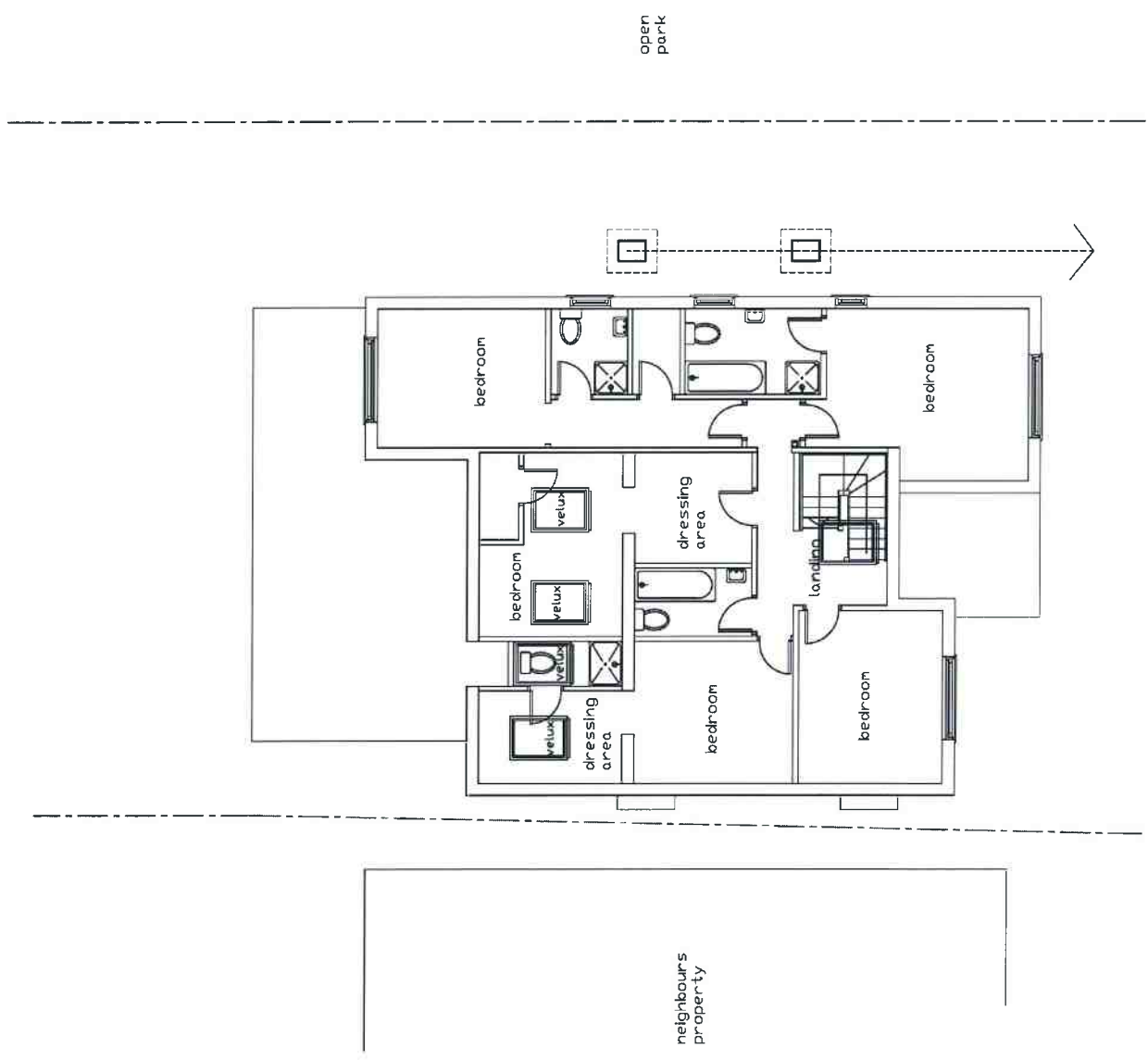


A3 PAPER
Existing First
Floor Plan

JAC Associates
Property Consultants
Mob: 07779 653101

Project	Wyeside Park Farm Road High Wycombe BUCKS
Client	Mr Tel:
Drawing Title	Proposed Extension
Drawing Number	parkfr-wyeside / 2 existing first
Scale	1 : 100
Date	12-08-18

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document without liability.



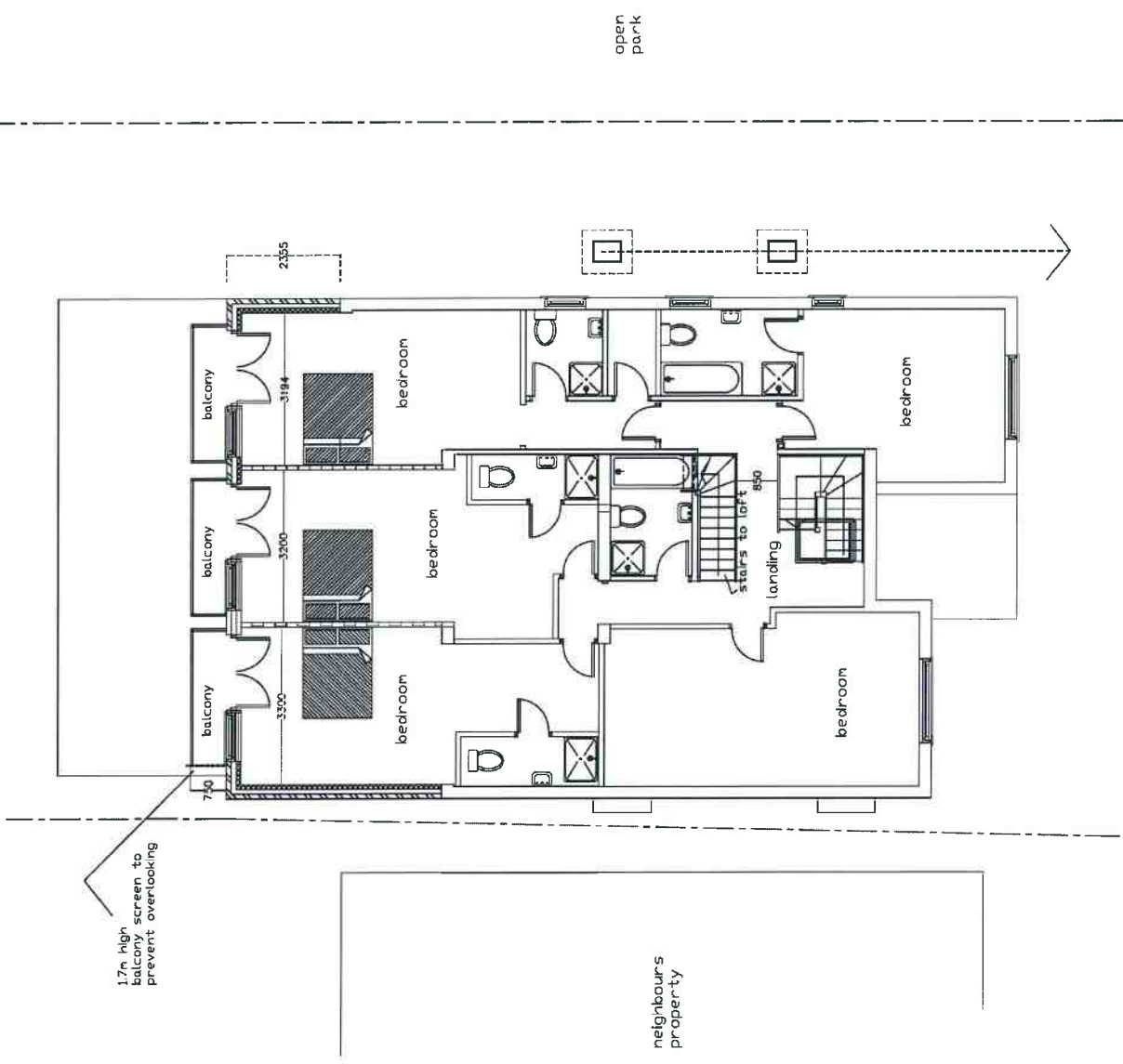


A3 PAPER
Proposed First
Floor Plan

JAC Associate
Property Consultants
Mob: 07779 653101

Project	Wyeside Park Farm Road High Wycombe BUCKS
Client	Mr Tel:
Drawing Title	Proposed Extension
Drawing Number	parkfr-wyeside / 3 REV C proposed first
Scale	1 : 100
Date	15-07-19

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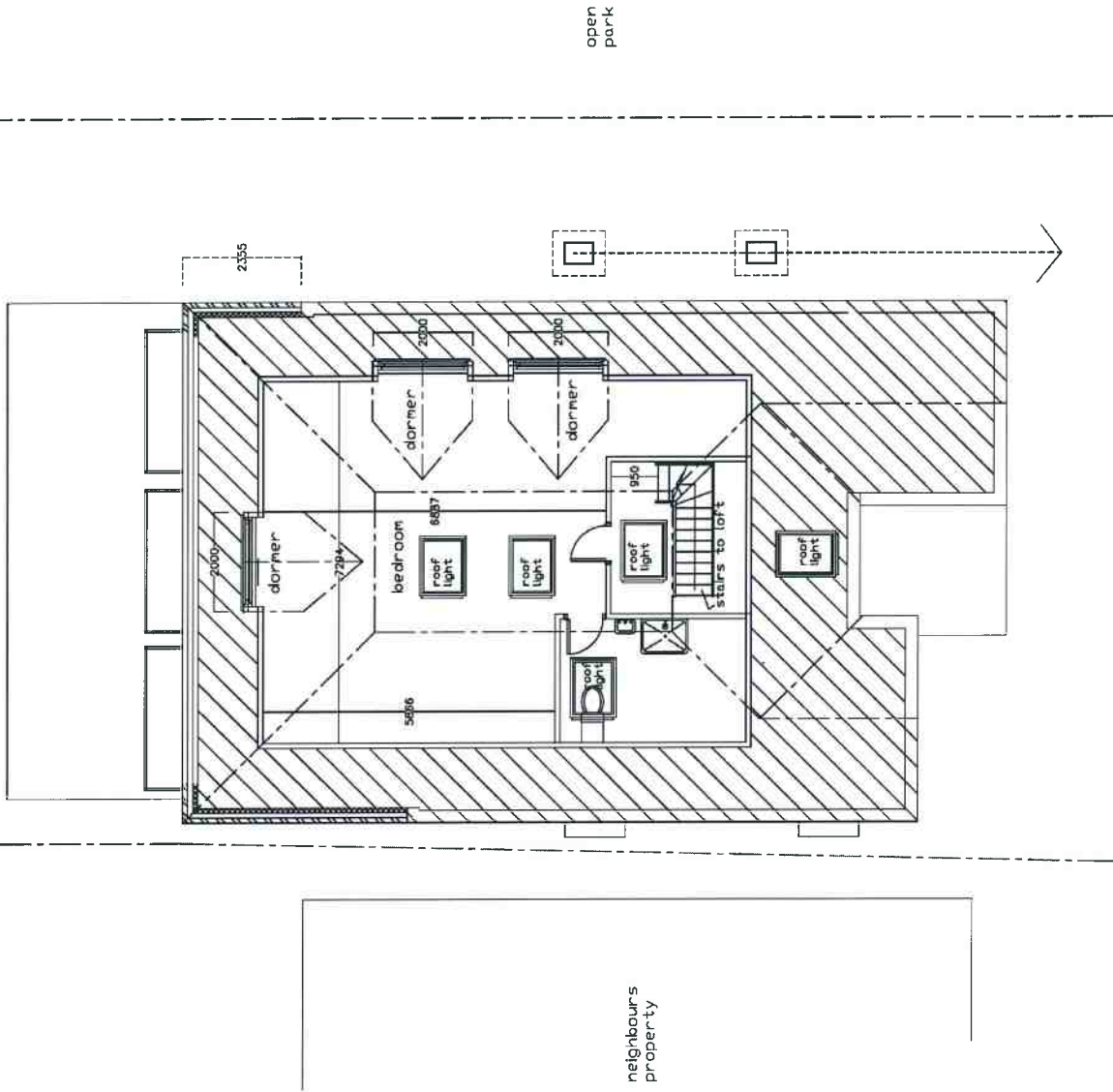


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Proposed Second
Floor Plan

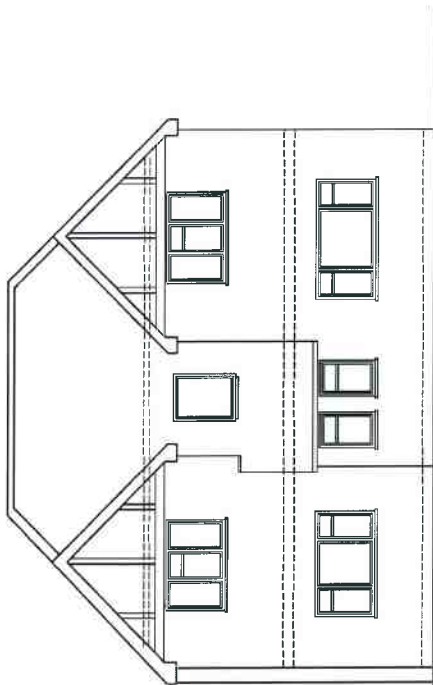
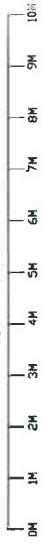
JAC Associates
Property Consultants
Mob: 07779 653101

Project	Wyeside Park Farm Road High Wycombe BUCKS
Client	Mr Tel:
Drawing Title	Proposed Extension
Drawing Number	parkfr-wyeside / 4 REV C proposed second
Scale	1 : 100
Date	15-07-19

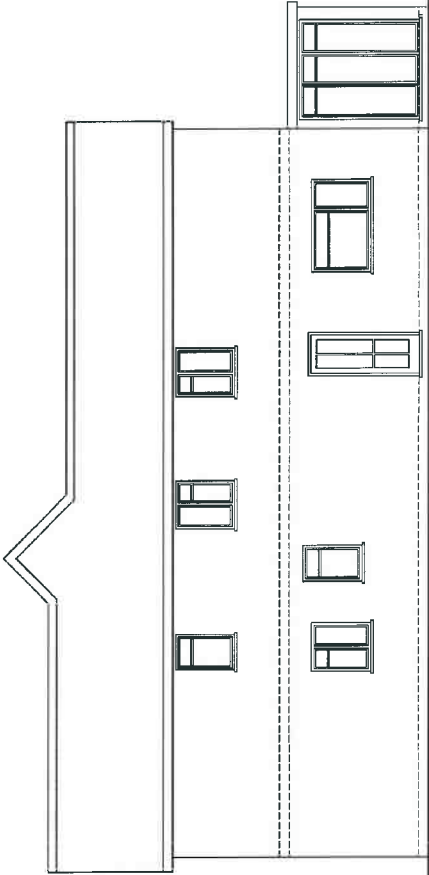
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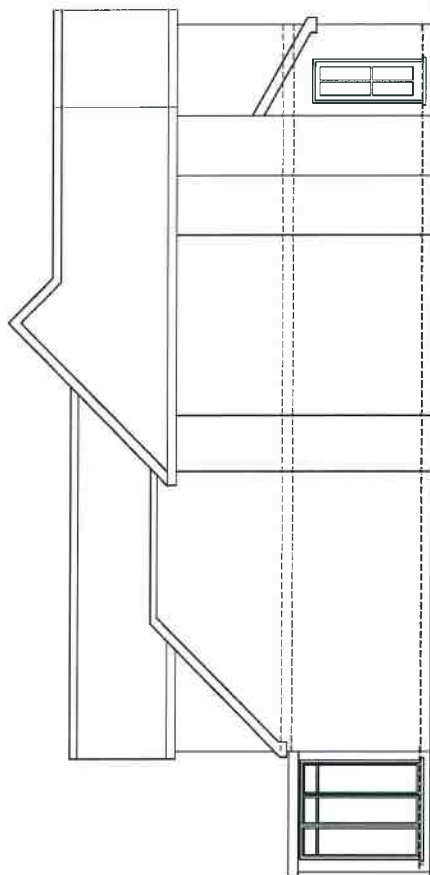
SCALE



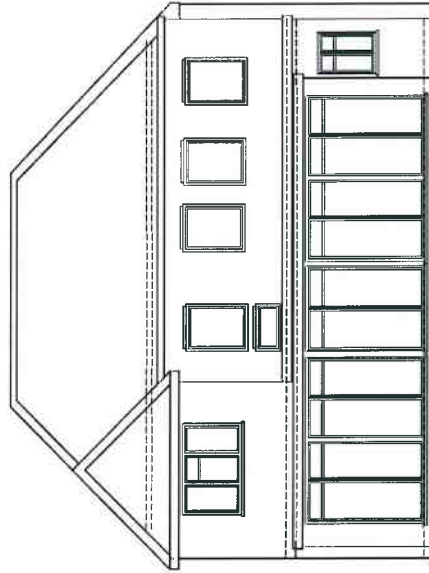
Existing Front Elevation



Existing Side Elevation



Existing Side Elevation



Existing Rear Elevation

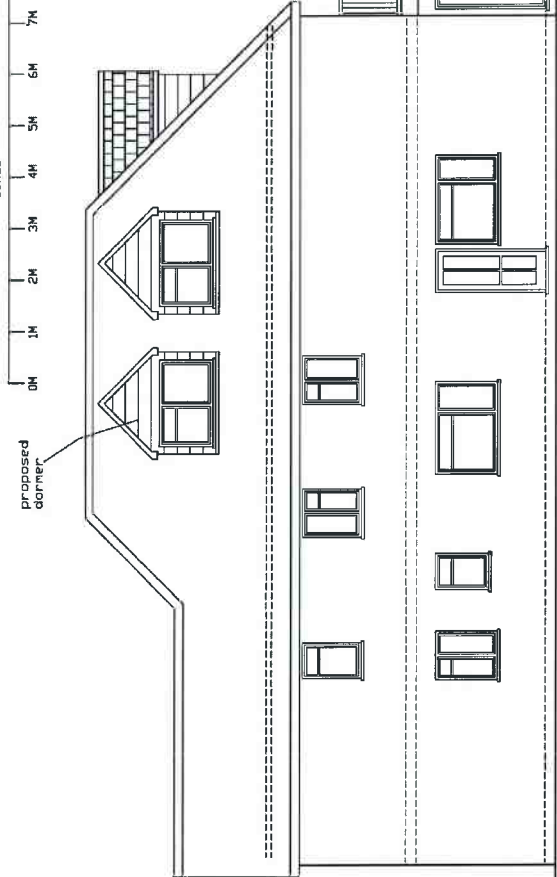
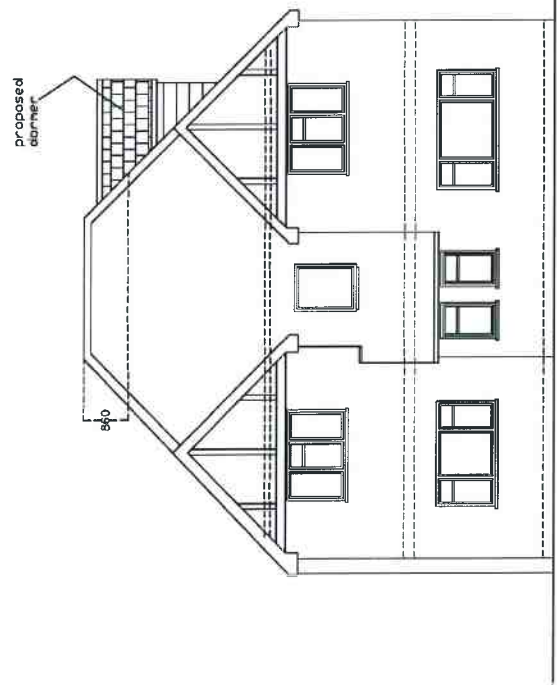
A3 PAPER

JAC Associates
Property Consultants
Mob: 07779 653101

Project	Wyeside Park Farm Road High Wycombe BUCKS
Client	Mr Tel:
Drawing Title	Proposed Extension
Drawing Number	parkfr-wyeside / 5 existing elevations
Scale	1 : 100
Date	12-08-18

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SCALE
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Proposed Front Elevation

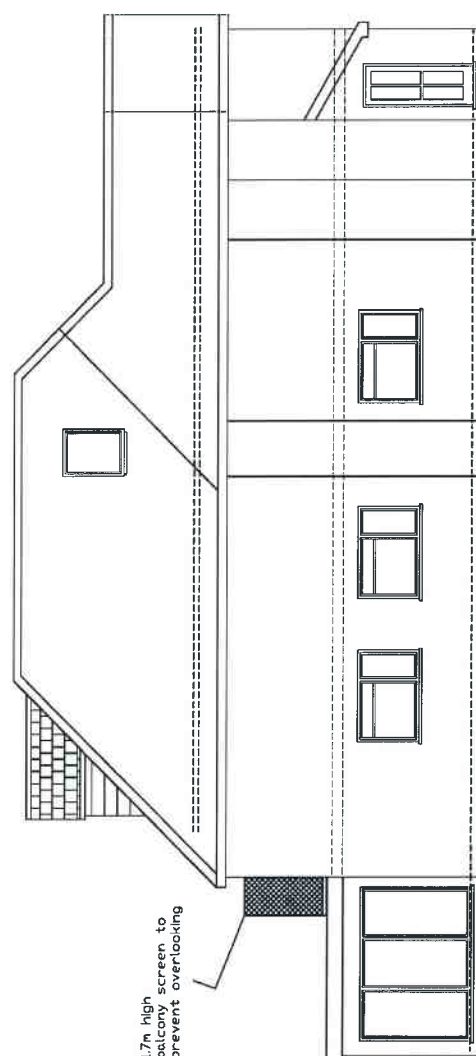
Proposed Side Elevation

A3 PAPER

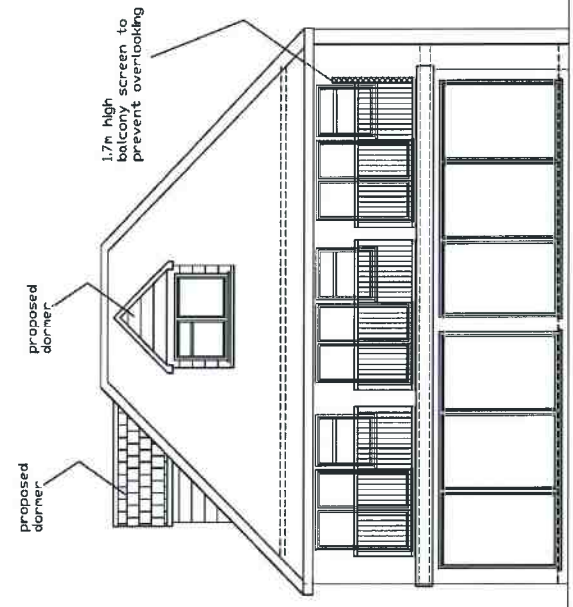
JAC Associates
Property Consultants
Mob: 07779 653101

Project	Wyeside Park Farm Road High Wycombe BUCKS
Client	Mr Tel:
Drawing Title	Proposed Extension
Drawing Number	parkir-wyeside / 16 REV C proposed elevations
Scale	1 : 100
Date	15-07-19

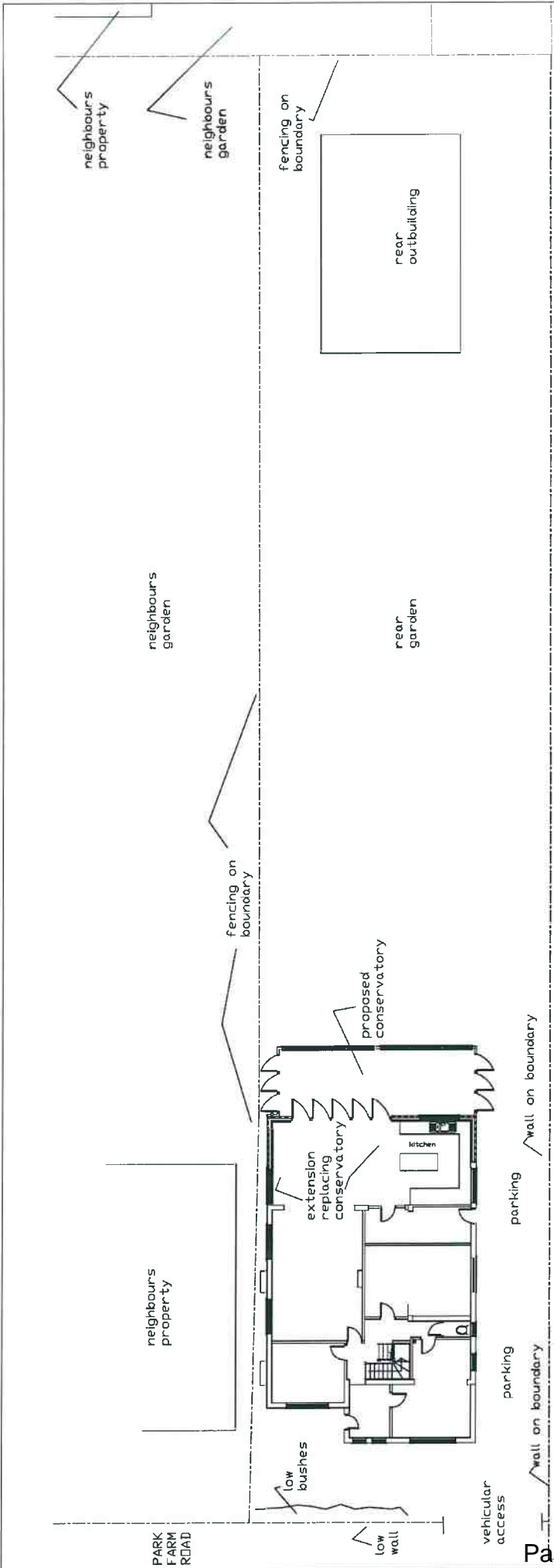
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Proposed Side Elevation



Proposed Rear Elevation



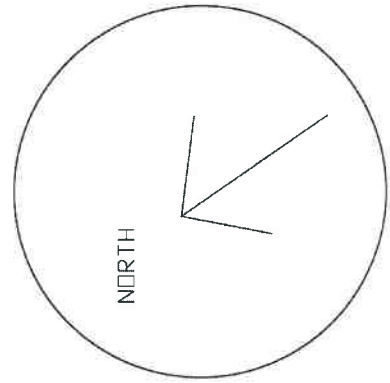
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Client	Mr Tel:
Drawing Title	Proposed Extension
Drawing Number	perkf-wyeside / 8 REV C proposed block
Scale	1 : 200
Date	15-07-19

A3 PAPER
Proposed Block Plan

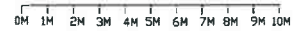
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OPEN SPACE



SCALE



OPEN SPACE

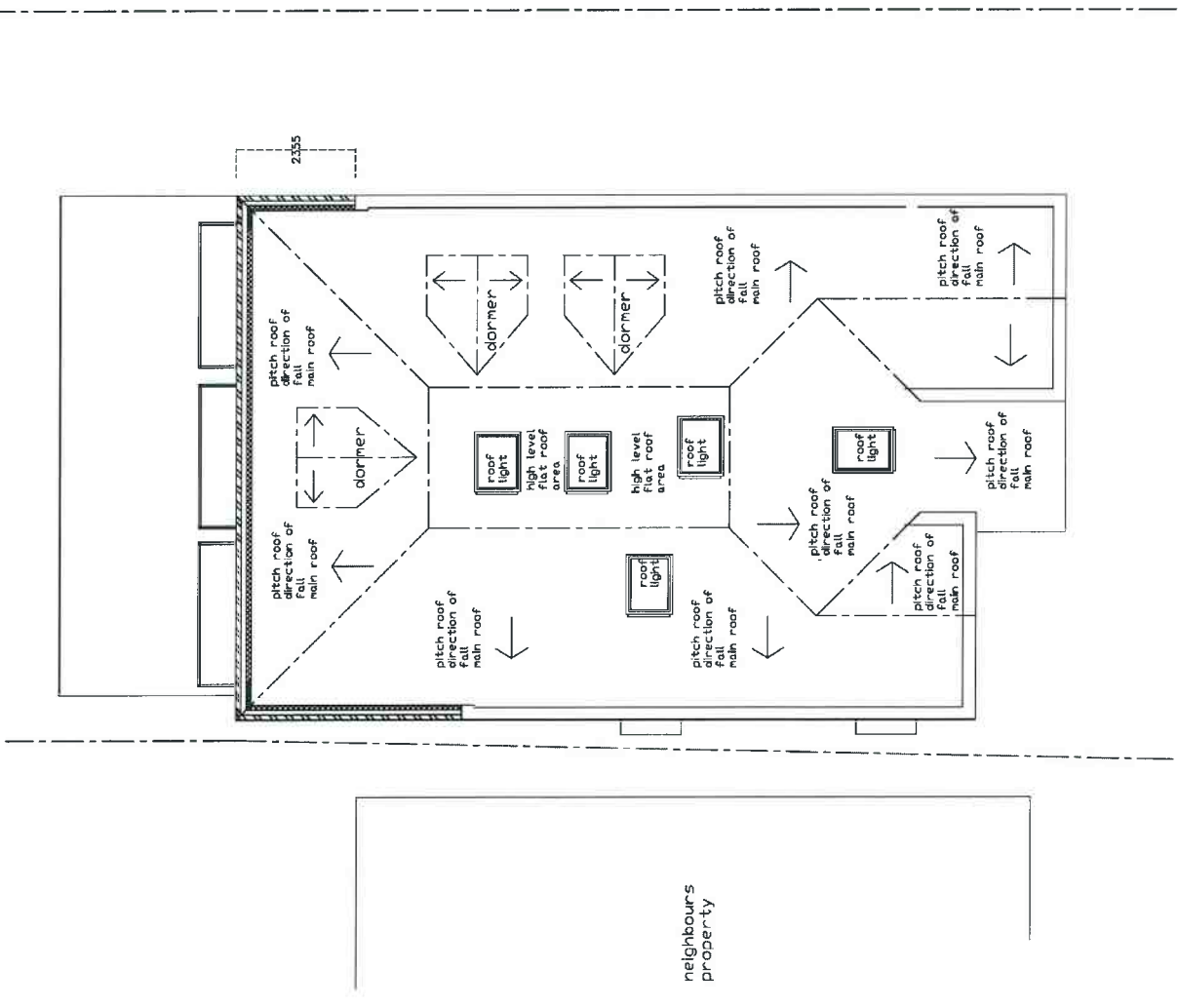


A3 PAPER
Proposed Roof Plain

JAC Associates
Property Consultants
Mob: 07779 653101

Project	Wyeside Park Farm Road High Wycombe BUCKS
Client	Mr Tel:
Drawing Title	Proposed Extension
Drawing Number	parkfr-wyeside / 9 REV C proposed roof plan
Scale	1 : 100
Date	13-08-19

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Agenda Item 8.

Contact: Robert Harrison DDI No. 01494 421641

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

Application for : Demolition of existing bungalow and construction of a two & a half storey block containing 10 flats (6 x 2 bed & 4 x 1 bed) with associated parking and landscaping

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

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

Target date for Decision 22/11/17

1. **Summary**

- 1.1. In June 2019 Planning Committee resolved to grant planning permission for the development subject to the provision of 1 affordable dwelling (1 x DMV). The applicant advised that the site would be rendered unviable if affordable housing was provided. The site has been independently viability tested by a Council appointed viability consultant. The viability testing demonstrates that the profit level falls below the 15% figure identified in the PPG as a reasonable return on risk. Therefore it is not considered to be reasonable in this instance to adjust the affordable housing and other requirements to allow the development to come forward. It is considered that there are benefits in terms of housing delivery and place making in allowing this site to come forward at this time.

2. **The Application**

- 2.1. On 26 June 2019 Planning Committee considered an application to demolish an existing bungalow and erect a block of 10 flats. A copy of the report and associated documentation is appended to this addendum report.
- 2.2. The recommendation was to grant planning permission subject to the proposed conditions¹ and completion of a legal agreement. The legal agreement sought to secure 1 of the dwellings as Discount Market value (DMV) in accordance with the provisions of the NPPF. Members voted in favour of the motion to approve the application and the resolution was passed.
- 2.3. Officers duly began the process of entering into a S106 with the developer as instructed. At this point the developer raised the issue of viability and in particular the impact that the delivery of 1 affordable dwelling would have. The applicant submitted a financial viability assessment prepared by 'Affordable Housing 106' and agreed to pay the Council's reasonable costs in reviewing the document. The Council instructed the services of Avison Young, a highly regarded viability consultant, to review the applicant's appraisal.

Policy and Guidance on Viability

Local Plan: DM24 (Affordable Housing)

¹ 19 conditions on the application and one additional levels condition as proposed on the updates sheet.

Planning Obligations SPD

- 2.4. The issue of viability and its relationship with the requirement to provide affordable housing is addressed in the supporting text to policy DM24 (Affordable Housing). The supporting text concludes that whilst the policies in the Local Plan are considered to be generally viable that the specifics of certain sites may render development unviable. If a developer believes that the requirements of the Council's affordable housing policy renders their site unviable, they must provide all the necessary financial evidence to justify their position.
- 2.5. The Council's Planning Obligations SPD also advocates the need for open book assessments.
- 2.6. The current NPPF (February 2019) at para 57 states that it:
- “is up to the Applicant to demonstrate whether particular circumstances justify the need for a viability assessment, at the application stage, and the weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case. It further states that ‘all viability assessments should reflect the recommended approach in national planning guidance, including standardised inputs’.
- 2.7. These points are repeated within the Planning Practice Guidance (PPG).
- 2.8. Of particular relevance to this case the PPG also advises ‘For the purpose of plan making an assumption of 15-20% of gross development value (GDV) may be considered a suitable return to developers’. Whilst the current proposal relates to decision making a return of 15-20% is considered to represent a reasonable baseline for developer return.
- 2.9. There is no standard answer to questions of viability, nor is there a single approach for assessing viability. Guidance issued by the Royal Institute of Chartered Surveyors (RICS) - ‘Financial Viability in Planning Professional Guidance Note (1st Edition – GN 94/2012) - provides recommended good practice when assessing financial viability for planning purposes. It is consistent with the NPPF, PPG and Community Infrastructure Levy (CIL) Regulations 2010 (as amended). This approach has been adopted by the Council's viability assessor.
- 2.10. Financial viability for planning purposes is defined by this Guidance as:
- ‘An objective financial viability test of the ability of a development project to meet its costs, including the cost of planning obligations, while ensuring an appropriate site value for the landowner and a market risk adjusted return to the developer in delivering that project’.
- 2.11. The Guidance also states that the accepted method of valuation is the ‘residual method’. This is explained further in the RICS Valuation Information Paper (VIP) 12. In summary this valuation approach recognises that the value of a development scheme is a function of a number of elements. These include:
- The value of the completed development (GDV);
 - The direct costs of developing the scheme (TCC1)
 - The return (profit) to the developer for taking the development risk and delivering the scheme;
 - The cost of any planning obligations; and
 - The cost or value of the land.

- 2.12. The Residual method has been used by both the developer and the Council, albeit the Council did not include developer profit as a fixed cost.

Appraisal Results

- 2.13. The applicant's viability appraisal concluded that at 20% profit the site would make a significant loss. The Council's viability consultant reviewed the financial model used, all projected incomes and costs. The developments financial model and methodology was generally found to be sound. As were the proposed sale values. However, there were a number of discrepancies in respect of costs. In particular:
- a) Demolition costs were considered to be approximately 30% lower.
 - b) Build costs circa 25% higher.
 - c) Professional fees 2% lower.
 - d) Contingency 2% lower.
 - e) CIL lower; and,
 - f) The existing use value was considered to be lower.
 - g) The Council also did not accept that 20% profit was a fixed cost.
- 2.14. Taking the above into account the Council's model was able to demonstrate that the current scheme was viable, but only at a profit level of 14.47% (of GDV). The profit level falls to 11.08% (of DMV) if the DMV and the New Local Plan optional building control standards were imposed. In all events the profit level would fall below the 15% figure identified in the PPG as a reasonable return on risk. Therefore, in summary, whilst in the officers view the scheme is viable (i.e. provides a positive return) the level of profit falls below what is typically considered as the minimum profit necessary for a scheme to proceed (i.e. 15% of GDV as set out in the NPPF). Therefore the scheme cannot reasonably be expected to deliver affordable housing or be subject to optional building control standards in current market conditions without jeopardising its deliverability.
- 2.15. It is worth noting at this point that the key driver of the viability position on this site was the existing use value of the land (i.e. the existing residential use value). Therefore, it is not the case that all small scale development of this nature will be unviable, but rather only sites where significant existing use value exists. Therefore whilst the Council's policies remain generally viable there will be specific cases where they are not.
- 2.16. The question that then arises is whether there are planning benefits justifying the delivery of the site in the current market at the present time. In this instance it is considered that there is justification for bringing the site forward at the present time. This includes:
- a) The current relatively untidy nature of the site.
 - b) The improvement the proposed scheme could make to the character of the area.
 - c) The contribution that the proposal would make to housing delivery on a brownfield site.
 - d) The fall-back position that 9 dwellings could be delivered without any need for affordable housing. We would in effect lose a dwelling and obtain no planning benefit to weigh against that loss.
- 2.17. In view of the above, it is considered that there is planning merit in bringing the site forward at this time.

Other Matters

- 2.18. The application was considered by Planning Committee prior to the adoption of the New Local Plan, but is brought back to you with the New Local Plan now in full force. The policy landscape is therefore significantly altered. However, with regard to this particular

case, where the then emerging New Local Plan was taken into account, the proposal is considered to remain broadly in compliance. For example the National Space Standards, water efficiency standards and provision of micro renewables was all taken into account. The main area of change for this scale of development is the requirement for 35% affordable housing and application of the optional building regulations standards. The latter of which would in all likelihood require a redesign of the scheme. In the circumstances, the issue of viability and deliverability is considered to justify not securing these planning benefits.

RECOMMENDATION: Minded to grant planning permission subject to conditions

It is anticipated that any planning permission would be subject to the following conditions that address the following matters (Detailed wording to be finalised):

Time Limit and Plans

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).
2. The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers:
 - a. WDC1 (location plan)
 - b. 17/3454/10 B (dated 14/05/18) – Roof Plan
 - c. 17/3454/11 A (dated 14/05/18) – Floor Plans
 - d. 17/3454/12 A (dated 14/05/18) – Elevations
 - e. 17/3454/13A (dated 18/04/18) – Street Scene/Section
 - f. 17/3454/14 (dated 18/04/18) – Bin and Cycle Store

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

Appearance

3. Notwithstanding any indication of materials which may have been given in the application, a schedule of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before any development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason: to secure a satisfactory external appearance.

Landscaping

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

The scheme shall include:

- Details of all fencing structures.
- Details of all hard surface treatments.
- A planting specification as illustrated in plan ref: 17/3453/10 A.
- The retention of the area annotated 'Area of Woodland' on plan ref: 17/3454/10 A.

- Tree pit details will be specified. Provision will be made for root expansion beneath hard surfaced areas, using tree root soil cells where trees root expansion areas are confined by hardstanding and/or compacted ground.
- 5 bat and 5 bird boxes to be incorporate on the building and other structures within the site.
- The position of underground services.

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

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

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

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

6. Drawings of the site identifying the following shall be submitted to and approved in writing by the Local Planning Authority before any development takes place;
 - a. Existing ground levels on site (spot heights) including a datum point that is located off site. Levels should be Above Ordnance Datum (AOD).
 - b. The level of the road outside the site. (AOD).
 - c. The proposed levels on site following completion of the development (for each existing height a proposed height should be identified).
 - d. The location and type of any retaining structures needed to support ground level changes.
 - e. The Finished Floor Level for every building that is proposed.
 - f. Cross sections within the site taken up to the site boundaries. The information supplied should clearly identify if land levels are being raised or lowered.
 - g. In the case of residential development, sections showing the level of the proposed garden(s) and retaining structures.

The development shall be carried out only in accordance with the approved details.

The levels information should broadly follow the levels information provided as part of the application.

Reason: To ensure that the work is carried out at suitable levels in relation to adjoining properties, highways and in the interests of good design.

Environmental

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

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

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

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

9. Before the first occupation of the building hereby permitted the following windows:
- a. first floor window in the northern flank elevation of flat 5 (providing a secondary source of light to the kitchen diner);
 - b. first floor window in the southern flank elevation of flat 4 (providing a secondary source of light to the kitchen diner);
 - c. first floor window in the northern elevation of flat 6 (providing a secondary source of light to the living room);
- shall be fitted with obscured glazing and any part of the window that is less than 1.7 metres above the finished floor level of the room shall be non-opening. The window(s) shall be permanently retained in that condition thereafter.

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

Flooding/SUDs

10. No works other than demolition shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:
- Demonstrate that water quality, ecological and amenity benefits have been considered.
 - Infiltration in accordance with BRE365.
 - Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the hierarchy listed in the informative below with the relevant permissions.
 - Full construction details of all SuDS and drainage components.
 - Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components.
 - Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any on-site flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
 - Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.
 - Flow depth
 - Flow volume
 - Flow velocity
 - Flow direction

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

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

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

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

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

Highways/parking

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

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

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

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

15. No other part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 43 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

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

16. The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose or have over half of the spaces allocated to specific dwelling flats.

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

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

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

Energy

18. Prior to occupation of the development hereby permitted a strategy for the provision of car charging points shall be submitted to the Local Planning Authority for approval. The development shall thereafter be constructed in accordance with the approved strategy. The charging units shall be maintained in full working order for a minimum period of 5 years.
Reason: To reduce the negative impact on the health of residents living within the Air Quality Management Area. Reduce air pollution. Promote more sustainable forms of fuel. Ensure that the site is prepared for the phasing out of petrol and diesel vehicles.
19. The development hereby permitted shall integrate and utilise high-efficiency alternative energy generation systems sufficient to deliver at least 15% of the total Target Fabric Energy Efficiency for the development. The dwellings hereby permitted shall not be occupied until 15% total Target Fabric Energy Efficiency is achieved. The TFEE and the % contribution made by high-efficiency alternative systems shall be calculated in accordance with Building Regulations Approved Documents L (2013, as amended 2016, or any update to this methodology in any future amendment of the Approved Documents) and be made available within 7 days upon request.
Reason: In the interests of sustainability, carbon reduction and the promotion of renewable technologies pursuant to Policy DM18 of the adopted Delivery and Site Allocations DPD and emerging policy DM33 of the New Local Plan.
20. No dwelling hereby permitted shall be occupied until the higher water efficiency standard set out in the appendix to Building Regulations Approved Document Part G (2015 or any update to this standard in any future amendment of the Approved Document) has been achieved.
Reason: This is an optional standard to be addressed at the Building Regulations stage. In the interests of water efficiency and to conform to policy DM18 of the adopted Delivery and Site Allocations DPD and emerging policy DM39 of the New Local Plan.

INFORMATIVE(S)

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

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

In this instance, the Local Planning Authority has:

- Updated the applicant/agent on a number of issues that arose in the processing of the application and where possible suggested solutions; and,
- Adhered to the requirements of the Planning & Sustainability Customer Charter.

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

S106

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

Ecology

3. The applicant should note that under Part 1 of the Wildlife and Countryside Act 1981, with only a few exceptions, it is an offence for any person to intentionally:
- take, damage or destroy the nest of any wild birds while the nest is in use or being built,
 - take kill or injure any wild bird,
 - take or destroy the egg of any wild bird.
 - Birds nest between March and September and therefore removal of dense bushes, ivy or trees or parts of trees etc. during this period could lead to an offence under the Act.

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

Agenda Item 8. Appendix A

Agenda Item 6.

Contact: Robert Harrison DDI No. 01494 421641

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

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

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

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

Target date for Decision 22/11/17



1. Summary

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

2. The Application

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

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

Statement of Community Involvement

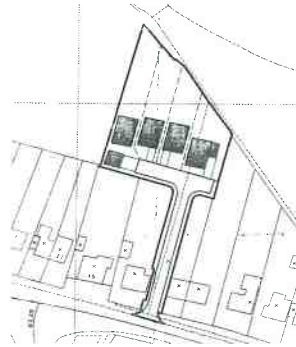
- 2.8. The applicant has not carried out a community consultation exercise. However, the Council has widely consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on the Council's web site.

3. Working with the applicant/agent

- 3.1. In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approaches decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and works proactively with applicants to secure developments.
- 3.2. WDC works with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
- 3.3. In this instance, the Local Planning Authority has:
- Updated the applicant/agent on a number of issues that arose in the processing of the application and where possible suggested solutions; and,
 - Adhered to the requirements of the Planning & Sustainability Customer Charter.
- 3.4. Following amendments to the application it was considered by Planning Committee and determined without delay.

4. Relevant Planning History

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

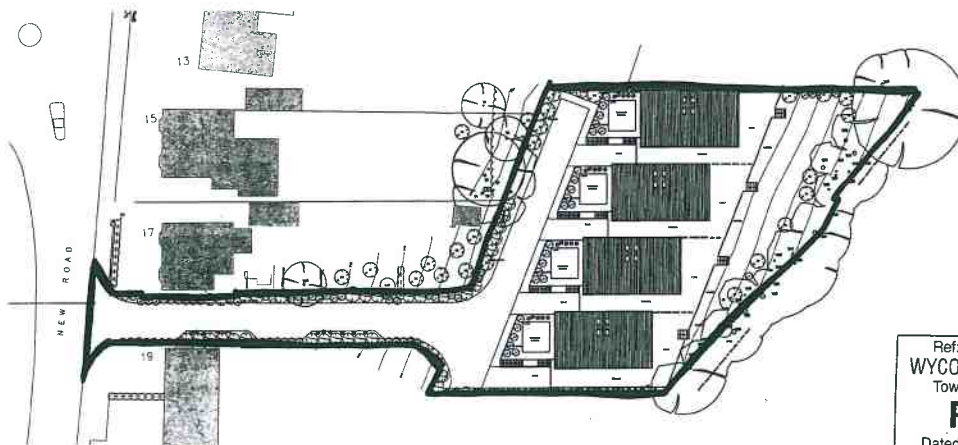


Planning permission was refused on the following grounds:

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

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

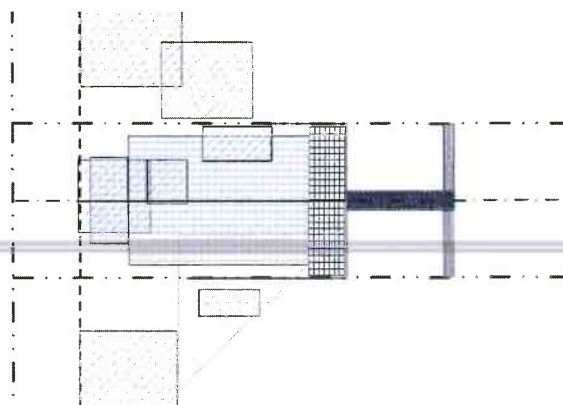
4.3. 06/05021/FUL – planning permission was sought for 4 x 4 bed detached dwellings with garages as indicated below:



4.4. Planning permission was refused on the following grounds:

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

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



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

5. **Issues and Policy considerations**

Principle (Housing)

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

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

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

Emerging New Local Plan: CP1 (Sustainable Development), CP2 (Spatial Strategy), CP3 (Settlement Hierarchy), CP4 (Delivering Homes), DM33 (Managing Carbon Emissions: Transport and Energy Generation)

Housing Intensification Supplementary Planning Document (HISPD)

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

Flood Risk and Drainage

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

DSA: DM17 (Planning for flood risk management)

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

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

Fluvial Flood Risk

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

Surface Water Flood Risk

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

Sustainable Urban Drainage

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

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

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

Affordable Housing and Housing Mix

ALP: H9 (Creating balanced communities)

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

Planning Obligations Supplementary Planning Document (POSPD)

Affordable Housing Interim Position - February 2019

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

NPPF

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

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

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

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

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

Housing Mix

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

Housing Mix

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

Transport matters and parking

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

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

DSA: DM2 (Transport requirements of development sites)

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

Buckinghamshire Countywide Parking Guidance

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

Network Capacity

- 5.17. The NPPF states that:

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

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

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

Access

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

Servicing

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

Parking Provision

- 5.21. The Council's approach to residential parking is set out in the Buckinghamshire Countywide Parking Guidance. This guidance is based on the predicted level of car ownership drawn from the 2011 census data with an additional element of visitor parking. The new Countywide standards represent 'optimum' parking standards, which aim to reflect the right amount of parking to meet demand. Optimum is defined as providing the 'best or most favourable point, degree or amount'. So the standards introduced in this guidance should be considered as the most favourable amount to create conditions for sustainable growth, without causing adverse effects through the under or over provision of parking spaces.
- 5.22. The development comprises 10 dwellings with either 2 or 3 habitable rooms. The development proposes 15 parking spaces (1 disabled). A dwelling of 4 habitable rooms or less is required to provide 1 parking space per dwelling with an additional 20% where more than half the parking is allocated. Therefore, 10 flats would require 10 parking spaces, plus 2 visitor spaces (12 spaces in total), if measured using habitable rooms. The proposal at 15 spaces exceeds the Council's requirement, which is considered to be acceptable in this area with restricted street parking. To maximise the efficient use of parking it is proposed to be unallocated.

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

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

Pedestrian and Cycle provision

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

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

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

Public Transport

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

Environmental issues

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

CSDPD: CS18 (Waste, natural resources and pollution)

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

Green Infrastructure and Ecology

CSDPD: CS17 (Environmental assets)

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

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

Housing intensification SPD

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

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

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

- 5.31. The applicant has not submitted an ecological survey, but has completed the Council’s Ecology Wildlife Checklist, which indicates that the developed part of the site is of limited ecological value.
- 5.32. The officers Desk top study and site visit revealed that the site is abutted by ancient woodland to the east, which is designated as a Biological Notification Site, Local Wildlife Site and Green Infrastructure Area. The eastern half of the site (which abuts the wildlife site) is covered by what appears to be self-seeded tree cover. The western half of the site (the area proposed for development) is relatively bare of vegetation and has a more sanitised domestic appearance.
- 5.33. Representations have been received, which have recorded sightings of foxes, badgers, squirrels and deer on the site. Of these species only badgers are protected and even then not as a consequence of being rare, but rather due to issues of cruelty. All of the

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

Place Making and Design

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

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

DSA: DM11 (Green networks and infrastructure)

Housing intensification SPD

Residential Design Guide SPD

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

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

Character

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

Layout

- 5.36. Frontage intensification is proposed, which given the character of the area, prevailing topography, green infrastructure considerations, depth of the site and urban grain, is considered to be appropriate.
- 5.37. The layout, in general terms, is considered to be acceptable. The public/private realm is clearly defined, which will minimise noise and disturbance in private spaces and the risk/fear of crime. The parking and communal amenity spaces are well surveyed. Ground floor flats have independent front doors facing the street. Cycle and bin storage and easily accessible from the dwellings they serve.
- 5.38. The provision of a rear parking court, whilst not encouraged as a starting point for the provision of parking, is considered to appropriate in this instance given:
- a) the unavailability/unsuitability of New Road for on-street parking; and,

b) the limitations of providing adequate parking to the front of the building without dominating the frontage.

5.39. All flats within the development are dual aspect. Those facing the street have an west/east outlook. Those principally facing the rear have an east/south or east/north outlook. All flats will have access to natural light, natural ventilation and quiet/private rear facing amenity spaces. Therefore, the internal layout of the block is, on balance, considered to be acceptable.

5.40. The layout, in general terms and in terms of its detail, is considered to be acceptable.

Scale

5.41. When viewed from the public realm the building has been designed to appear as a pair of semi-detached dwellings with symmetrical two storey side extensions. The step in to the rear gives the appearance of a recessed rear extension.

5.42. The proposed building would be of a similar height to the neighbouring pair of semi-detached dwellings at 19-21 New Road and marginally higher than the pair of semis further down the hill at nos. 9 & 11. This is considered to be consistent with the prevailing roofscape in the area.

5.43. In terms of width the most forward projecting element of the building broadly accords with the width of other pairs of semi-detached dwellings in the street. The recessed wings broadly accord with a number of two storey side extension in the street. In the event nos. 19 and 21 had symmetrical side extensions the building would be of a broadly similar width.

5.44. The proposed building has a deeper rearward projection than is common in the area, but the impact of this rearward projection has been limited by stepping the building in from the boundary as it projects rearwards.

5.45. The building is proposed to be set beneath a mansard roof. Mansard roofs are generally discouraged as they can lead to deep floor plates and where visible can appear discordant in the town's roof-scape. In this instance, due to the specifics of the sites location and verdant back drop, the proposed mansard roof is not visible from public vantage points. In addition, the flat element of the roof has been recessed below the ridge level (a design feature endorsed by the Council's Residential Design Guide), and therefore will not be readily apparent when viewed from the street. Taken in the round the approach to roof design is considered to have captured the development potential of the site without unlocking the potentially negative design implications.

5.46. Taking the issue of scale as a whole it is considered that the building, whilst larger than its immediate neighbours, respects the scale of development in the area. It has taken the opportunities available to limit and architecturally break down the buildings three dimensional mass. The end result is that whilst some aspects of the development are different, it is considered to respect the established character of the area.

External Appearance

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

being secured via condition.

Landscaping

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

Amenity of Existing and Future Residents

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

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

Housing intensification SPD

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

Residential Design Guide SPD

Future occupiers of the development

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

Occupiers of No.11

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

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

Occupiers of No.19

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

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

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

Building sustainability

CSDPD: CS18 (Waste, natural resources and pollution)

DSA: DM18 (Carbon reduction and water efficiency)

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

Living within our limits SPD

- 5.56. Policy CS18 requires development to minimise waste, encourage recycling, conserve natural resources and contribute towards the goal of reaching zero-carbon developments as soon as possible, by incorporating appropriate on-site renewable energy features and minimising energy consumption.
- 5.57. Policy DM18 requires that the development will be required to deliver a minimum of 15% reduction in carbon emissions on site through the use of decentralised and renewable or low carbon sources and achieve a water efficiency standard equivalent to Level 3 and 4 of the Code for Sustainable Homes. A ministerial statement made on 27th March 2015 relating to the streamlining of the planning system has withdrawn the Code for Sustainable Homes and the government have proposed that local authorities do not seek to impose Code planning conditions with immediate effect. Carbon reduction will in future be addressed through the Building Control regulations. Water efficiency standards will be secured via condition in accordance with the optional technical standards.

The Economic and Social Role

NPPF

- 5.58. It is acknowledged that there would be economic benefits associated with the development. These would include short term job creation and spending on construction, added spending power in the local area in the future from economically active residents, a transport infrastructure contribution, CIL and New Homes Bonus. These are considered to represent planning benefits that weigh in favour of the development.
- 5.59. It is acknowledged that the proposal would contribute to the housing supply for current and future generations and that the future occupiers of the site would have the potential to contribute positively to a strong, vibrant and healthy community
- 5.60. These economic and social benefits attract modest weight in favour of the proposed development.

Presumption in favour of Sustainable Development and weighing and balancing.

NPPF

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

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

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

That the Head of Planning and Sustainability be given delegated authority to grant Conditional Permission provided that a Planning Obligation is made to secure affordable housing. Or to refuse planning permission if an Obligation cannot be secured.

It is anticipated that any planning permission would be subject to the following conditions that address the following matters (Detailed wording to be finalised):

Time Limit and Plans

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

2. The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers:

- a. WDC1 (location plan)
- b. 17/3454/10 A (dated 14/05/18) – Roof Plan
- c. 17/3454/11 A (dated 14/05/18) – Floor Plans
- d. 17/3454/12 A (dated 14/05/18) – Elevations
- e. 17/3454/13 (dated 18/04/18) – Street Scene/Section
- f. 17/3454/14 (dated 18/04/18) – Bin and Cycle Store

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

Appearance

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

Reason: to secure a satisfactory external appearance.

Landscaping

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

The scheme shall include:

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

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

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

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

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

Environmental

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

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

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

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

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

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

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

Flooding/SUDs

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

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

- Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the hierarchy listed in the informative below with the relevant permissions.
- Full construction details of all SuDS and drainage components.
- Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components.
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any on-site flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.
 - Flow depth
 - Flow volume
 - Flow velocity
 - Flow direction

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

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

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

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

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

Highways/parking

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

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

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

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

14. No other part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 43 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

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

15. The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose or have over half of the spaces allocated to specific dwelling flats.

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

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

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

Energy

17. Prior to occupation of the development hereby permitted a strategy for the provision of car charging points shall be submitted to the Local Planning Authority for approval. The development shall thereafter be constructed in accordance with the approved strategy. The charging units shall be maintained in full working order for a minimum period of 5 years.

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

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

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

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

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

INFORMATIVE(S)

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

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

In this instance, the Local Planning Authority has:

- Updated the applicant/agent on a number of issues that arose in the processing of the application and where possible suggested solutions; and,
- Adhered to the requirements of the Planning & Sustainability Customer Charter.

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

S106

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

Ecology

3. The applicant should note that under Part 1 of the Wildlife and Countryside Act 1981, with only a few exceptions, it is an offence for any person to intentionally:
 - take, damage or destroy the nest of any wild birds while the nest is in use or being built,
 - take kill or injure any wild bird,
 - take or destroy the egg of any wild bird.
 - Birds nest between March and September and therefore removal of dense bushes, ivy or trees or parts of trees etc. during this period could lead to an offence under the Act.

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



17/07195/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

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

Councillor Nigel Teesdale – no comment

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

Parish/Town Council Comments/Internal and External Consultees

High Wycombe Town Unparished

Arboriculture Spatial Planning - No objection

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

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

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

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

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

Representations

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

Principle

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

Design

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

Amenity

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

Parking and highway safety

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

Other Matters:

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

Agenda Item 6. Appendix B

17/07195/FUL
Scale 1/1250

PLANNING APPLICATIONS
26 JUN 2019
COMMITTEE



PLANNING APPLICATIONS
26 JUN 2019
COMMITTEE

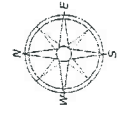


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Rev. A - Roof plan updated, 15/05/18

KEY



PLANNING APPLICATIONS
26 JUN 2019
COMMITTEE



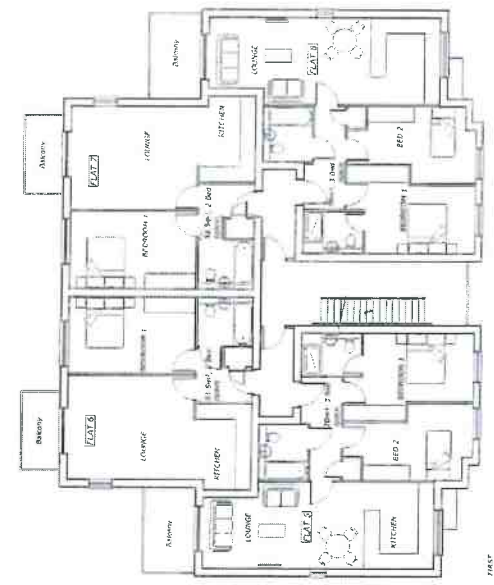
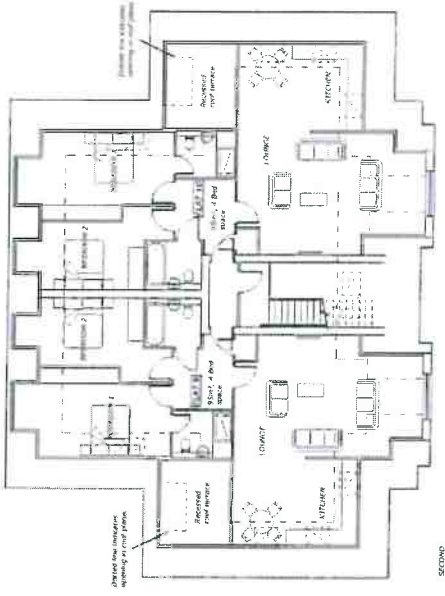
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W J Macleod
ARCHITECT
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Phone: 0181 8733 6800

LAND AT 15 P + 7 NEW ROAD, HIGH WYCOMBE.



PLANNING APPLICATIONS
26 JUN 2019
COMMITTEE



Floor Plans

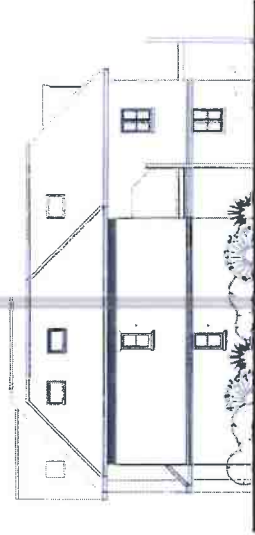


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LAND AT 15 & 17 NEW ROAD,
HIGH WYCOMBE.



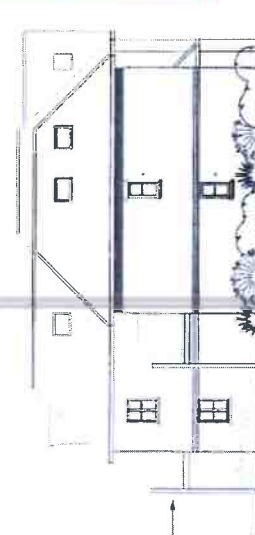
WEST



SOUTH



EAST



NORTH

PLANNING APPLICATIONS
26 JUN 2019
COMMITTEE

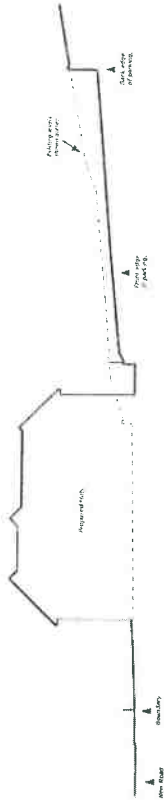
Elevations



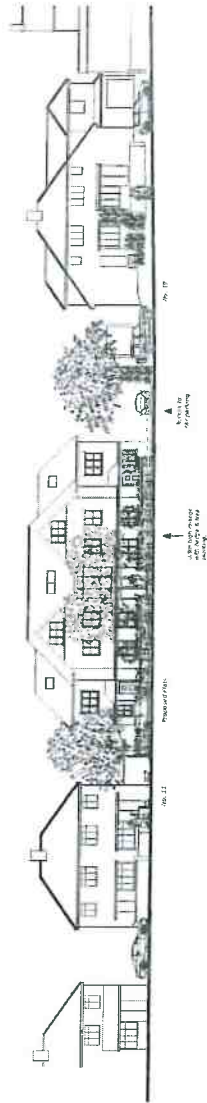
LAND AT 15 & 17 NEW ROAD,
HIGH WYCOMBE.

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NO.	DATE	REVISION
1	27/05/18	1
2	17/06/18	2
3	14/03/18	3



PLANNING APPLICATIONS
 26 JUN 2019
 COMMITTEE



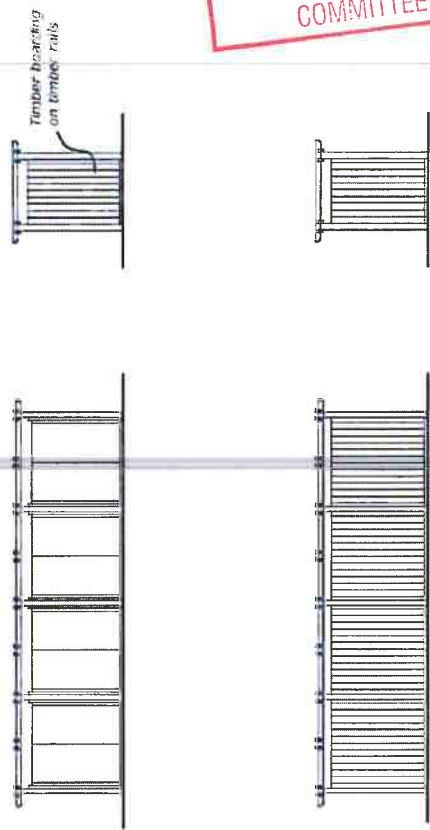
Street Scene / Site Section
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LAND AT 15 & 17 NEW ROAD,
 HIGH WYCOMBE.

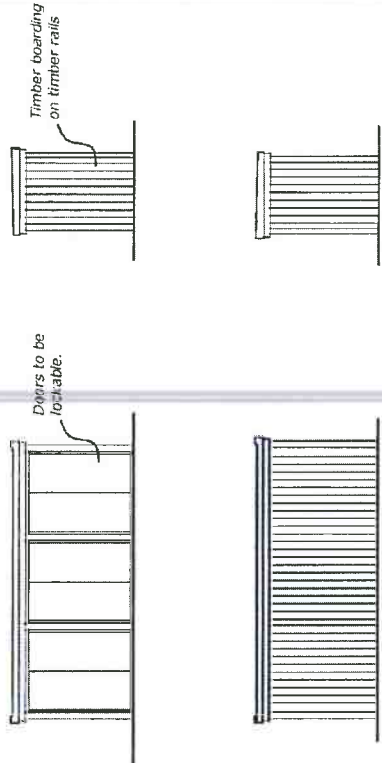
Project No.	15/17/19/001
Date	20/06/19
Scale	1:200 @ A3

W J Macleod
 ARCHITECT
 70 High Street, High Wycombe, Bucks HP12 3JF
 0494 012243

PLANNING APPLICATIONS
 26 JUN 2019
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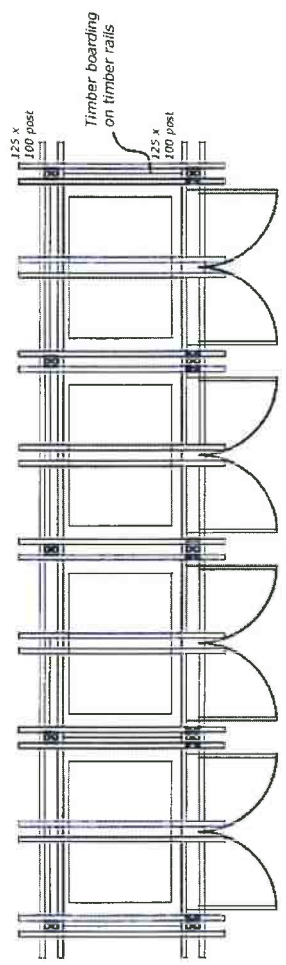


Elevations Scale 1:100



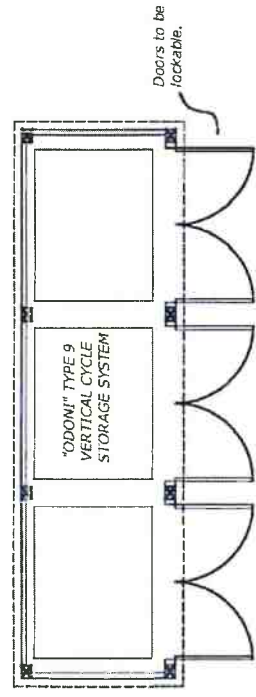
Elevations Scale 1:100

Plan for up to 4 No. 1100 litre bins



Plan Scale 1:50

PLAN FOR 12 No. CYCLES



Plan Scale 1:50



Bin & Cycle Store

LAND AT 15 & 17 NEW ROAD,
 HIGH WYCOMBE.

W J Macleod
 ARCHITECT
 No. 14, High Wycombe, Bucks. HP12 3JF
 0494 222222

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	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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Agenda Item 9.

Contact: Sarah Nicholson DDI No. 01494 421514

App No : 18/06215/FUL App Type : FUL

Application for : Change of use of land used as an ancillary car park for Marlow Rugby Club to allow the car park to be used by Globe Business Park Monday to Friday (8am-6pm) and solely by Club Members outside of these times with new cycle parking for Marlow Rugby Club

At Marlow Rugby Club, Riverwoods Drive, Marlow, Buckinghamshire SL7 1QU

Date Received : 11/05/18 Applicant : Marlow Rugby Club

Target date for decision: 06/07/18

1. Summary

- 1.1. Permission is sought for the change of use of the car park of Marlow Rugby Club (MRC) to allow the car park to be used by Globe Business Park. The use sought is for Monday to Friday (8am-6pm) with the car park being solely for the use of MRC Members outside of these times. New cycle parking is also proposed for the MRC.
- 1.2. The car park is a triangular area of land located to the west of the club house and south of the Marlow branch line. It currently comprises an area partly tarmacked and partly gravel/unbound surface. Operational works include a reduction in the area that is tarmacked, a new entrance gate and enhancements to footpath Marlow 19 which runs along the northern edge of the car park. The site would remain as a car park, albeit that the proposal would involve an intensification in the use of the car park.
- 1.3. The application site is located in the Green Belt, a Green Infrastructure Area and the floodplain (Flood Zone 2/3 – High /Low –Medium Risk), is part of the area known as the Marlow Gravel Pits and is in non-residential parking Zone 2.
- 1.4. On balance, the proposal is considered to accord with Green Belt policy and the intensification in use would not be considered to have a significant impact on openness, as the site is relatively visually self-contained. It would also accord with development plan policies aimed at resolving the parking issues at Globe Business Park (GBP), potentially making the park more attractive to potential occupiers, with the economic and social benefits this would bring. It would not frustrate proposals to establish a Country Park on the former Marlow Gravel Pits and would help to support MRC outreach programme, notably the junior programme of activities.
- 1.5. Subject to conditions the proposal raises no issues with regards to:
 - Green Belt
 - SuDS and flooding
 - Highway safety
 - Highway capacity
 - Ecological
 - Landscape
 - Establishment of a new country park at Marlow Gravel pits
- 1.6. However, the proposal would concentrate additional traffic on the limited number of largely residential roads that can provide access to Marlow Rugby Club. This concentration would lead to an unacceptable loss of amenity for local residents and other users of the highway, by means of increased inconvenience and disruption caused by additional noise, fumes and congestion. The proposal is considered to be contrary to policies CP9 (Sense of Place), DM33 (Managing Carbon Emissions: Transport and Energy Generation) and DM35 (Placemaking and Design Quality) of the

Adopted Wycombe District Local Plan (Adopted August 2019).

- 1.7. This loss of amenity is, on balance, considered to outweigh the planning benefits of the development and the application is therefore, recommend for refusal.

2. The Application

- 2.1. Permission is sought for the change of use of the car park of Marlow Rugby Club (MRC) to allow the car park to be used by Globe Business Park. The use sought is for Monday to Friday (8am-6pm) with the car park being solely for the use of MRC Members outside of these times. New cycle parking is also proposed for the MRC.
- 2.2. The car park is a triangular area of land located to the west of the club house and south of the Marlow branch line. It currently comprises an area partly tarmaced and partly gravel/unbound surface. The land is generally level with a very gentle slope to the south. MRC is separated from Globe Business Park (GBP) by the railway line, although there is a pedestrian level crossing at the end of Grossmore Lane which leads into Fieldhouse Lane.
- 2.3. The proposal is to refurbish the existing surfacing and mark out the spaces to provide a total of 136, including 11 disabled spaces in rows which run from north to south across the site. Along the northern side of the spaces a 2m wide footway would be delineated with white lines. A barrier with keycode/fob access panel is proposed at the entrance. Parking for 32 cycles is shown to be located at the north east corner of the car park.
- 2.4. The application site is located in the Green Belt, a Green Infrastructure Area and the floodplain (Flood Zone 2/3 – High /Low –Medium Risk), is part of the area known as the Marlow Gravel Pits and is in non-residential parking Zone 2.
- 2.5. The application is accompanied by:
- a) Planning Design and Access Statement
 - b) Transport Assessment
 - c) Flood Risk Assessment
 - d) Covering Letter
- 2.6. The application has been amended a number of times in response to comments made by statutory consultees including the Buckinghamshire County Highway Authority (CHA), the County Rights of Way Officer and the Local Lead Flood Authority (LLFA).

3. Working with the applicant/agent

In accordance with paragraph 38 of the NPPF (2019) Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application. In this instance the applicant/agent was updated of issues after the initial site visit and was provided the opportunity to submit amendments to the scheme/address issues. The application was considered by the Planning Committee.

4. Relevant Planning History

- 4.1. The MRC site has a long history of temporary permissions for the siting of residential caravans and extensions to the club house dating from the 1990's and before. More recent applications relate to lighting of the pitches and adverts. None are relevant to this current application part from:
- 4.2. 14/07360/FUL - Change of use of ancillary storage building from Class B8 (storage and distribution) to be used as taxi booking office (sui-generis) and provision of 2 x parking spaces. Permitted and implemented
- 4.3. The following permissions granted and implemented on neighbouring sites are so of relevance:

- 4.4. 17/06833/FUL - Creation of car park providing 200 spaces with associated lighting, landscaping and access for a temporary period of 5 years at Land between A404 and Clubhouse Water Sports Club, Fieldhouse Lane, Marlow. (Permission granted until 31st January 2023). An extension was sought to this car park under application No. 19/06567/FUL but was withdrawn before determination.
- 4.5. 16/08396/FUL - Change of use of land to a car park providing 102 spaces with 8 x 6m high single lighting columns and 9 x 6m high twin lighting columns, associated drainage and alterations to access at site of Former Chelton Building, Thames Industrial Estate, Fieldhouse Lane, Marlow.
- 4.6. 17/07956/FUL - Change of use of land to car park and the erection of single decked car park and associated alteration to access at site of Former Chelton Building, Thames Industrial Estate, Fieldhouse Lane, Marlow.

5. Issues and Policy considerations

Principle and Location of Development

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development), CP3 (Settlement Strategy), Policy MR7 (Globe Business Park), DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM42 (Managing Development in the Green Belt)

DSA: DM1 (Presumption in favour of sustainable development), DM6 (Mixed-use development)

Development Plan Framework

- 5.1. For the purposes of considering this application the relevant parts of the Development Plan are the Wycombe District Local Plan (August 2019) and the Delivery and Site Allocations Plan (July 2013).

Green Belt

- 5.2. The NPPF (National Planning Policy Framework) indicates at paragraph 133 the great importance attached to the Green Belt, the fundamental aim of which is to prevent urban sprawl by keeping land permanently open. Development is inappropriate the exceptions to inappropriate development are set out in paragraphs 145 and 146 of the NPPF. This reflected in the policy DM42 (Managing Development in the Green Belt) regard there is a degree of inconsistency between the development plan and the NPPF.
- 5.3. The proposal relates to the use of the land and therefore paragraph 146 is applicable. The applicant's planning statement indicates that land already operates as a car park and that it will continue to do so under this application. The difference, as proposed through this application, relates to how the car park will be used and to deliver a more formalised parking arrangement which can allow the car park to be used both to serve the needs of the Rugby Club and to provide commercial parking (Monday - Friday, 8am-6pm) for Globe Park employees.
- 5.4. A change of use of land is no longer one of the exceptions within Green Belt policy. However, given that the land already functions as a car park it is questionable whether or not the use of the land is changing per se as it will remain a car park albeit one which is used in a different manner.
- 5.5. Alternatively, the planning statement suggests that the proposal could be considered as a local transport infrastructure which can demonstrate a requirement for a Green Belt location. As such it would be not inappropriate in the Green Belt provided it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.
- 5.6. What might constitute "local transport infrastructure" in paragraph 145 is not defined in the NFFP or the PPG. Neither is it defined in any Development Plan policies.

- 5.7. The main purpose of the car park is to provide an income stream for the Rugby Club and to provide parking to address some of the significant parking problems in GBP. Wycombe District Council helped established a Business Improvement District (BID) for GBP in 2015. The BID Board of Directors is made up of senior management from the Business Park and associated Stakeholders. Their remit is to develop schemes to improve and add value to GBP and the local area. Poor access and lack of parking are key issues identified as making the Business Park less attractive to potential occupiers and investors. This has been reflected in Policy MR7 (Globe Business Park) which seeks to support opportunities to improve access and provide new car parking both on and off-site.
- 5.8. The BID Board commissioned the Globe Business Park Parking Survey (April 2017) which concluded that there was a shortfall of around 350 parking spaces for the then current level of occupancy. At that point there was a 37% vacancy rate of floor space within GBP and future parking requirements based on full occupancy would require a further 600 spaces giving rise to an overall requirement of 950 spaces.
- 5.9. While the permission granted on the Former Chelton Building and Land between A404 and Clubhouse Water Sports Club, both in Fieldhouse Lane between them provide some 375 spaces. There remains a shortfall of parking to serve the needs of GBP.
- 5.10. It is understood that this current proposal has evolved through discussions with BID as a way of assisting in alleviating traffic congestion on surrounding residential roads whilst delivering a car park that is within short walking distance, or by shuttle bus to GBP, managed through a Parking Strategy between the BID and MRC.
- 5.11. Based on this assessment, the parking will only be available to businesses which have a long term agreement with BID and/or the landowner and therefore provides only a localised parking facility. As such, there are no wider public benefits arising from this car parking facility and cannot be considered as local transport infrastructure. Furthermore to meet the requirements of a local transport infrastructure it would need to demonstrate a requirement for a Green Belt location. The evidence presented does not demonstrate that the site has to be in the Green Belt but merely that the site benefits from being already used as a car park, has capacity on weekdays to accommodate more parking and is in a convenient location adjacent to GBP albeit on the other side of the railway line and somewhat remote from businesses located within the Business Park.

Effect on Openness and the purposes of including land within the GB

- 5.12. Openness of the Green Belt can generally be described as an absence of built form, and having both a spatial and visual aspect. The land is currently used as a car park with an informal hard surface and has some street furniture, such as lighting columns, which are proposed to be retained. Surface finishes would be refurbished and parking spaces better defined, given the site more formality. This will not impact openness and in any event the owners could resurface the car park, without permission being required, providing they replace like for like.
- 5.13. In terms of the visual aspect, the site is visible from the entrance gate and from the railway line, it is largely open with trees and vegetation to the south. Existing vegetation will be unaffected. A new entrance barrier is proposed but as the site is already gated this will have no impact on openness. On this basis it is considered that the proposal 'tidies up' the site which will otherwise remain as existing.
- 5.14. Taking these factors together officer's consider the car park will not reduce the openness of the Green Belt.
- 5.15. In conclusion, the development does not constitute an exception to inappropriate development within paragraph 146 of the NPPF. It therefore falls to be considered as "inappropriate development" which, by definition, is harmful to the Green Belt and should not be approved except in very special circumstances. These will be considered at the end of the report. However, it is noted here that the proposal is not considered

to erode the openness of the Green Belt.

Transport matters and parking

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), MR7 (Globe Business Park), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

DSA: DM2 (Transport requirements of development sites)

Buckinghamshire Countywide Parking Guidance.

- 5.16. Adopted policy is generally supportive of proposals aimed at supporting or serving existing developments. The supporting text of Policy MR7 recognises that GBP is currently not fulfilling its full potential and that the shortage of parking may be a contributory factor. It therefore supports the principle of the provision of new car parking on and off the business park to serve the needs of the park.
- 5.17. The site accesses onto Gossmore Lane adjacent to the junction with Riverwoods Drive. Gossmore Lane is an unclassified predominantly residential road, with no parking or waiting restrictions in place. It is a road that benefits from a pedestrian footway to one side of the carriageway, but does not benefit from street lighting.
- 5.18. Gossmore Lane is essentially a cul-de-sac with the MRC and Riverswood Drive at the end on the east side the bridge which carries the A404. In order to gain access to Gossmore Lane from the A4155, the main arterial route through Marlow, vehicles would have to travel through what is largely a residential area. The most direct routes being via Glade Road/Lock Road/River Park Drive or via the High Street/Station Road/Mill Road or Lock Road into Gossmore Lane.
- 5.19. The County Highway Authority was consulted on the application and initially raised a number of concerns and objections, concluding that while a number of these could be overcome, it ultimately had insufficient information on which to be able to fully judge the highway implications of the proposals. In particular the application lacked information on the impact of re-routing traffic originally detained for GBP on the wider network within the town.
- 5.20. The applicant responded by providing additional information which the CHA duly assessed. This second assessment concluded that the proposal raised no issues of highway capacity. The only highway safety concern was the suitability of the informal pedestrian crossing of Gossmore Lane along the desire line between the application site and GBP to safely accommodate the additional pedestrian activity generated by the development. The applicant subsequently discussed improvements to this crossing, including dropping the kerb and providing lighting.
- 5.21. In commenting on congestion the CHA has concluded that the impacts of the development would not approach a severe residual cumulative impact upon the public highway. Consequently, an objection based on this could not be reasonably sustained on the basis of highway safety or capacity. The impact that would result from the proposed development is considered to be a highway amenity impact, a matter that falls outside the remit of the CHA, but does have to be considered by the Local Planning Authority. This is discussed below.
- 5.22. The access to MRC is considered to be able to function safely and in accordance with national guidance on sight stopping distances.
- 5.23. The parking spaces proposed within the site meet the size requirements of the Buckinghamshire Countywide Parking Guidance.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)

DSA: DM11 (Green networks and infrastructure),

- 5.24. Policies CP9 and DM35 of the Adopted Local Plan seek high standards of design and

layout to be achieved through the creation of positive, attractive and safe public and private environments, with locally distinctive qualities of place to be reinforced by enhancing landscape and built characteristics of the site and wider context.

- 5.25. The proposed layout of the car parking is regimented and a more organic layout with additional landscaping would be desirable. However, introducing this could actually lead to a reduction in the number of spaces available on a site and cannot be insisted upon, when the site has been used for parking for a period in excess of 30 years.
- 5.26. The nature of the car park is that of an open area, with areas of tarmac and gravel in various states of repair. The proposal would reduce the amount of tarmac limiting this to the circulation areas in the northern section of the car park. The remainder of the site would be finished in unbounded gravel. This surfacing will have a softer impact than a more traditional hard surfacing material.
- 5.27. All existing vegetation and boundary treatments are to be retained with a new car park barrier provided at the entrance.
- 5.28. As the alterations amount to little more than upgrading the existing car park, the impact of the proposal is considered acceptable.

Amenity issues

Wycombe District Local Plan (August 2019): CP9 (Sense of Place), DM33 (Managing Carbon Emissions: Transport and Energy Generation) and DM35 (Placemaking and Design Quality),

- 5.29. Policy CP9 recognises that the district is very varied and seeks to achieve a high quality of design, improving the character and quality of an area and the way it functions. Developments should optimise the density of development to make best use of land whilst respecting the distinctive character of the area.
- 5.30. Policy DM33 seeks to provide safe, direct and convenient access for all modes that meets the needs of the development; provide for parking sufficient to meet the needs of future occupants and to ensure there is no significant adverse impact from overspill parking, whilst ensuring that any material adverse impacts on existing and forecast traffic conditions are mitigated.
- 5.31. Policy DM35 requires all development to improve the character of the area and the way it functions. Developments are expected to respond positively to their surroundings, through an understanding of the functions, qualities and character of the of the developments natural and built context. Opportunities for improvements and enhancements should be maximised and significant adverse impacts on the amenities of neighbouring land and property should be prevented.
- 5.32. The site is too far from neighbouring residential properties for the parking to have any impact in terms of loss of privacy, light or outlook.
- 5.33. The impact will instead stem from the additional traffic which will be re-routed throughout streets which are largely residential, causing additional noise, fumes and congestion.
- 5.34. With the more intensive use of the car park there will be a general increase in activity and, with so few access routes available to MRC, traffic will be channelled through streets, some of which, at least anecdotally, already suffer from a degree of congestion that causes distress and inconvenience to residents. This distress would be increased by the development and have an impact on people's quality of life; whether that be difficulty in accessing or parking near their house; or highway safety fears caused by more traffic travelling at times above the speed limit. It would be a retrograde step to encourage traffic, that currently either by-passes the town or only passes through on the main road, onto some of the town's most congested streets, with the implications this would have for the quality of life of local residents and other road users who already use these streets.
- 5.35. These streets are often heavily parked, whether that be by residents, those who work

in the area, or visitors. The recently added yellow lines around key junctions provide some additional control, but do nothing to alleviate the volume of traffic that the development would generate, or the resulting increased congestion.

- 5.36. The proposal is thus considered to be contrary to adopted policies CP9 (Sense of Place), DM33 (Managing Carbon Emissions: Transport and Energy Generation) and DM35 (Placemaking and Design Quality).

Environmental issues

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF)

- 5.37. The traffic generated by the development would increase noise and add to air pollution. Given that we are in an urban area, a certain amount of traffic noise is to be expected, however in residential streets which lead to a cul-de-sac noise levels would be expected to be low. While the additional traffic resulting from the proposed development may not constitute a statutory noise nuisance under environmental legislation, that does not mean to say that local residents will not experience increase traffic noise which may cause them annoyance, concern or distress.
- 5.38. It is recognised that parts of Marlow experience high levels of air pollution. However the Council's Control of Pollution unit have raised no objection to the proposal in terms of noise or air quality.
- 5.39. The proposal is thus considered to accord with development plan policies in these regards.

Flooding and drainage

Wycombe District Local Plan (August 2019): DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 5.40. The site is mainly in Flood Zone 3 with only the northern edge in Flood Zone 2. The site is subject to fluvial flooding. The ground water levels are high however groundwater flooding is only likely to occur when the site is already at risk of fluvial flooding.

Sequential Test

- 5.41. A sequential test is normally required when a site is within flood zones 2 and 3. However, in this instance there is no change in the overall use of the site which is and will remain a car park, so a sequential test is not required. In any event as the proposal is seeking use to use the car park to serve the Business Park, so it needs to be located close to or within the business park. Therefore any search area would need to be in the immediate locality.
- 5.42. In the NPPF Technical Guidance car parks are not identified within a particular vulnerable category and are considered as Less Vulnerable. Therefore subject to the sequential test where relevant, this type of development is appropriate within these flood zones and there is no exceptions test required.
- 5.43. It is not proposed to change the levels on the site which will remain as existing. The northern section of the car park is currently tarmacked and while it is proposed to retain this on circulation routes, this will be removed and replaced by gravel/unbound surfacing to match the remainder of the car park.
- 5.44. The site is considered to be at a higher risk of groundwater and fluvial flooding. Due to the permeable nature of the soils in the area, groundwater flooding incidents are likely to be closely linked to fluvial flood events. The site is not considered to be at risk from any other sources of flooding.
- 5.45. The geology of the site a chalk bedrock with superficial deposits of sand and gravel, allows for the utilisation of infiltration drainage techniques on the site. The infiltration techniques proposed are intended to provide storage for the 1 in 100 +40% climate change storm event. As such, flood risk will not increase either on-site or elsewhere

as a result of the development.

- 5.46. A Flood Risk Assessment (FRA) has been provided with the application and the Environment Agency is satisfied that the development will not increase flood risk, subject to a condition requiring the development to be completed in accordance with the FRA which would include agreeing a floor warning system and floor evacuation plan in times of flood.
- 5.47. In terms of surface and groundwater flooding the Local Lead Flood Authority (LLFA) have considered the drainage strategy. They have requested amendments to ensure that they are satisfied with the strategy proposed and have removed their objection subject to conditions.
- 5.48. The proposal is considered to comply with the requirements of the Flood Risk Management policy.

Landscape Issues

Wycombe District Local Plan (August 2019): RUR4 (Little Marlow Lakes Country Park), DM34 (Delivering Green Infrastructure and Biodiversity in Development)
DSA: DM11 (Green networks and infrastructure), DM12 (Green space), DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geodiversity importance), DM15 (Protection and enhancement of river and stream corridors)

- 5.49. The Little Marlow Gravel Pits (SPG) considered the landscape character of the larger area. It is defined as falling within the Valley Floodplain. There is considerable variation in landscape quality due to the extraction of gravel and urban influences. This particular site is designed as an informally surface car park sandwiched between the business park/rail line to the north and development in River Drive to the south and the flyover of the A404 to the west and the rugby club house to the east. The site is relatively visually self-contained and separated from the wider landscape by the structures and buildings described above and the trees and scrubland which sweep around the lower part of the site. The SPG identifies the site as a car park.
- 5.50. The proposals for the car park represent a soft touch and are limited to rationalising surfacing as described above in para. 5.39 and the updating of the entrance gate and street furniture on the route of the public footpath, to improve access at the eastern end of the carpark where the footpath starts to cross the pitches. Lighting is to remain as existing.
- 5.51. Parking is potentially a type of development (depending on the scale) that could fit into the site and have more limited impact on landscape character. The proposed layout like the existing is very car dominant with no structural planting. While a softer appearance could be achieved through the introduction of soft landscaping this would be at the expense of the space efficient layout the car park currently provides and could lead to an increase in the displaced parking that a number of local residents have complained about on match day.
- 5.52. Given that the site is relatively visually enclosed it is considered that an intensification in its use proposed by in this application will not result in significant harm to the character and appearance of the area.

Ecology

Wycombe District Local Plan (August 2019): RUR4 (Little Marlow Lakes Country Park), DM34 (Delivering Green Infrastructure and Biodiversity in Development)
DSA: DM13 (Conservation and enhancement of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in development)

- 5.53. No ecological information has been provided with the application, but given the established use of the site as a car park, it is likely to be of limited interest. Because the site is a Biological Notification Site and to ensure compliance with policies DM14 and RUR4, ecological improvements should be sought.

- 5.54. Should permission be forthcoming a condition is recommended which will require an ecological management plan to be submitted and approved for the wider MRC site.

Recreation and Community facilities

Wycombe District Local Plan (August 2019): RUR4 (Little Marlow Gravel Lakes Country Park), DM29 (Community Facilities)
Little Marlow Gravel Pits SPG
Community facilities SPD

- 5.55. The site lies within the Little Marlow Gravel Lakes Country Park area allocated by Policy RUR4 of the newly Adopted Local Plan. RUR4 proposes the creation of a new country park in the Green Belt between Marlow and Bourne End along the Thames. The detailed background and justification for this is set out in the supporting text to RUR4 and the associated SPG.
- 5.56. RUR4.1 states that the land is allocated for outdoor recreation, with RUR4.4 specifying that development should not frustrate the objective of establishing a country park and RUR4.5 states that any development is required to provide safe, convenient and direct access to Marlow and Bourne End.
- 5.57. The SPG sets out a detailed vision and masterplan for the Country Park. This site is identified as an existing car park with no further designations or proposals suggested.
- 5.58. The use of the club car park for parking by business users during weekday is unlikely to have a negative impact on the recreational uses of the rugby club which are focused at the weekends and evenings. The club runs a youth programme encouraging young people to participate in physical activity and have indicated that the income generated from allowing businesses to use the car park will help fund these activities. This will help improve the health and wellbeing of the participants.
- 5.59. In the planning balance, this counts as a benefit, and would not frustrate the aims of establishing the proposed country park.

Infrastructure and Developer Contributions

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth)
DSA: DM19 (Infrastructure and delivery)
BCSNP: Policy 13 (Connecting the Parish)

- 5.60. The development is not the type of development where CIL would be chargeable. The proposed off site highway improvements can be secured by a Grampian condition should permission be forthcoming.

Weighing and balancing of issues – overall assessment

- 5.61. 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.
- 5.62. 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
- 5.63. As set out above it is considered that the proposed development would provide the following benefits in the planning balance:

- Help to relieve parking issues in GBP, making it potentially more attractive to potential occupiers with the economic and social benefits that that this would generate. Such proposals are supported by policy MR7
- Help to support MRC outreach programme, notably the junior programme of activities. Such proposals are supported by policies RUR4 and DM29

This can be given considerable weight in the planning balance.

5.64. The following issues are considered to have a neutral impact in the planning balance:

- Green Belt
- SuDS and flooding
- highway safety
- highway capacity
- Ecological
- Landscape
- Establishment of a new country park at Marlow Gravel pits

5.65. As set out above it is considered that the proposed development would provide the following disbenefits in the planning balance:

- Encourage additional traffic into a limited number of residential streets causing increased inconvenience, annoyance and stress to residents who fear for the health and wellbeing of local residents and other road users.

This can be given great weight in the planning balance.

5.66. In weighing and balancing the pros and cons of the development it is considered, on balance, that the negative impact of the development on the amenities of local residents and users of the streets leading to MRC outweighs the benefits of providing increased parking for GBP and maintaining/enhancing the community benefit provided by MRC.

5.67. The proposal is thus recommended for refusal.

Recommendation: Application Refused

- 1 The proposal will concentrate additional traffic on the limited number of largely residential roads that can provide access to Marlow Rugby Club. This concentration will lead to an unacceptable loss of amenity for local residents and other users of the highway by means of increased inconvenience and disruption caused by additional noise, fumes and congestion. The proposal is considered to be contrary to policies CP9 (Sense of Place), DM33 (Managing Carbon Emissions: Transport and Energy Generation) and DM35 (Placemaking and Design Quality) of the Adopted Wycombe District Local Plan (Adopted August 2019).

18/06215/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Richard Scott

Initial Comments: Given the substantial public interest in this application, I should like the application to be taken to the full planning committee at Wycombe Council for a decision, rather than it be decided by delegated decision.

Further Comments: I have noted the further objections to this application and its recent amendments, together with the response from Marlow Rugby Club, particularly with respect to their Cotswold Transport Planning reply to BCC Highways.

Before commenting further, I should like to see the BCC response to the Cotswold Transport Planning report as it does not appear to address all the issues raised in the BCC report dated 9 July 2018.

I am in regular contact with the Planning Officer at Wycombe District Council and remind all those who have commented on this application that I have requested that it be referred to the full planning committee of the Council for a decision, should Officers be minded to recommend its approval.

Final Comments: I note that BCC have now formally submitted their comments on this application. Its objections relate to three areas; namely safe pedestrian crossing of Gossmore Lane, provision of lighting to footways and inadequate travel plan. I am however concerned that there has been no objection to the use of the local highway network, which was the main concern of residents.

Given the BCC comments and the substantial number of objections from residents, I repeat my earlier request, that if Officers are minded to approve this application, it should be referred to the full planning committee for a decision.

Parish/Town Council Comments/Internal and External Consultees

Marlow Town Council

Initial Comments: No objection in principle subject to Highways assessment on the impact of traffic on residential roads.

Additional Comments: No objection - subject to Highways approval

Control of Pollution Environmental Health

Comments: I have no objection to this application.

Rights of Way and Access

Final Comments: With reference to Drawing SK04 (Rev E), into which I was copied by email on 10th October 2019 from Mike Fuller, Cotswold Transport Planning, I can confirm the amendments now address all my previous concerns regarding the application. I am content there will be no negative impacts on walkers using the public footpath through the site.

The Ramblers Association

Comments: No comments received

Buckinghamshire County Council (Non Major SuDS)

Initial Comments: Holding objection due to lack of supporting evidence.

Further Comments: LLFA has no objection to the proposed development subject to conditions.

The applicant is proposing to utilise permeable paving; in the form of gravel within the parking bays to manage the surface water generated by the impermeable surfaces for the access road. We would

like to make the LPA aware that the site is at risk of flooding from fluvial, groundwater, and surface water sources. However, due to the nature of the proposed development, the flooding will reduce the usability of the car park. It should be noted that car parks are not included within the flood risk vulnerability classification within the National Planning Policy Framework, furthering the LLFA's opinion that the risk of flooding to this car park is not of great concern.

Currently the site consists of impermeable asphalt and made ground with no positive drainage system. The LLFA are of the opinion that the proposed system will provide betterment to the existing development and lack of formal surface water drainage system.

Environment Agency (south-east)

Comments: We have reviewed the information submitted and we have no objections to the proposal on flood risk grounds. We consider that planning permission could be granted to the proposed development submitted subject to a condition that it be carried out in accordance with the Flood Risk Assessment provided.

Town Planning Team Network Rail

Comments: No objections in principle subject to conditions related to asset protection due to the proposal being next to Network Rail land.

County Highway Authority

Initial Comments (dated 09.07.18): The site gains access onto Gossmore Lane adjacent to the junction with Riverwoods Drive. Gossmore Lane is an unclassified predominantly residential road, with no parking or waiting restrictions in place. The road benefits from a pedestrian footway to one side of the carriageway, but does not benefit from street lighting.

The application proposes the change of use of the land used as an ancillary car park for Marlow Rugby Club to allow employees of the Globe Business Park to use the car park between Monday to Friday 8am – 6pm retaining sole use of the car park for club members outside of these hours. New cycle parking is also proposed as a part of the application, and the car park is to be resurfaced and formalised.

The applicant has previously engaged in a scoping discussion with the Highway Authority, and has submitted to me comments given by my colleague, Melanie Radley. The applicant has not provided information suggesting that a full pre-application response was requested or issued, and the Highway Authority has no record of a pre-application response having been issued.

In the submitted Planning Statement and Transport Statement, the applicant has given a figure of two hundred and forty existing parking spaces and a proposal of one hundred and thirty three parking spaces. However the area annotated as provision for five coaches covers twenty nine regular parking spaces that are currently demonstrated, therefore parking provision will be reduced to one hundred and four spaces if the proposed coach area is occupied.

The Highway Authority does not accept double counted parking spaces and, given the likelihood of the use of coaches, would consider the parking provision to be one hundred and four spaces with five coach spaces. The current proposals are therefore considered to constitute a significant reduction in parking provision within the site, to which the Highway Authority objects.

This applicant could attempt to overcome the objection by way of parking beat surveys of the site and the highway network within eight hundred metres of the site during peak hours of usage, these peak times should first be agreed with the Highway Authority. Parking beat surveys would have to be carried out to determine the current level of parking requirement of the site at these times and therefore whether a reduced level of parking provision could continue to serve the site without displacing parking spaces onto the highway.

The parking beat surveys should also extend over the footway crossing of the railway and must include supporting site photos for all areas surveyed. I note that should the parking beat surveys

demonstrate that the proposed development will displace parking onto the local highway network, the Highway Authority would likely maintain the above objection.

The subsequent comments are provided on the basis of what further information would be required should the objection on displaced parking be overcome by way of the requested additional information.

Whilst an outline area for coach parking has been demonstrated upon the plans, the Highway Authority requires each space to be demonstrated to exact dimensions of 15 x 5 metres. Further, the access to the proposed coach area is restricted. I request that the applicant provide scale plans with swept path analysis demonstrating access to each coach parking space and the required manoeuvring space for the coaches to both access and egress the site in a forward gear.

Whilst the applicant has stated that the vehicular trips are currently already on the network their position is that there would be no impact resulting from rerouting the vehicular trips, the Highway Authority considers the rerouting of the vehicles and trips to have a material impact upon both the previous and the new routes involved. The Highway Authority considers the rerouting of vehicles to require assessment due to the material impacts upon the free flow, capacity, and potentially highway safety of the parts of the highway network that have increased vehicular movements.

I note that should the applicant be required to provide a higher number of parking spaces than currently proposed in order to prevent parking being displaced onto the publically maintained highway, further analysis of the highway network could be required. Specifically, analysis would include junction analysis of the Station Road, Glade Road, and Lock Road junction and the Little Marlow Road (A4155) and Glade Road junction both at AM and PM peaks.

I further note that Lock Road, Glade Road, Dedmere Road, and Little Marlow Road (A4155) do not appear to have been assessed by the applicant in Section Two of the Transport Statement on the site location and Local Highway Network. All of these roads are likely to be affected to some degree by the proposed development, with Lock Road being one of the most likely roads to experience impacts resulting from the proposed application.

The applicant has stated that individuals who are both club members and employees at Globe Business Park already utilise parking at this site during weekdays. The applicant has submitted that between eighty to ninety individuals, stated to be mostly associated with Whistl, currently use the car park on weekdays during work hours. Having carried out a site visit and observed the parking on-site during weekdays, I concur that there is weekday parking existing on site, though as to whether the situation is considered to be permitted in line with the current use of the site is a matter to be determined by the Local Planning Authority.

Should this use of the car park be considered permitted, more exact figures should be provided in order to accurately assess the impact of the proposed development with regards to the additional vehicular movements generated and the number of parking spaces that the site would provide to accommodate spaces proposed to be removed from the publically maintained highway.

The Highway Authority agrees that the applicant should also create a detailed parking management plan to be secured by way of condition in order to manage the parking within the site curtilage should the other highway issues be overcome by the applicant. The applicant has currently proposed no restriction on club member parking, and should the number of club members parking on-site during working hours increase, less spaces will be available for paying customers from the Globe Business Park. This could result in a lack of capacity on-site, and the associated issues of vehicles accessing and egressing the site when they cannot find spaces, resulting in searching for a parking space upon the local highway network.

The Highway Authority maintains the requirement for a Travel Plan for the proposed development as the club is stated to be reducing the parking provision on site for its existing use, therefore substantially rearranged provision for various modes of transport. Whilst Marlow Rugby Club cannot

impose travel plans upon the Globe Business Park site, a Travel Plan should cover the use of the rugby club's car park. The Travel Plan should include measures to ensure that low occupancy private vehicle travel is not made disproportionately more convenient when compared to other more sustainable modes of transport as this would have the effect of encouraging additional low occupancy private vehicle usage.

One possible measure would be to include appropriate pricing of parking spaces with potential to provide discounts for vehicles carrying multiple occupants in order to promote ride sharing and higher occupancy rates for private vehicles.

Given the above, should the other issues be overcome, a travel plan is required by the proposed development with appropriate measures to promote the most sustainable travel possible. This is considered to be an important component for managing the impact of, and promoting the most sustainable uses of the proposed development.

No measures for ensuring sustainable development are included within the application's submissions besides the case for economic sustainability through providing additional parking for Globe Business Park. However the current existing parking reduces the potential benefit of the development as between eighty to ninety of the proposed spaces are already occupied and only between forty to fifty spaces would be created as a result of this planning application.

Reference is made to the reduced likelihood of employees of Globe Business Park using their vehicles for short trips during the day, but is a factor considered to apply by virtue of the position of the site rather than as an active measure proposed to be adopted by the applicant.

Point 3.12 of the Transport Statement appears to provide insufficient information on rail links between Maidenhead and Marlow. Having accessed the National Rail website I have found that for Tuesday 3rd July 2018, morning trains are available approximately every half hour between Maidenhead and Marlow, reducing to an hourly service after 0831. The trip between Maidenhead and Marlow occasionally involves one change, but the morning service takes either twenty two or twenty three minutes. Included within this trip time is the time taken between Bourne End and Marlow, which is approximately seven minutes.

Given the trip times to Maidenhead and half hourly service at peak times, it would appear to be a viable mode of transport from at least Maidenhead, rather than Bourne End. Further travel is potentially possible, I note that at peak AM times on weekdays, the service from Slough station to Marlow station, whilst requiring two changes, is given a travel time of between thirty five and forty two minutes.

There is no right of way over the rail tracks between Gossmore Lane and Fieldhouse Lane. Given this lack of a public right of way, and in light of recent closures of pedestrian level crossings across Buckinghamshire, the Highway Authority cannot consider this to be a guaranteed pedestrian route. Due to the lack of a public right of way, despite their current stated position, Network Rail could close this pedestrian rail crossing at any time. This however does not present a highway safety issue, rather the issue would be a lack of adequate pedestrian access between the site and Globe Business Park.

Until such a time as the pedestrian crossing is closed, the likely pedestrian route to access Globe Business Park from the application site is via the pedestrian rail crossing. This route also includes crossing Gossmore Lane at a point of limited forward visibility adjacent to the pedestrian rail crossing. This has the potential to create an unsafe situation upon the highway including collisions between highway vehicles and between highway vehicles and pedestrians. Mindful of this, a Highway Safety Audit should be carried out to determine whether measures will be required to accommodate the increased pedestrian traffic at this potentially dangerous pedestrian crossing point.

The applicant has offered financial contributions for Traffic Regulation Order measures to ensure that areas of inappropriate on-street parking will not fill up again once existing demand in these areas

shifts to Marlow Rugby Club's car park. The applicant has not confirmed the extent of these proposals and I request clarification of such matters.

In addition, the development in itself is considered likely to impact the highway within the vicinity of its site entrance. The highway is required to be free of obstructions such as on street parking in order to maintain operation of the highway should any issues arise. For example an issue obstructing the site gates, as the highway terminates at Marlow Rugby Club and Riverwoods Drive highway vehicles would be required to turn upon the highway and travel back along Gossmore Lane in order to prevent stacking upon the highway.

Given the likely impact of the development, double yellow lines on both sides of the carriageway between the site entrance and a point ten metres past the corner on Gossmore Lane, adjacent to the railway pedestrian crossing, should be provided by the applicant. Proposals should take into account the extent of double yellow lines currently planned by Transport for Buckinghamshire around the corner of Gossmore Lane adjacent to the railway pedestrian crossing. This Traffic Regulation Order by Transport for Buckinghamshire will likely be put in place before the commencement of development for this proposed application.

Given the lack of on-street lighting along Gossmore Lane between the site entrance and the pedestrian crossing of the railway, the applicant would need to propose on-street lighting to ensure that the full highway route is lit. During the winter, the proposed operating hours will fall within hours of darkness. The Highway Authority would therefore require any such proposed pedestrian route to be served by street lighting for reasons of highway safety and security.

Mindful of the above comments, whilst the Highway Authority objects to the stated reduced parking provision within the site curtilage, I do not believe that there is sufficient information for me to provide a substantive response to this application at this time. I therefore reserve my final comments until such a time as the applicant has provided the requested additional information.

Further Comments (dated 02.05.19): Thank you for your letter dated 5th December 2019 regarding the proposed development at the above location.

The site gains access onto Gossmore Lane adjacent to the junction with Riverwoods Drive. Gossmore Lane is an unclassified predominantly residential road, with no parking or waiting restrictions in place. The road benefits from a pedestrian footway to one side of the carriageway, but does not benefit from street lighting.

The Highway Authority has previously responded to this application requesting additional information as it was considered that insufficient information had been provided for the Highway Authority to provide a substantive response to the proposals.

Additional information was requested in the form of proposals of additional double yellow line parking and waiting restrictions along the corner of Gossmore Lane adjacent to the railway crossing, assessment of the pedestrian route between the application site and Globe Business Park, and a proposal of street lighting along Gossmore Lane between the railway crossing and the site. Subsequent comments by the Highway Authority also requested creation of a travel plan, and of a parking management plan, and a swept path analysis of the bus parking spaces which should be set out to 5 x 15 metre dimensions.

I note that the applicant has stated that the existing scheme for parking and waiting restrictions along Gossmore Lane adjacent to the railway crossing is sufficient to mitigate the impact of the proposed development. However these parking and waiting restrictions were put in place by the Highway Authority, Transport for Buckinghamshire.

These alterations to the public highway cannot be considered to mitigate the increase in pedestrian traffic along and crossing Gossmore Lane as they are unrelated to the applicant, the application site,

and the application proposals, and therefore cannot be attributed to this planning application for the purposes of mitigation.

Mindful of the recommendations of the safety audit, I would not request further parking and waiting restrictions be implemented within the vicinity of the application site.

Local Highway Pedestrian Access

To accommodate the increased pedestrian traffic resulting from the application, measures attributable to the application are required to provide a safe route to and from Globe Business Park for pedestrians. The submitted safety audit has identified specific highway safety risks. To mitigate the impact of the development, and ensure that it will not result in a detrimental impact to highway safety, measures to address these issues must be proposed.

No detailed submissions have been made to formalise a pedestrian crossing on Gossmore Lane, such as dropped kerbs, which were recommended by the safety audit. Proposals of this nature would require amendment of the site's red line and plans to be submitted for assessment prior to the approval of the application in order to ensure that the increase in pedestrians crossing the highway at this point can be safely accommodated.

The Highway Authority previously stated that the proposal of street lighting along Gossmore Lane between the railway crossing and the rugby club would be required to ensure that the proposals do not result in a detrimental impact upon the safety of the public highway. The safety audit has also stated that street lighting would be required to safely accommodate the pedestrian route along Gossmore Lane.

It should be noted that street lighting is particularly necessary at the pedestrian crossing point of Gossmore Lane. Requiring pedestrians to cross at this point when the highway is unlit would result in a significant detrimental impact to highway resulting from limited visibility of vulnerable road users.

The applicant has not proposed street lighting along Gossmore Lane or at the required pedestrian crossing point. Mindful of both the Highway Authority requesting and the safety audit recommending the street lighting, and the detrimental impact upon highway safety of an unlit pedestrian route in such a situation, I object to the proposals due to the lack of proposed street lighting.

Travel Plan

I note that statements have been submitted that the application is flawed, raising other methods of providing parking provision for and promoting modal shift in forms of transport related to Globe Business Park. However, I note that these measures are not within the power of the applicant to implement as they relate to Globe Business Park rather than Marlow Rugby Club. Therefore I do not consider these proposals to fall within the scope of this planning application. I do not believe that matters regarding the internal management of Globe Business Park car parks or the travel arrangements of individual companies are within my remit to comment on as a part of this planning application.

As such, my comments address only the matters falling within the scope of this planning application, and which are within the power of the applicant to implement.

I do not consider the Travel Plan to have adequately addressed the context of the application and site as a car park. The measure regarding active travel is a measure that I would expect from a typical residential, office, or industrial unit travel plan, and applies well to rugby club users who live sufficiently close enough for active travel to be a viable mode of transport, however I do not consider it sufficient to address the proposed use of the car park by Globe Business Park.

Given the nature of the proposed expanded use of the car park by employees of Globe Business Park, I would consider the measures required by a travel plan to be focussed around promoting more

efficient and sustainable forms of long distance vehicular travel. For instance measures promoting ride sharing and the use of electric vehicles.

Having assessed the submitted documents, I do not consider the travel plan to address the specific matters related to the proposed use of a car park. The travel plan should be amended to address the nature of the proposed development.

Objection

Mindful of the above, the Highway Authority raises three objections to the proposals due to the submitted additional and amended information not addressing the requests of the Highway Authority and the recommendations of the safety audit. Specifically, the proposals would result in an unsafe highway situation resulting from the proposed application, and the travel plan is not considered to materially address and promote sustainability with regards to the nature of the proposed expanded use of the car park.

I refer below to matters within the additional information provided that the Highway Authority does not object to.

Local Highway Network Congestion Impact

Whilst the principle of the development of a new car park in this location would be contrary to good urban transport design in terms of location comparative to the strategic highway network, and residential areas of Marlow, I note that this is not a newly proposed car park. The proposals utilise an existing car park that serves the rugby club, and events hosted at the application site. The proposals are to diversify the site to further utilise the existing parking facilities, which is supported by the Buckinghamshire Countywide Parking Guidance policy document to promote the shared use of parking facilities to utilise under-utilised car parking capacity.

I note that Lock Road, Glade Road, Dedmere Road, and Little Marlow Road (A4155) have not been assessed by the applicant in Section Two of the Transport Statement on the site location and Local Highway Network as previously requested by the Highway Authority. The previous response of the Highway Authority noted that the lack of assessment of the local highway network required to access Marlow Rugby Club contributed to the inability to provide a substantive response to the application proposals. However, a letter of objection has been submitted by a transport consultant assessing the local highway network.

The occurrence of vehicles travelling along the public highway having to stop and allow others to pass due to restricted effective carriageway width is a common existing situation within Marlow, including the local highway network that will be subject to redistributed of vehicular trips. I also note that the reduction in carriageway widths is a situation resulting from on-street parking that the application seeks to address. The reduction of on-street parking resulting from the proposed development will result in less reduction of effective carriageway widths on the local highway network.

When taking into account the associated reduction in on-street parking, the expected increase in vehicular trip rates associated with the application site, whilst material, is not expected to impact primary routes such as the A4155. Nor to generate significant enough trip rates along unclassified roads to the degree that a severe impact upon highway congestion could be demonstrated.

With regards to speeding and driving of vehicles upon pedestrian footways, I note that these are enforcement rather than planning matters, as these actions are illegal under the Highways Act (1980) and the Road Traffic Act 1991. Nor has sufficient information been submitted to demonstrate that these offences occur as a result of severe congestion.

With regards to Station Road, I would not expect a significant increase in the number of vehicles accessing parking along Station Road as I would only expect the vehicles accessing Globe Business

Park along Parkway to reroute. Commuters from the west and south of the application site are likely to utilise the same route as previously.

Mindful of the impact on highway congestion and safety of reducing on-street parking, and the limited impact of reassignment of car trips upon strategic routes and wider highway network, I do not believe that an objection based upon a severe impact to highway congestion could be upheld at an appeal scenario. I note that the National Planning Policy Framework states that applications should only be refused on the grounds of capacity and congestion where the impact upon these matters would be severe.

Parking Arrangement

Having assessed the revised parking arrangement, including the swept path analysis of the coaches, I consider this additional information to have addressed these concerns of the Highway Authority. I therefore consider the site to have demonstrated sufficient manoeuvring space for these vehicles to both access and egress the site in a forward gear.

The applicant has also provided additional information clarifying that on days that coaches will be in use, the overflow parking will be available, which is not to be made available for the employees at Globe Business Park. I therefore have no objection to the proposed parking arrangement with regards to the existing rugby club use of the application site.

Parking Management Plan

I note that it was previously agreed that a detailed parking management plan should be created, to be secured by way of condition in order to manage the parking within the site curtilage. This should include a restriction on club member parking during the use by Globe Business Park, to prevent less spaces being available for parking by employees of Globe Business Park.

This would result in a lack of capacity on-site, and the associated issues of vehicles leaving the site when they cannot find spaces, resulting in searching for a parking space upon the local highway network. A future parking management plan should address this matter but can be secured by way of condition should the objections of the Highway Authority be sufficiently addressed.

Recommendation

Mindful of the above comments, I object to the unsafe pedestrian crossing on Gossmore Lane, and pedestrian access between the application site and Globe Business Park. I also note that additional measures are required for the travel plan to adequately address the nature of the proposed development. I therefore object to the application for the following reasons

Final Comments (Received 10.09.19): I note that the Highway Authority has previously commented upon this application in letters dated 9th July 2019 and 2nd May 2019. This letter should be read in conjunction with these previous comments.

I note that since the last set of comments were provided by the Highway Authority, concerns have been raised again with regards to the matter of congestion. I note that the impacts of the development would not approach a severe residual cumulative impact upon the public highway, as detailed in the previous response of the Highway Authority. Therefore the Highway Authority would not be in a position to object on the grounds of such an impact.

The impact that would result from the proposed development is considered to be a highway amenity impact, which does not fall within the remit of the Highway Authority to comment upon.

The Highway Authority previously raised a highway safety concern at the informal crossing of Gossmore Lane along the desire line between the application site and Globe Business Park. This is

the only point where the concern was raised as this point is where an intensification of pedestrian movements will occur as a result of the proposed development.

With regards to speeding vehicles, I note that there is a speed restriction of 30mph in place within the vicinity of the site. This concern is therefore an enforcement matter and is not a material consideration in the assessment of this application.

The matters of highway safety, capacity and congestion have been addressed, and the matters that merited objection were objected to by the Highway Authority. The previously raised objections regarded the lack of demonstration and provision of a safe pedestrian route between Marlow Rugby Club and Globe Business Park due to a lack of a demonstrated crossing point proposal and street lighting, and for insufficient measures with regards to the travel plan.

Gossmore Lane Crossing Point

I note that no measure to secure the use of minibuses has been proposed or would be secured. Furthermore, given the distances involved, and an approximate walking time of between five and ten minutes to sites within Globe Business Park, minibus transport is not considered appropriate for this development and the Highway Authority would not seek to secure such a measure.

For the avoidance of doubt, the proposed development has been assessed on the basis of an increase of one hundred and thirty six pedestrian trips, or two hundred and seventy two movements, between Marlow Rugby Club and Globe Business Park per day, assuming full utilisation of the car park. I note that these numbers would also be increased by ride sharing increasing occupants of vehicles.

The applicant has submitted a plan for works proposed to be carried out upon the public highway at Gossmore Lane adjacent to the railway pedestrian crossing. These proposals include the creation of a dropped kerb with tactile paving informal highway crossing. The proposed informal crossing point is considered capable of safely accommodating the likely increase in pedestrian movements between the application site and Globe Business Park.

At an informal crossing point, with no formal or controlled crossing, a pedestrian should wait for an appropriate time to cross the carriageway. Visibility splays for pedestrians of 0.8 x 24 metres have been demonstrated measured from points 0.8 metres back along both side edges of the proposed informal pedestrian crossing tactile paving.

I would consider this sufficient visibility to allow a pedestrian to judge when it is safe to cross the highway carriageway. The realignment of the carriageway edge, street lighting of the crossing point, and dropping of the kerb with tactile paving would sufficiently mitigate the intensification of use of this informal pedestrian crossing of Gossmore Lane.

Mindful of the above, I believe that sufficient mitigation has been proposed to ensure that the development will not detrimentally impact highway safety at the informal crossing.

Gossmore Lane Street Lighting

The requirement for street lighting is combined with the previous matter of the pedestrian crossing. A pedestrian crossing required to serve this increase in pedestrian movements, especially during hours of darkness, is not considered to be safe without street lighting. The route between the car park and Globe Business Park, as the stated destination, is required to be lit to ensure an appropriate pedestrian route.

This was raised previously by the Highway Authority in correspondence with the applicant, subsequent to the previous objections being raised. The applicant has not demonstrated outline street lighting provision in the amended plans, however I note that the applicant has proposed that the measure of street lighting be addressed at a later detailed design stage.

The applicant has suggested that street lighting proposals be secured by way of condition and provided at a detailed design stage. The safety audit submitted has also raised the matter of street lighting, however it also references predicted numbers of pedestrian movements which have not been submitted and do not form a part of this application.

The Highway Authority would maintain a strong objection to the proposed development should street lighting not be provided. I therefore recommend that the detailed design stage of the off-site works be included as a pre-commencement of works requirement, whilst actual implementation of the off-site works be secured as prior to the operation for the permitted use.

Amended Travel Plan

The applicant has proposed to provide an amended travel plan at a later stage. I believe that this could be secured by way of condition should the Local Planning Authority be minded to approve this application.

I note that the Highway Authority requires further measures to promote the most sustainable utilisation of the car park that can be achieved. This should therefore include, but not be limited to, measures associated with the use of private cars such as ride sharing and provision of infrastructure for electric vehicles.

Recommendation

Mindful of the above, I believe that the previous objections have been addressed by the applicant, and have either been mitigated for, or mitigation can be suitably secured by way of condition.

Representations

Parish Cllr Simon Hammond

Comment: I support the car park proposal as the income gained will ensure that the rugby club will have funds to carry on providing sports activities for the local community across a range of age groups and genders for a number of years. With funding of the NHS in constant decline, keeping fit will be a key factor for good health and thereby reducing the burden upon the nation's resources.

Marlow Rugby Club has a good track record of bringing youngsters into sports at an early age and influencing the positive sporting habits of a lifetime and the associated benefits.

27 comments have been received supporting the proposal:

Summarise comments:

- Marlow Rugby Club has taken a bold and a considered approach to both support the wider community and also the future of sport and rugby in Marlow.
- Children's sport is necessary if not essential but one that requires regular funding. In this proposal Marlow Rugby Club has ensured that this can continue in Marlow for this and future generations.
- Lived long enough in Marlow to know that the Marlow Rugby Club would not submit this application without careful consideration.
- The submitted car park plan will put in place a structure to allow sensible and safe car parking along with a determined route for them to take.
- The application benefits the wider community and the children of Marlow who play sport at the rugby club.
- Will improve access to Globe Park and Marlow in general

123 comments have been received objecting to the proposal as originally submitted:

Summary of comments:

- Contrary to Green Belt policy

- increased traffic on already congested roads
- additional risk to pedestrians and other road users
- other solutions not fully investigated
- Carpark is already in use by Globe Park workers who seem to think Lock Road, Gossmore Lane & Riverpark Drive is ok to use as a race track.
- Increased danger for pedestrians using the footpath to the side of the club car park
- Whilst this application is being presented as a solution to the ongoing parking problem on Globe Business Park, it is extremely likely to create further problems which will affect a large number of local residents.
- Proposal would divert in excess of 500 plus journeys through local streets and junctions not designed for the purpose.
- Existing infrastructure is unsuitable, and this represents unnecessary further aggravation for the residents and visitors of the Riverpark / Riverwoods area of Marlow.
- Congestion in the surrounding residential areas by the station, Station Road, Glade Road, Lock Road, Riverpark Drive and Gossmore Lane has steadily increased in recent years and in particular over the last year or so due to parking needs overflowing from the estate and no doubt in part to the parking of some vehicles on the club site already.
- Increased traffic would increase problems at major pinch points and therefore significant traffic disruption to the residents of the area.
- Will increase dangerous parking too close to junctions
- Verges being destroyed
- ALL traffic would have to traverse the Station Road/Glade Road/Lock Road intersection, which is well known as complex junction caused by poor sight lines and parked car obstructions close by, that whilst few accidents occur this is more by luck and significant caution by drivers.
- Proposal is ADDING to the traffic in the town as it is taking cars from Globe Park, where they exit the A404 and bringing them on an extra journey - through a quiet and safe residential area where children play - to the rugby club
- Lock road is effectively a single track road
- Will add to the existing gridlock in Glade Road and Lock Road
- The high volume on the roads are also leading to a lot of frustration with the drivers which then leads to higher speeds.
- Concerned about risk to life from this additional traffic.
- How can anybody think sending 136 cars and coaches on a daily basis, morning and evening, through an already congested bottleneck, into a dead end residential area, going the opposite way against local traffic, a good idea?
- Ridiculous to include a bus service as its quicker to walk into Globe Park
- There is surely a much better alternative being proposed at the Sports Ground on the Bourne End Road which will have no impact to any local residents and provide an even greater number of parking spaces.
- Some support for demolishing vacant building within the GBP and at the Marlow end of the Fieldhouse Industrial Park near the station to provide additional parking to alleviate both Marlow's and GBPs.
- A proposal for Globe Park to build a multi-storey car park on the industrial estate thereby avoiding heavy traffic through quiet residential streets frequented by many pedestrians including children would seem a much more sensible and safer option for all.
- If the Rugby Club wishes to proceed with commercialising their car park they should be required to work with British Rail and create a single lane level crossing at the bottom of Fieldhouse Lane to connect with Gossmore Lane where there is already a pedestrian crossing. Any costs associated with this should be saved by the reduction in bus journeys.
- Increased pollution, noise, disturbance, and general disruption during peak hours for local residents.
- Inconsistencies in and between Transport Report and Design and Access Statement
- Significant concerns for child and elderly pedestrian safety around the area of Glade Road, Lock Road and Station Road

- The green park area directly along Riverpark Drive used by the local children play after school. Should this proposal, be approved it will make it unsafe for children to use this area.
- The residents of Gossmore Lane & Lock Road will suffer unbearable traffic hindrance
- Why should existing residents be penalised because Globe Park doesn't have enough parking?

109 Further comments on amendments received December 2018:

- Transport report ignores impact on residential roads listed in CHA response and is therefore inadequate
- No traffic impact study has been carried out.
- There are glaring omissions
- A serious lack of substantive evidence
- There are mistakes in the analysis and many misleading 'facts' presented
- The Transport Statement and Planning Statement are full of conjecture and conclusions that are weak and cannot be drawn from the facts
- There are a number of duplicitous and disingenuous statements
- The contravened local and national planning policies
- the addition of double yellow lines has not changed the overall situation
- The application continues to state 8am to 9am and 5pm and 6pm when the time period in the morning starts before 8am and extends to 10am and beyond. In the afternoon cars start to leave from 4pm. Can the application be amended to mirror what is actually happening?
- A recent representation has stated that 192 cars are parked at the club. This is a substantial increase in the initial application of 136.
- More information required on taxi service and coach movements
- Cycle parking should be provided at business premises not at the rugby club
- Proposal too reliant on level crossing which is not a public right of way and could be closed at any time.
- a multi-storey car park in Globe Park is the only solution
- There is going to be more housing built on the old station yard so even more traffic at the crossroads of Glade Road, Station Road and Lock Road.
- The Industrial Park should not be allowed to spoil the residential areas but be self-contained.
- Painting yellow lines on 15m at each junction will not help this grid locking
- Plan to add double yellow lines along the bend of Gossmore Lane will simply serve to transfer further along the road the parking issues
- Residents should shoulder the burden of Marlow's parking problems, which do not benefit us in any way.
- When is there going to be a proper Traffic Impact Study?
- Parking marked for disabled resident ignored causing access problems for the resident
- Will endanger users of the Thames Path.
- Some support for a town wide solution to parking

31 Further comments following amendments in July 2019, raising the following new issues:

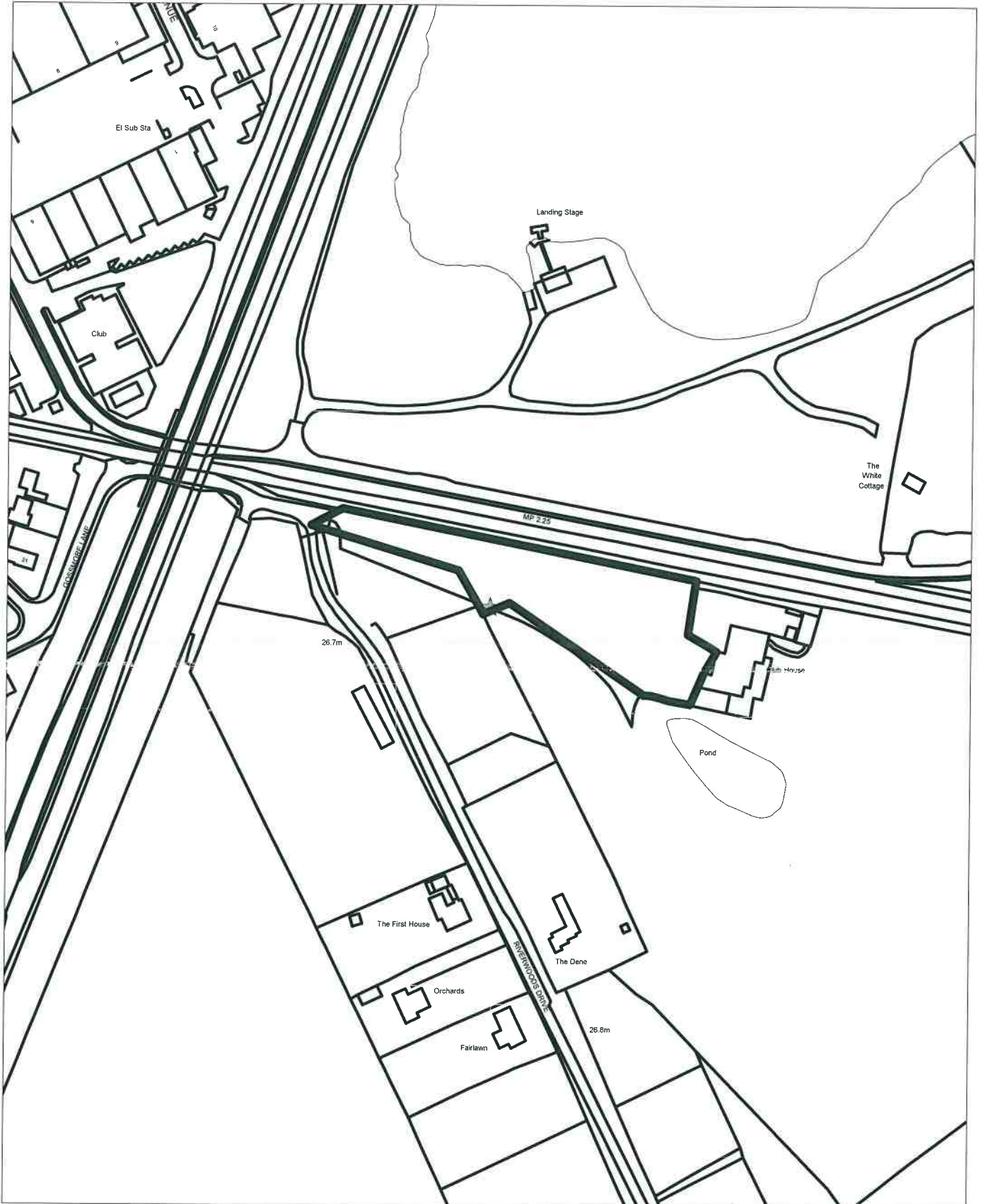
- Recent amendments do not take into account the comments/concerns of neighbours
- Concern that no action has been taken to stop existing parking taking place
- None of the supporters of this proposal are actually neighbours
- Local streets are already overloaded with traffic which the newly built Travelodge is already
- Residents of Glade Road, Lock Road, Riverpark Drive, Hyde Green, Gossmore Lane and Riverwoods Drive paid for a study to be prepared and it clearly demonstrates that the additional traffic is already having a big impact on the residential areas. Please use this study (uploaded on January 24th) as part of your decision making.

2 further comments following amendments in September 2019 raising the following new issue:

- Account should be taken of the impact of the development on air quality

18/06215/FUL

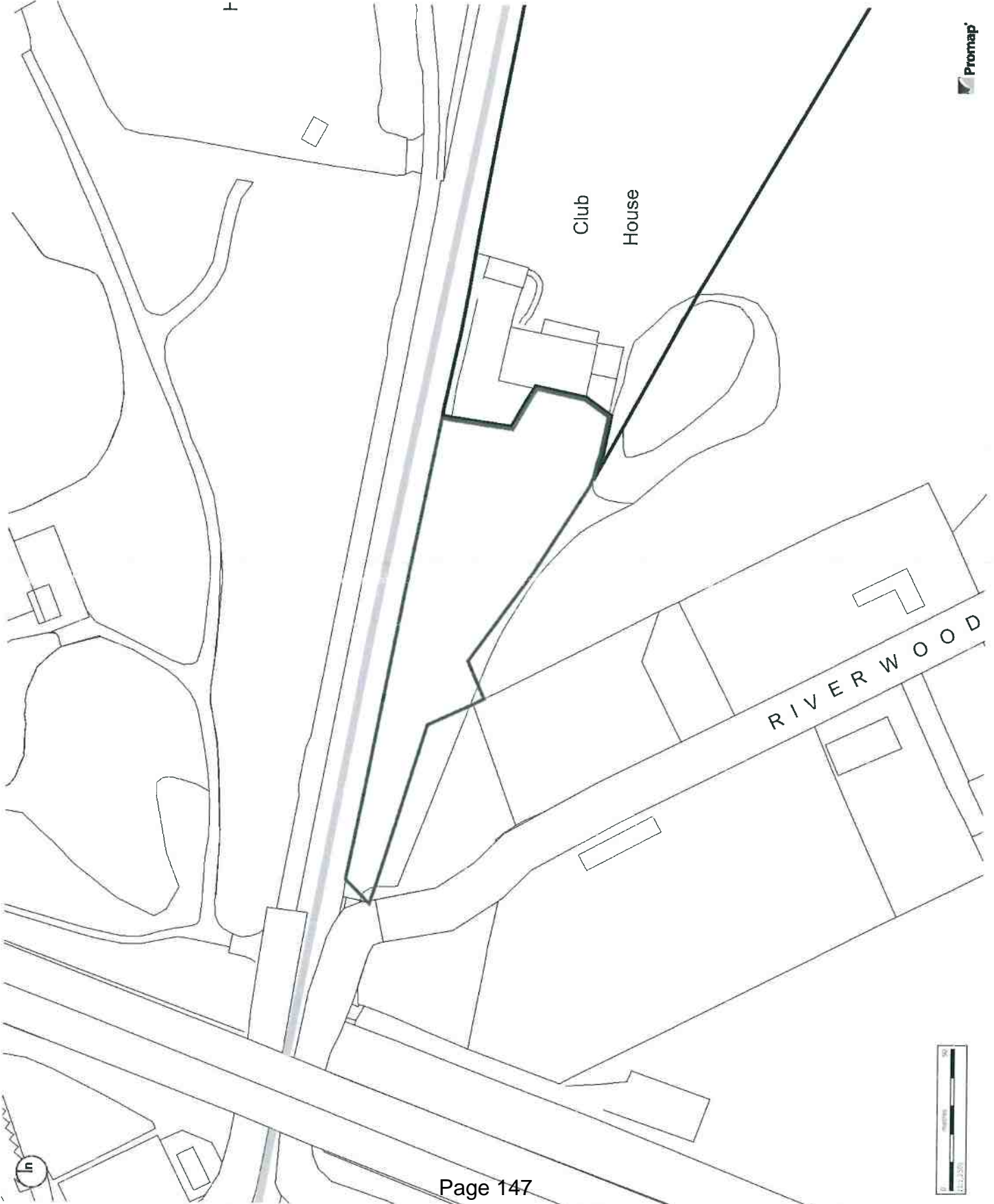
Scale 1/2500



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- Planning Application Extent
- Neighbouring Land within Applicants Control



CLIENT: Marlow Rugby Club
 PROJECT: Marlow Rugby Club
 DRAWING: Site Location Plan
 PROJECT NUMBER: MAR13003
 DRAWING NUMBER: 3001
 REVISION: A
 DATE: 09/05/2016
 DRAFTER: 31250 @ A3



Turley



Existing access road

Proposed car park barrier with keycode/job access panel. Details to be confirmed.

Proposed 5.5m access.

2m footway delineated with white lining

6m access between rows of parking bays

Existing lighting column to be retained.

Existing electricity mast to be retained

Proposed storage for 32no. bicycles

Existing electricity mast to be retained

6m access between rows of parking bays

Existing electricity mast to be retained

Existing lighting column to be retained.

5.5m access to parking bays closest to rugby club entrance

Legend

- Surfacing to be as existing. Tarmac areas to be retained.
- Proposed gravel surfacing. Where existing, graveled area to be made good.
- Area of car parking to be set aside for coach parking/access on match days. (Parking for 5no. coaches possible).
- 'Keep Clear' white lining to prevent parking
- Existing vegetation to be retained

Notes:

1. Do not scale from this drawing.
2. Drawing is preliminary and as such is subject to change.
3. Total car parking spaces is 136 including 11 disabled.
4. Parking bay dimensions in accordance with tables 9 and 13 of Buckinghamshire Countywide Parking Guidance, published in September 2015.



COTSWOLD TRANSPORT PLANNING

Cotswold Transport Planning Ltd
 121 Promenade
 Cheltenham
 Gloucestershire
 GL50 1NW
 Tel: 01242 370283
 cheltenham@cotswoldtp.co.uk
 www.cotswoldtp.co.uk

Drawing Title:

Proposed Car Park Layout

Client:

Marlow Rugby Club

Project:

Marlow Rugby Club

Drawing No:

SK01

Revision:

F

Date Drawn:

15.02.17

Issue Date:

05.02.18

Drawn by:

LG

Checked by:

MF

Project Code:

CTP-16-414

Scale at A3:

not to scale

Drawing Status:

INFORMATION

NOTES

1. Dimensions not to be scaled.
2. The drawing is indicative and not intended for construction.
3. Site layout from Cotswold Transport Planning, Drawing No. CTP-16-14 SK01 Rev. F
4. Topographical survey from Groundsurveys Ltd, Drawing No. 1629101-02.
5. Refer to the Flood Risk Assessment for the surface water drainage strategy.

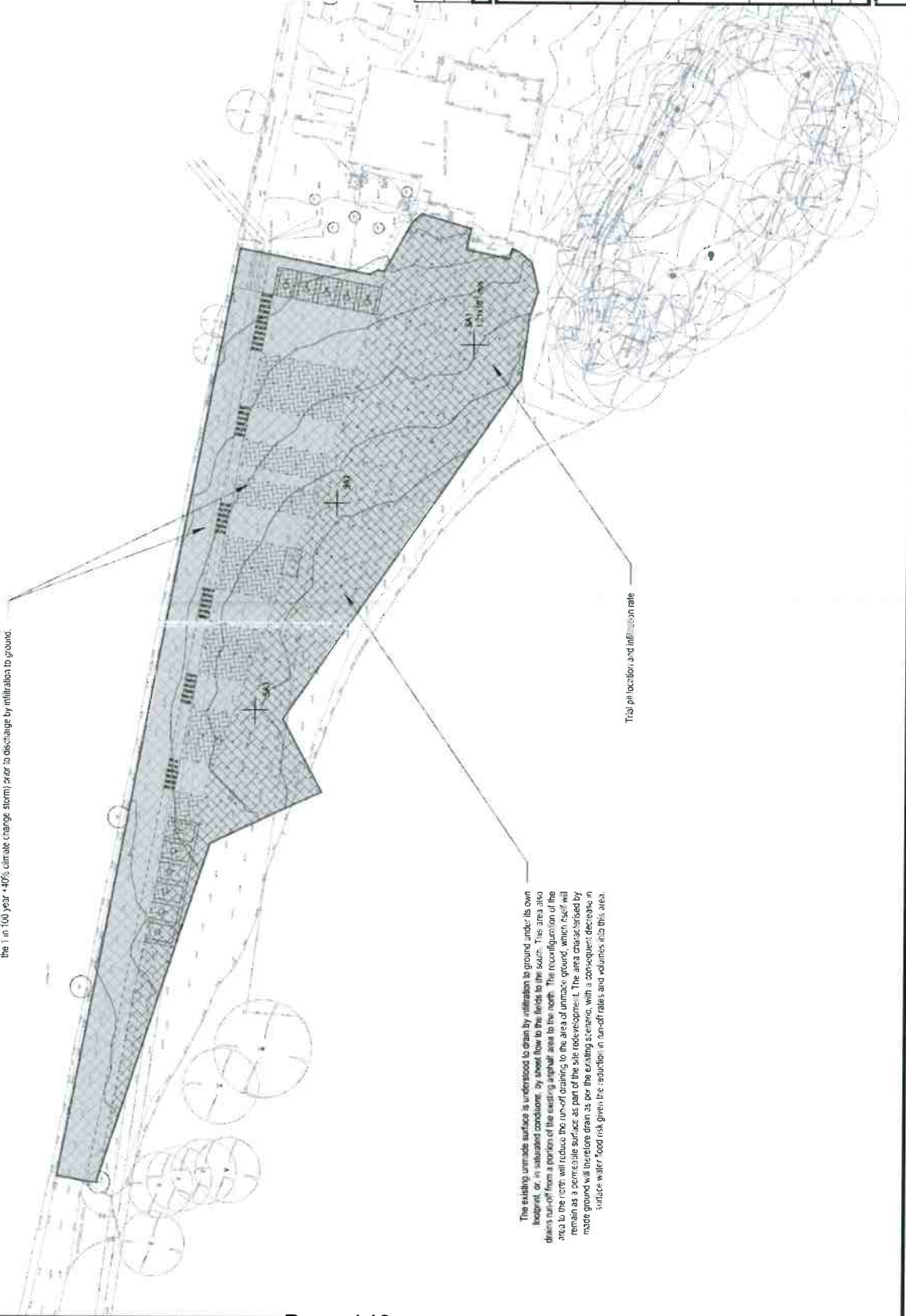
KEY

	Permeable gravel paving
	Permeable gravel post-development
	Permeable gravel deposits
	Permeable gravel deposits
	Permeable gravel deposits
	Permeable gravel deposits
	Permeable gravel deposits
	Permeable gravel deposits
	Permeable gravel deposits
	Permeable gravel deposits

Runoff from asphalt access road and site directed to permeable gravel parking spaces, whereby flows are attenuated in the sub-base with storage for air vents up to and including the 1 in 100 year +10% climate change storm prior to discharge by infiltration to ground.

The existing unmade surface is understood to drain by infiltration to ground under its own gradient, or in saturated conditions, by sheet flow to the fields to the south. The area also drains run-off from a portion of the existing asphalt area to the north. The reconfiguration of the area to the north will reduce the run-off draining to the area of unmade ground, which itself will remain as a permeable surface as part of the site redevelopment. The area characterised by recent ground will therefore drain as per the existing scenario, with a consequent decrease in surface water flood risk given the reduction in runoff rates and volumes into the area.

Test pit location and infiltration rate



P2	Updated to indicative site investigation	29.06.2018	JB
P1	Preliminary layout	16.02.2018	CS
Rev	Description	Date	Drawn

Glanville
 Cornerstone House
 62 Foxhall Road, Didcot
 Oxon, OX11 7AD
 Tel: 01235 535501 Fax: 01235 617794
 info@glanville.co.uk www.glanville.co.uk

Client
 Marlow Rugby Union
 Football Club

Project
 Marlow Rugby Club
 New Car Park

Title
 Indicative Surface Water Drainage Strategy

Project Engineer	K. Min	Scale	1:500@A3
Project Director	J. Birch	Date	February 2018
Stage	PRELIMINARY		

Drawing No. CV6170307/SK02 **Rev** P2



RHF: *[Faint signature]*
ADDITIONAL PLANS
[Faint technical drawing details]

**COTSWOLD
 TRANSPORT
 PLANNING**



Cotswold Transport Planning Ltd
 121 Promenade
 Cheltenham
 Gloucestershire
 GL50 1NW
 Tel: 01242 370283
 cheltenham@cotswoldtp.co.uk
 www.cotswoldtp.co.uk

Drawing Title:
 Existing Car Park Surface Finishes

Client:
 Marlow Rugby Club

Project:
 Marlow Rugby Club

Drawing No:
 SK03

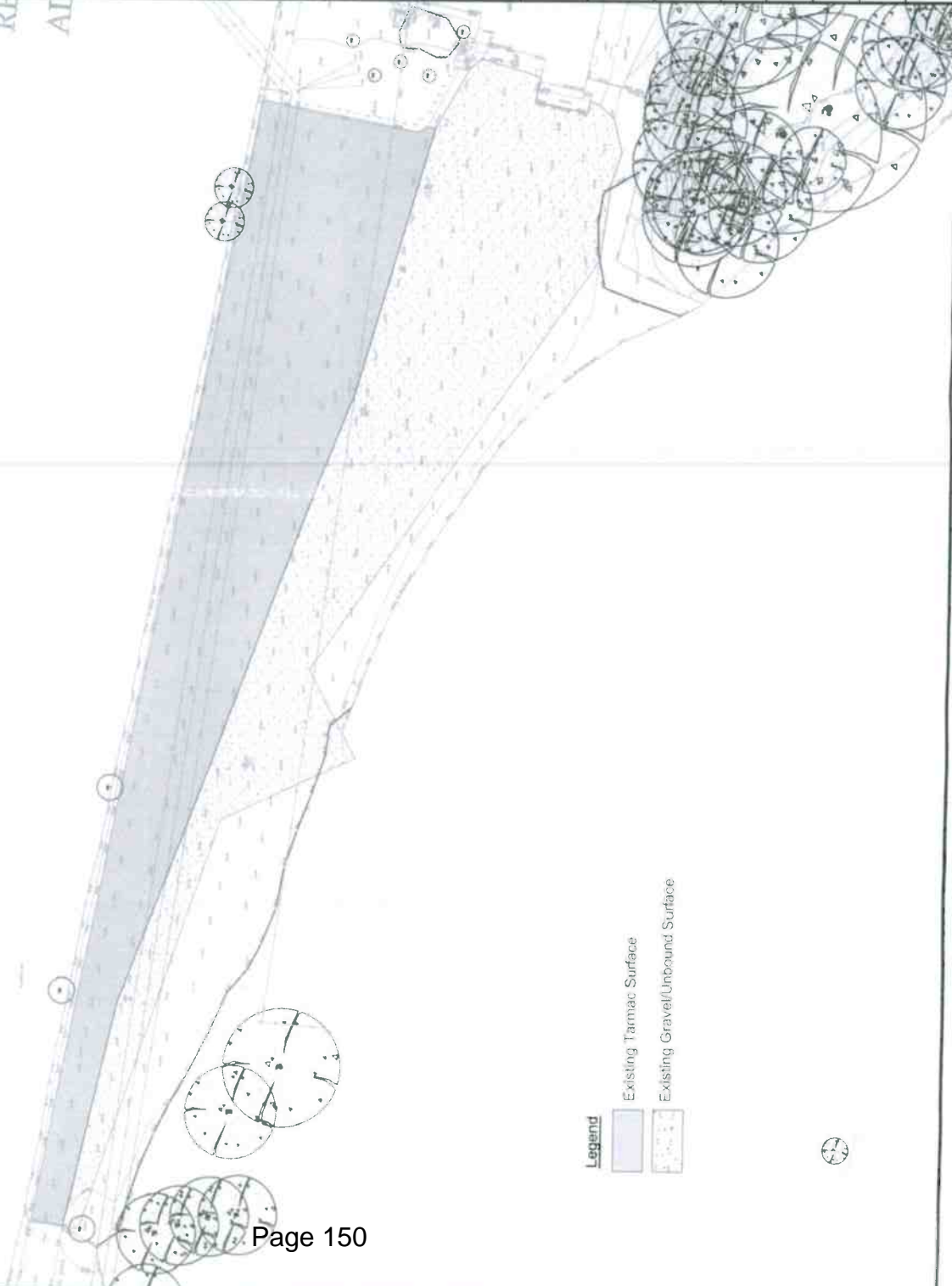
Date Drawn:
 06.06.18

Drawn by:
 MF

Project Code:
 CTP-16-414

Drawing Status:
 INFORMATION

Revision:	
Issue Date:	06.06.18
Checked by:	MF
Scale at A3:	1:750



- Legend**
- Existing Tarmac Surface
 - Existing Gravel/Unbound Surface

Notes:

1. Do not scale from this drawing.
2. Drawing is preliminary and as such is subject to change.
3. Total car parking spaces is 136 including 11 disabled within the red line application boundary.
4. Parking bay dimensions in accordance with tables 9 and 13 of Buckinghamshire Countywide Parking Guidance, published in September 2015.

**COTSWOLD
TRANSPORT
PLANNING**



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Drawing Title:

Proposed Car Park Finishes

Client:

Marlow Rugby Club

Project:

Marlow Rugby Club

Drawing No:

SK04

Revision:

E

Date Drawn:

07.06.18

Issue Date:

09.09.19

Drawn by:

LG/MF

Checked by:

MF

Project Code:

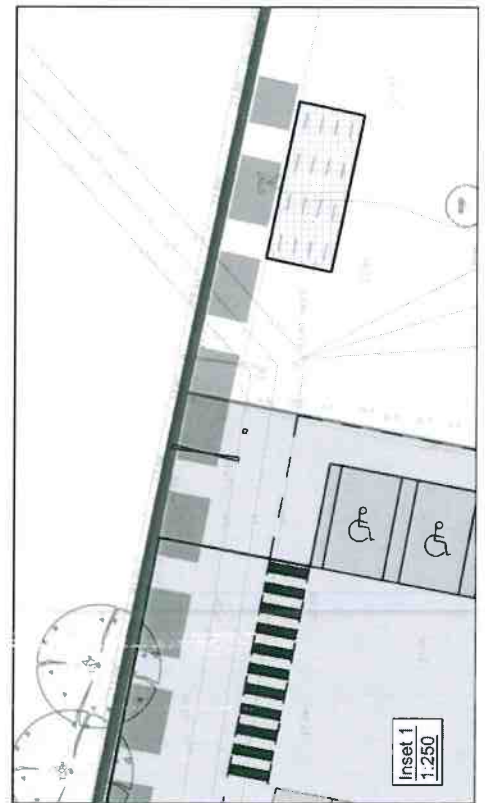
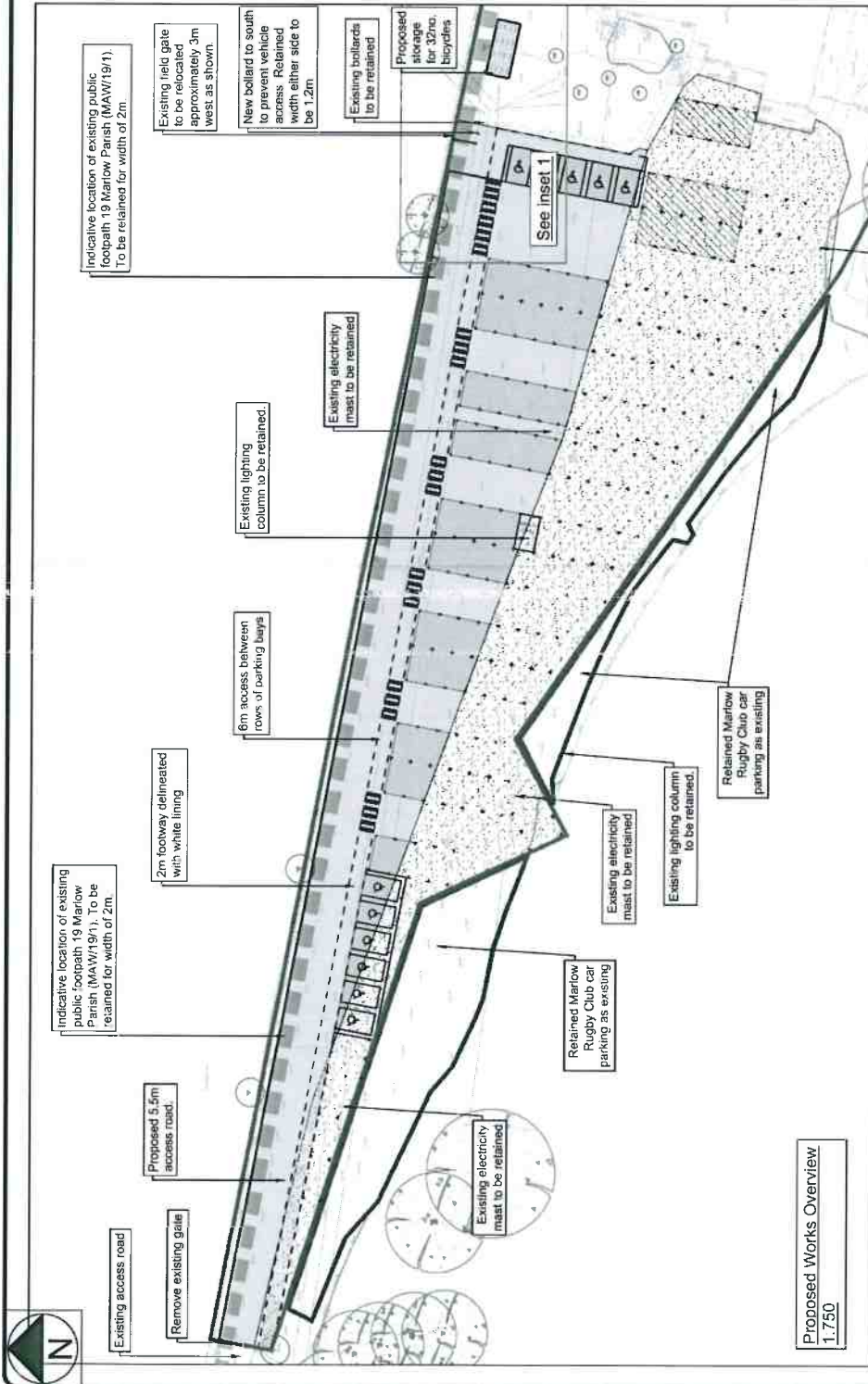
CTP-16-414

Scale at A3:

1:750

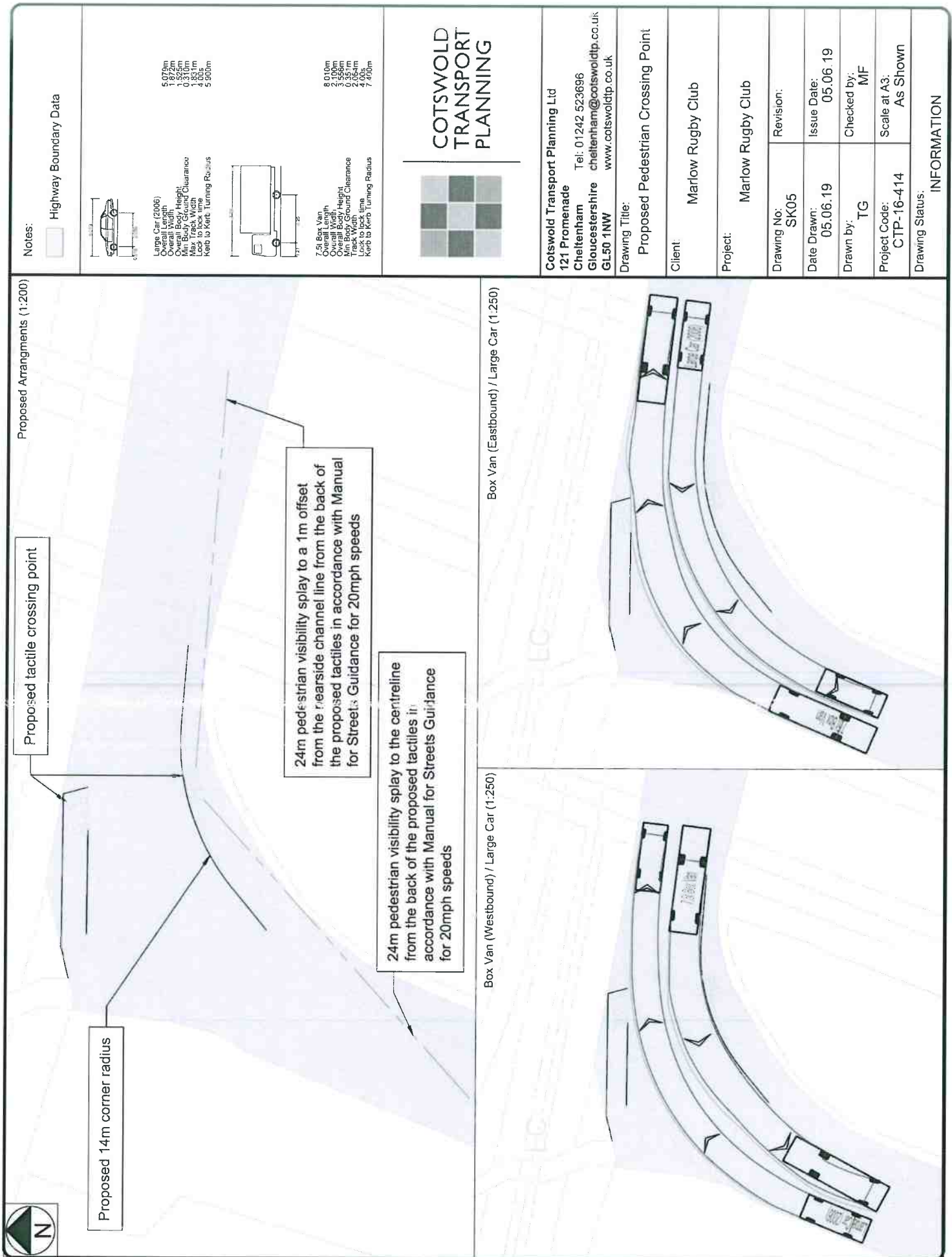
Drawing Status:

INFORMATION



Legend

- Existing tarmac surface
- Existing gravel/unbound surface
- Existing tarmac surface to be excavated and replaced with gravel/unbound surface
- Existing gravel/unbound surface to be excavated and replaced with tarmac surface
- Area of car parking to be set aside for coach parking/access on match days.
- Existing vegetation to be retained.
- Indicative location of existing public footpath 19 Marlow Parish (MAW/19/1). To be retained for width of 2m.



Agenda Item 10.

Contact: Stephanie Penney DDI No. 01494 421823

App No : 18/07933/FUL App Type : FUL

Application for : Construction of two storey side/rear extension and rear balcony. Conversion of dwellinghouse to create 2 x 1 bed flats and 1 x 2-bed flat, widening of existing access on to Desborough Avenue, construction of garden retaining walls and associated parking, cycle store and amenity areas

At 303 Desborough Avenue, High Wycombe, Buckinghamshire, HP11 2TL

Date Received : 29/11/18 Applicant : Mrs Shaheen Begum

Target date for decision: 24/01/19

1. **Summary**

- 1.1. It is considered that the application has been satisfactorily amended to reduce any potential detrimental impacts on highway safety. Whilst this site is located within an area predominately consisting of single family units, the conversion to three flats is not considered to significantly harm the character of the area. There is adequate space within the plot to ensure the appropriate facilities have been accommodated and the extensions proposed do not result in overdevelopment of the plot by virtue of the dimensions and remaining gaps between buildings.

2. **The Application**

- 2.1. Full planning permission is sought for a two storey side extension and rear balcony and conversion of the resultant dwelling to three flats.
- 2.2. The proposed ground floor would accommodate 2 x 1-bed flats and the first floor would accommodate a 2-bed flat.
- 2.3. The site is located within a residential area characterised by detached family dwellings. Adjacent dwellings have obtained planning permission for similar extensions, but remain as single dwellings.
- 2.4. The application is accompanied by:
 - a) Design and Access Statement
 - b) Transport Survey
 - c) Daylight and Sunlight Assessment
- 2.5. The application has been amended reduced the number of units from four to three. Additional parking surveys have also been submitted.

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

- 3.1. In accordance with paragraph 38 of the NPPF (2019) Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application. In this instance the applicant was provided the opportunity to submit amendments to the scheme/address issues.

4. **Relevant Planning History**

- 4.1. 18/06678/FUL. Householder application for construction of two storey side/rear extension, enlargement of existing cross-over and new associated garden retaining

- walls. Application permitted (303 Desborough Avenue)
- 4.2. 18/05864/FUL. Householder application for erection of two storey side and rear extensions, landscaping works including new retaining walls and steps to front and rear (Part Retrospective). Application permitted (301 Desborough Avenue)
 - 4.3. 17/05503/FUL. Householder application for construction of landscaping works including retaining walls and steps. Application permitted (301 Desborough Avenue)
 - 4.4. 15/08369/FUL. Householder application for demolition of existing garage and construction of two storey side extension. Application permitted (303 Desborough Avenue)
 - 4.5. 15/07685/FUL. Erection of two storey side extension and single storey rear extension in connection with conversion of existing dwelling into 2 x 2 bed and 1 x 1-bed flats and 2 x 1 bed studio flats, excavation works to rear with associated retaining walls and steps, landscaping and parking. Application dismissed at appeal (301 Desborough Avenue). This application was refused on matters of intensification, poor living conditions and highway safety. The Inspectorate dismissed the application on grounds relating to poor living conditions of future occupiers for one of the flats only.

5. Issues and Policy considerations

Principle and Location of Development

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development), CP3 (Settlement Strategy), CP4 (Delivering Homes), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

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

- 5.1. This section of the street is dominated by single family dwellings the intensity of use is perhaps the key determining issue in assessing the impact on the character of an area.
- 5.2. The intensity of use must be in proportion to the size of the original building and those surrounding it, otherwise the property will be used unduly more intensively than its neighbours potentially giving rise to an unacceptable level of noise and disturbance and a high levels of comings and goings.
- 5.3. As a consequence, intensification of use is unlikely to be appropriate in areas of smaller scale housing dominated by single family dwellings. It was previously considered that the proposed intensification of use to 8 units would unacceptably alter the established character of this part of Desborough Avenue.
- 5.4. An application was submitted and dismissed at appeal at the adjacent property, no. 301 Desborough Avenue, for the conversion to five units. One of the reasons of refusal related to the increased intensification. However, the Inspectorate concluded that the impact was not unacceptable:

The proposal would include the construction of a side and rear extension and the conversion of the property into five apartments. Although this would intensify the residential use of the site, increased comings and goings of occupants of five apartments would not, in the context of a relatively busy road with nearby commercial uses, have a harmful effect on the character of the area. The extensions themselves would be subordinate in size to the main property and would leave adequate space to the side boundaries.

I find in respect of the first main issue then that the proposal would not have a harmful effect on the character and appearance of the area.

- 5.5. It is therefore considered that the conversion of this adjacent to three dwellings would not have a harmful effect on the character and appearance of the area.

Transport matters and parking

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

DSA: DM2 (Transport requirements of development sites)

- 5.6. Desborough Avenue is a C class road subject to a 30mph speed restriction. There are no parking or waiting restrictions in place.
- 5.7. The scheme, as submitted was for the conversion to 4 flats and three parking spaces were provided. The Highways Authority previously objected to this due to inadequate parking and manoeuvring.
- 5.8. Consequently the number of units was reduced and additional information provided regarding manoeuvring. This was specifically demonstrated and laid out in figure 2C of the Transport Survey. Accordingly the suggested condition reflects this.
- 5.9. The layout is now acceptable and will not harm highway safety.
- 5.10. Cycle storage has been provided in the rear communal garden area. The requirement is for three spaces. There is ample room in the rear communal garden area. It is acknowledged that the proposed siting would involve occupants carrying the bikes up and down the steps. However, due to the topography, there is no alternative location.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality), DM36 (Extensions to Existing Dwellings)

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

- 5.11. The proposed extension, retaining walls and balcony is the same as that approved in the 2018 application. The design and form was considered acceptable in this application, and while there has been a change in policy, there is no material change in the consideration of design.

Amenity of existing and future residents

Wycombe District Local Plan (August 2019): DM35 (Placemaking and Design Quality), DM36 (Extensions to Existing Dwellings) and DM40 (Internal space standards)

Housing intensification SPD
Residential Design Guide

Existing Occupiers

- 5.12. The proposed extension and balcony is the same as that approved in the 2018 application. The impact on adjacent occupiers was considered acceptable in this application, and while there has been a change in policy, there is no material change in the consideration of neighbouring impact.

Future Occupiers

- 5.13. In terms of the internal accommodation, this is considered satisfactory and meets the Council's newly adopted policy and Design guide.
- 5.14. The contentious issue relates to the overbearing impact on the future occupiers as a result of the retaining walls. This was the only reason the appeal on the neighbouring site was dismissed.
- 5.15. The Inspectorate stated:

The rear garden to the property is very steeply sloped and currently terraced. The appeal proposal would include an apartment located within the new single storey rear extension. This would be positioned at a significantly lower ground level than the majority of the garden and excavation works would be required to enable this to be constructed. Accordingly, the outlook from rear habitable rooms, including the only living area, would be significantly limited and natural light also substantially reduced.

Occupants of this apartment would not have the benefit of any living areas facing the more open aspect at the front, nor of any first floor accommodation where outlook would be improved by windows being above the raised level of the garden. On this basis, I consider that occupants of apartment 3 would have a gloomy and unpleasant living environment.

I conclude on the second main issue then that the proposal would not afford adequate living conditions for the occupants of apartment 3 with particular regard to outlook and natural light. It would conflict in this respect with Policy G8 of the LP which includes in its aims the safeguarding of the amenities of residents of the development proposed, including as regards daylight and sunlight and visual intrusion.

- 5.16. The comments of the Inspectorate have been considered with regard to this current application. However, the impact is significantly different to the refused application. The refused application proposed a 3.8m retaining wall to the rear of apartment 3. It was this that the Inspectorate had issue with.
- 5.17. This proposed scheme has a retaining wall at just 1.2m one metre from the rear elevation. The cill to the window to this rear elevation sits above the retaining wall. Accordingly natural light will be available to this flat.
- 5.18. It is noted that there is a further retaining wall which has a height of 3m, but this is set back 5m from the rear elevation and gradually slopes up. In addition a Daylight and Sunlight Assessment has been submitted which concludes that adequate levels of light are achieved through the development.
- 5.19. Each flat has its own dedicated amenity area directly accessible from each unit. Flat 3 has its own balcony. The site plan indicates that a boundary enclosure is between the areas for flats 1 and 2. However the precise treatment has not been provided. A condition is therefore considered necessary. In addition there is open access to the side boundaries, so it will be necessary to ensure this access is gated to ensure it is secure.
- 5.20. There is a large communal garden area to the rear. This area is private for all residents. It is noted that the area will be shared and overlooked by the flats, however as stated above, each flat has its dedicated area.
- 5.21. Environmental Services has raised concern due to potential disturbance to future occupiers from traffic noise from Desborough Avenue. A condition is therefore considered necessary.

Environmental issues

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF)

- 5.22. Further clarification has been sought from the Agent with regard to the bin store. The proposed location on the site plan, of the bin store, will not interfere with the parking layout.

- 5.23. It has been confirmed that the following provision is required for 3 units:

General household rubbish = number of units apartments x 120L **(This would result in 360L, hence x1 360L bin is suitable to accommodate this provision)**

Mixed Recycling = number of units apartments x 55L **(This would result in 165L, hence x1 360L bin is suitable to accommodate this provision)**

Paper & Cardboard = number of units apartments x 55L **(This would result in 165L, hence x1 360L bin is suitable to accommodate this provision)**

Flooding and drainage

Wycombe District Local Plan (August 2019): DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 5.24. This site is in flood zone 1 in a low risk of surface water flooding.
- 5.25. A local resident has raised concerns with regard to an existing drain that is on the site of the extension. While this matter is outside of the jurisdiction of planning, if the drain is controlled by Thames Water the applicant will need an agreement from Thames Water. If the drain is not controlled by Thames Water it would be a private matter.

Building sustainability

Wycombe District Local Plan (August 2019): DM41 (Optional Technical Standards for Building Regulations Approval)

- 5.26. It is considered necessary to condition water efficiency in accordance with Policy DM41.

Infrastructure and Developer Contributions

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth)

DSA: DM19 (Infrastructure and delivery)

BCSNP: Policy 13 (Connecting the Parish)

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

Weighing and balancing of issues – overall assessment

- 5.28. 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.
- 5.29. 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
- 5.30. As set out above it is considered that the proposed development would accord with the development plan policies.

Recommendation: Application Permitted

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).
- 2 The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers R224.01; 224.02; 224.04E and 224.07 unless the Local Planning Authority otherwise first agrees in writing.
Reason: In the interests of proper planning and to ensure a satisfactory development of the site.

- 3 Prior to the occupation of the building, all new or disturbed work to the exterior of the building shall be finished or made good to match the existing.
Reason: To secure a satisfactory external appearance.
- 4 Prior to the occupation of the development hereby approved, the cycle store shall be provided and retained for the life of the development.
Reason: In the interests of the future occupiers
- 5 The development, hereby permitted, shall be designed and constructed to meet a water efficiency standard of 110 litres per head per day.
Reason: In the interests of water efficiency as required by Policy CS18 of the Adopted Core Strategy and Policy DM18 of the Adopted Delivery and Site Allocations Plan (July 2013).
- 6 A scheme to protect the proposed development from noise from Desborough Avenue shall be implemented before any part of the accommodation hereby approved is occupied, unless the Local Planning Authority otherwise agrees in writing. The scheme shall ensure the indoor ambient noise levels in living rooms and bedrooms meet the standard in BS 8233:2014 of 30dB LAeq for the appropriate time period. The scheme shall include acoustic ventilation to meet the requirements of the Noise Insulation (Amended) Regulations 1988.
Reason: To protect the occupants of the new development from noise disturbance.
- 7 No other part of the development shall be occupied until the existing means of access has been altered in accordance with the approved drawing and constructed in accordance with Buckinghamshire County Council's guide note "Commercial Vehicular Access Within Highway Limits" 2013.
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
- 8 The scheme for parking and manoeuvring indicated on the submitted plans and drawing number figure 2C in the Transport Survey dated April 2019 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.
- 9 Notwithstanding any other details shown on the plans hereby approved, the window to be inserted in the first floor south elevation of the extension, 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 shall thereafter be retained as such.
Reason: In the interests of the amenity of neighbouring properties.
- 10 Prior to the occupation of the development hereby approved, details of all screen and boundary walls, fences and any other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. 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.
- 11 The area to be provided for bin storage shall be provided prior to occupation of the development hereby permitted and shall not thereafter be used for any other purpose.
Reason: To ensure that the proposed development provides adequate bin storage.

INFORMATIVE(S)

- 1 In accordance with paragraph 38 of the NPPF (2019) Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application. In this instance the applicant was provided the opportunity to submit amendments to the scheme/address issues.
- 2 The applicant is advised that the off-site works will need to be constructed under a Section 184 of the Highways Act licence. This Small Works 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 minimum period of 3 weeks is required to process the agreement following the receipt by the Highway Authority of a written request. Please contact Development Management at the following address for information:-

Development Management (Works Co-ordination & Inspection)
Buckinghamshire County Council
6th Floor, County Hall
Walton Street,
Aylesbury
Buckinghamshire
HP20 1UY
- 3 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.
- 4 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.

Agenda Item 10. Appendix A

18/07933/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor L M Clarke OBE

First comment: I believe that this application does not conform to the Bucks Parking Standard. For four flat there should be 4 spaces, only 3 are shown. There is insufficient room on site to provide a fourth parking space.

The bin store is insufficient for the proposed size of property and would constitute an issue in both entrance and exit of vehicles.

The cycle store is in area that is difficult for the storage of cycles, as it is at one of the highest points of the garden having to negotiate a flight of steps and difficult for ingress/egress.

There is no hard path access to the cycle store itself. There is no illumination indicated to the cycle store itself.

WDC Planning Committee refused a similar application at the neighbouring property because of lack of on-site parking, this too shows this.

If minded to approve please bring to committee for determination and a site visit.

Second comment: I write with reference to your letter of last week about the above planning application and support the Buckinghamshire County Council's Highways Report of 27th June in that a refusal is given for insufficient parking on site. With the increase of traffic and the speed of traffic on this exceptionally busy main route, also an ambulance route too, it is inconsiderate of any planning application to assume they can merely park their overspill parking on the highway.

I also note there would be insufficient provision of space for bin storage for all the properties in the application.

I also ask about the main sewer that runs through the properties of Desborough Avenue, I believe that the proposed extensions cover this and this causes me concern?

Parish/Town Council Comments/Internal and External Consultees

High Wycombe Town - Abbey Ward

County Highway Authority

Comments: No objections subject to conditions

Control of Pollution Environmental Health

Comments: No objection subject to a condition to protect the future occupiers from traffic noise.

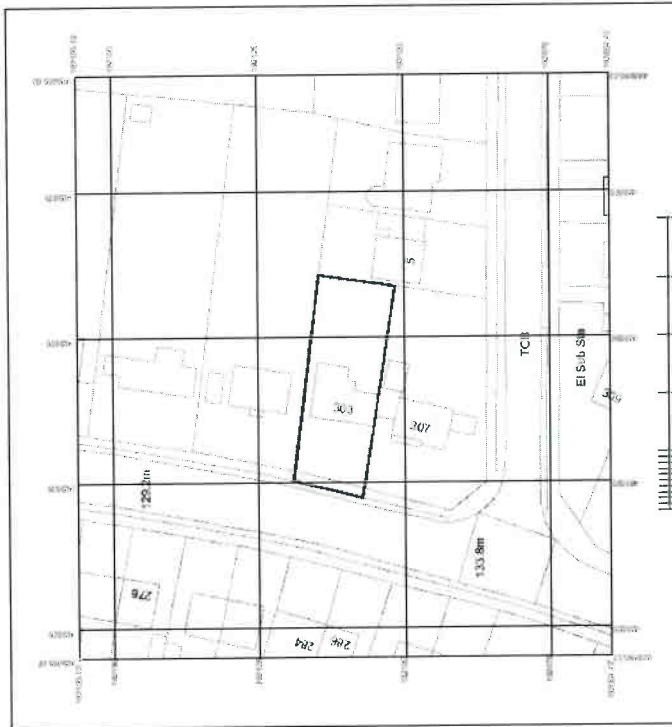
Representations

Three letters of objection received from the same occupier:

- Extension is to be erected on a drain
- Level of occupancy remains the same as original proposal, 4 spaces should be provided.
- Cycle store is not located within an ideal location.
- Inadequate storage for bins, no one takes responsibility
- Junction of Carver Hill Road. Desborough Avenue is busy and dangerous, with cars parked close to the junction. Carver Hill Road is also a bus and ambulance route.
- If the large Willow tree is to be removed, the roots may break up the drain.

18/07933/FUL
Scale 1/1250





scale bar (metre)

irfanakram
architecture · design

07785 320 348

CLIENT/SITE:

303 Desborough Avenue
High Wycombe,
Bucks,
HP11 2TL

STAGE:

- 1 Preparation & Brief
- 2 Concept Design
- 3 Developed Design
- 4 Technical Design
- 5 Construction
- 6 Handover

DRAWING:

Location Plan

SCALE:
as labelled
(A4)

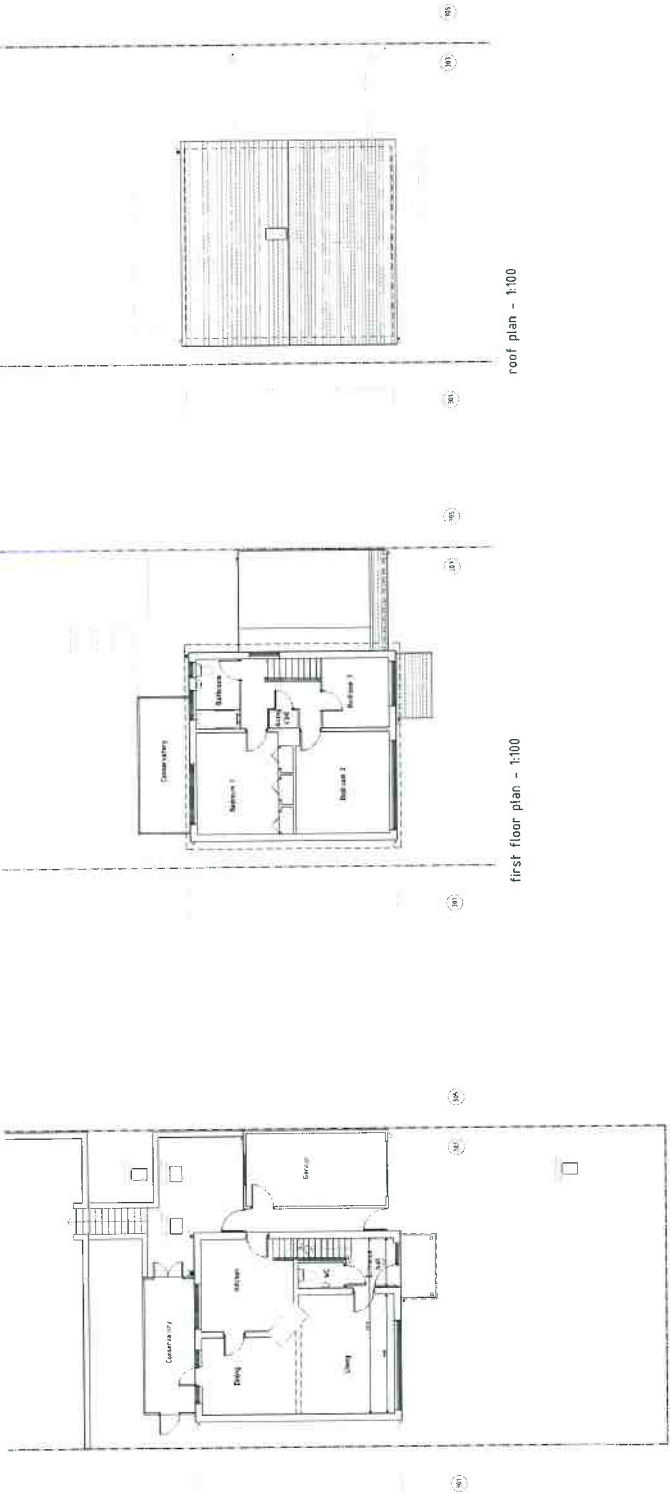
DATE:

June 2018

DRAWING NO.

R224.01

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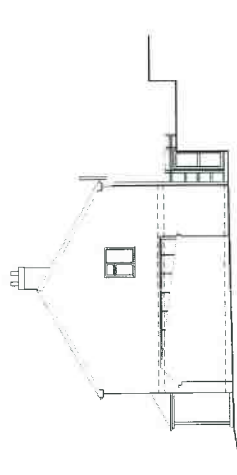


roof plan - 1:100

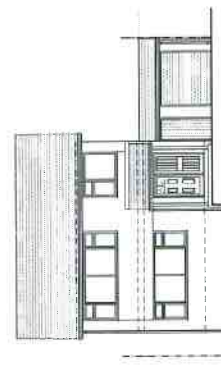
first floor plan - 1:100

OLYMPIUS AVENUE

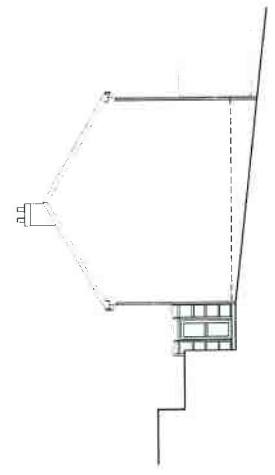
ground floor plan - 1:100



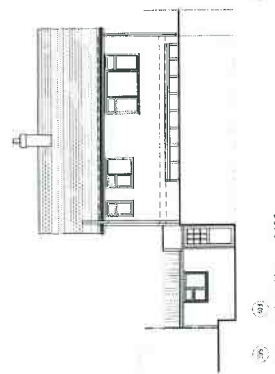
side elevation - 1:100



front elevation - 1:100



side elevation - 1:100



rear elevation - 1:100

irfanakram
 ARCHITECTURE DESIGN

(7185) 320-348

CLIENT/SITE	STAGE	DATE	DRAWING NO.
1. Preparation & Brief	4. Technical Design	June 2018	R224.02
2. Concept Design	5. Construction		
3. Developed Design	6. Handover		

DRAWING: Section Floor Plans & Elevations
 SCALE: as indicated
 DATE: June 2018
 DRAWING NO: R224.02

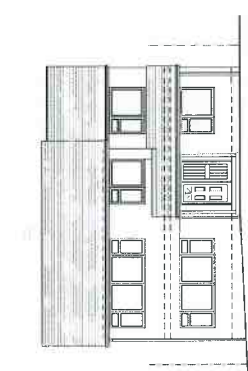
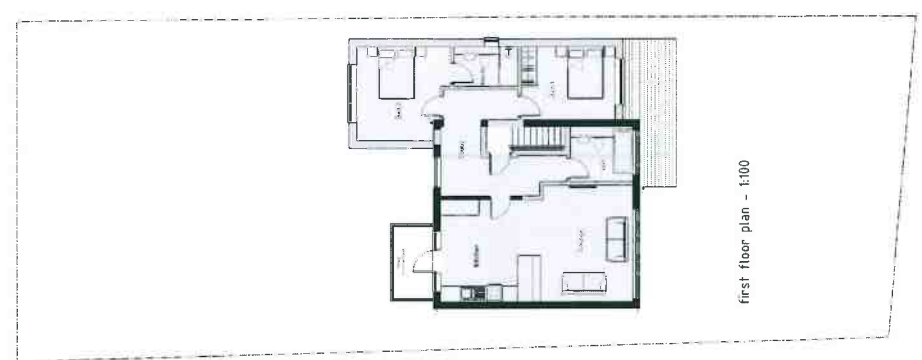
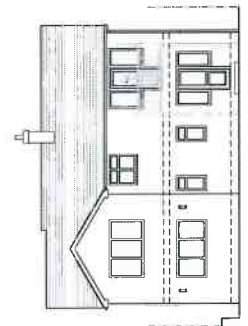
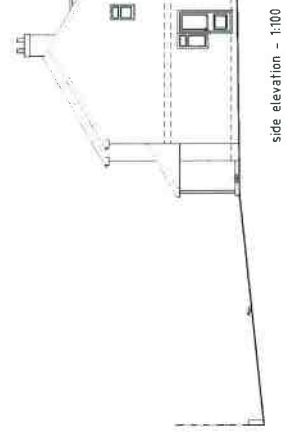
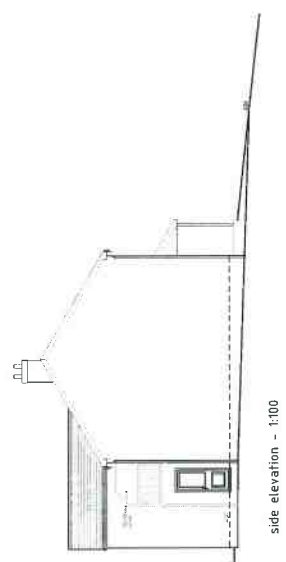


Approx. GIA:
 Flat 1 - 1 Bed Flat (39 sqm / 419 sq ft)
 Flat 2 - 1 Bed Flat (38 sqm / 409 sq ft)
 Flat 3 - 2 Bed Flat (78 sqm / 839 sq ft)

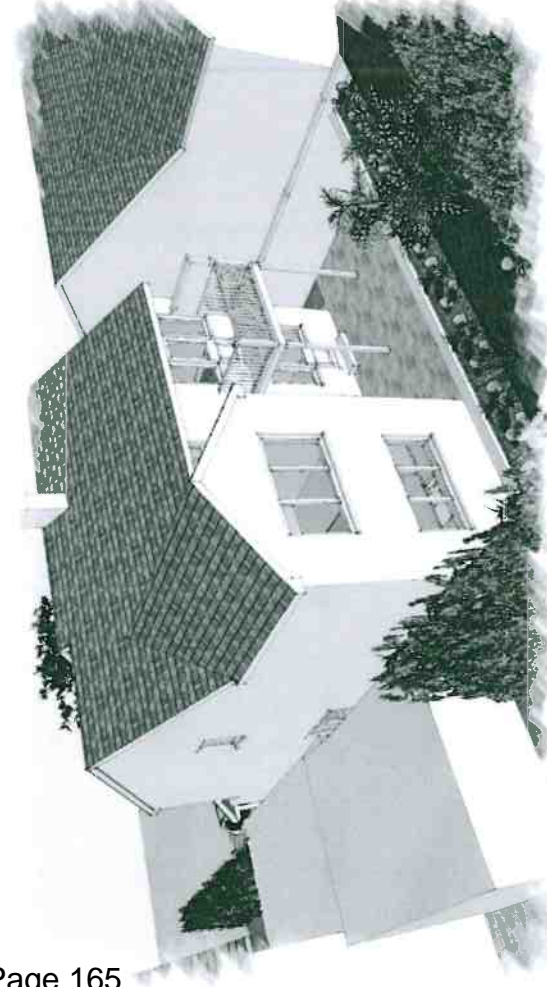
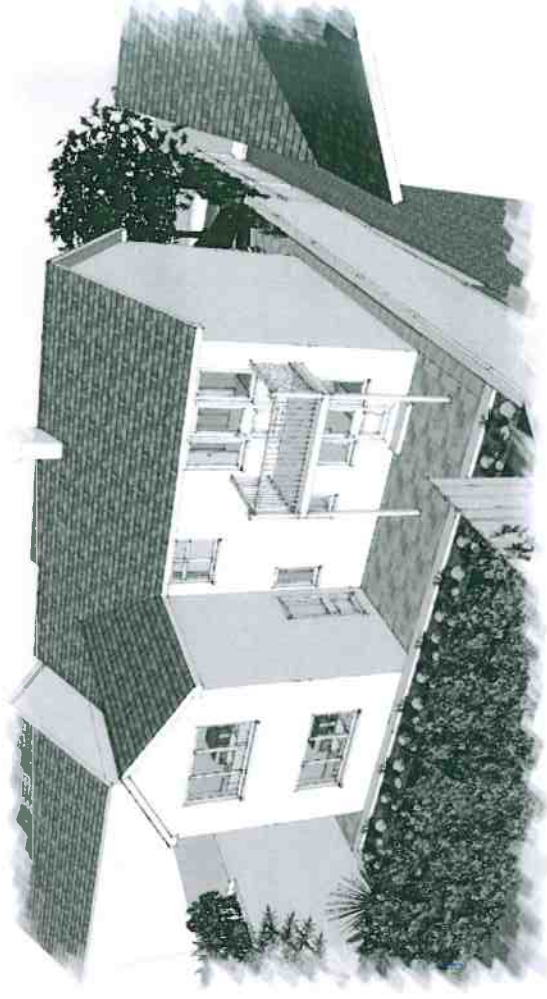
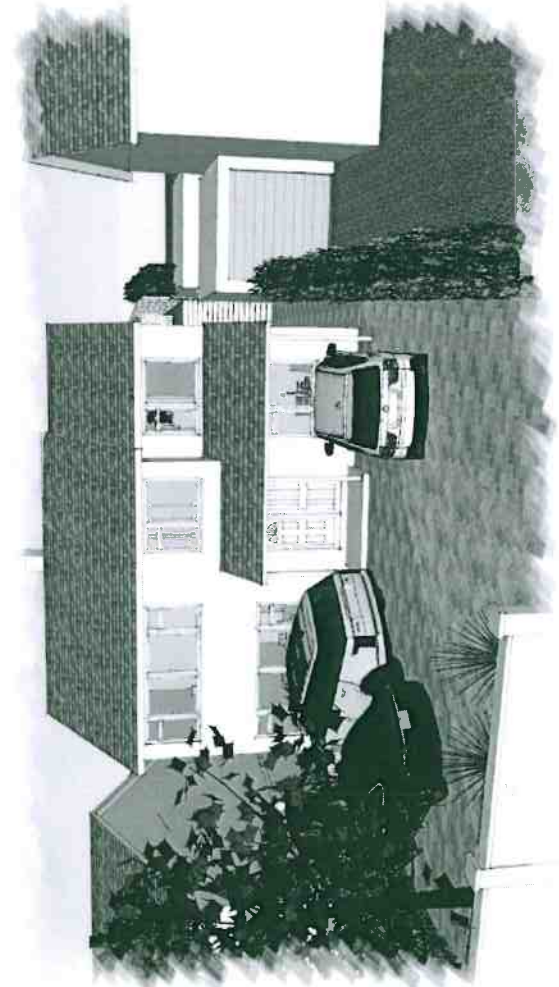
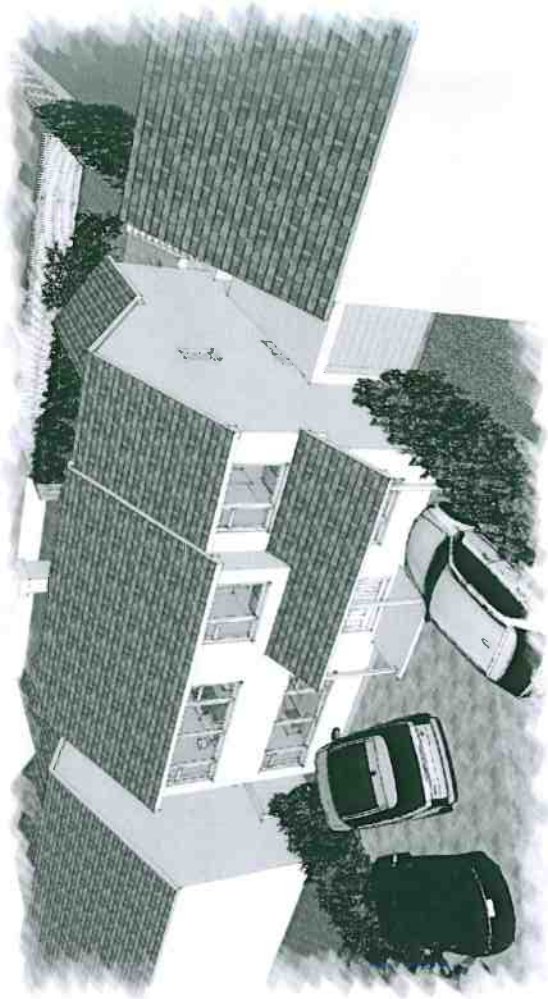
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irfanakram
 ARCHITECTURE DESIGN
 07765 320 348

CLIENT/SITE:	STAGE:	1 Preparation & Brief	<input type="checkbox"/>	4 Technical Design	<input type="checkbox"/>
Project Name:	2 Concept Design	<input type="checkbox"/>	5 Construction	<input type="checkbox"/>	
Ref: 218	3 Detailed Design	<input type="checkbox"/>	6 Handover	<input type="checkbox"/>	
DRAMING:	SCALE:	DATE:	DESIGNED BY:	RZ24_04E	
Prepared Floor Plans	1:100	June 2016	IRFANAKRAM		
& Elevations					



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CLIENT/SITE

1. Preparation & Brief
 2. Concept Design
 3. Developed Design
 4. Technical Design
 5. Construction
 6. Finisher

DATE: Nov 2018

SCALE: 1/8" = 1'-0"

DRAWING NO: R224.07

PROJECT NAME: 20 Beddeton Street (See First Sheet)

Agenda Item 11.

Contact: Taz Poptani DDI No. 020 3589 3987
App No : 19/06846/FUL App Type : FUL
Application for : Householder application for retention of boundary fence and trellis (retrospective)
At 1 Cherrywood Gardens, Flackwell Heath, Buckinghamshire, HP10 9AX
Date Received : 31/07/19 Applicant : Mr & Mrs R Green
Target date for decision: 25/09/19

1. Summary

- 1.1. Retrospective planning permission is sought for the retention of a boundary fence and trellis. The development is considered to have an acceptable level of impact on the visual amenities of the application site and surrounding locality.
- 1.2. The application is recommended for approval.

2. The Application

- 2.1. Retrospective planning permission is sought for the retention of a boundary fence and trellis along the north-eastern side boundary facing onto Cherrywood Gardens and is also proposed along the rear north-western boundary. The timber fence measures 1.8 metres in height with a 0.3 metres height trellis on top.
- 2.2. The previous boundary treatment along the north-eastern side boundary was in the form of a 1.8 metres high close boarded fence. The proposed rear fence and trellis would match that erected to the side boundary.



- 2.3. The application property is a two storey detached dwelling located on the south-western side of Cherrywood Gardens and occupies a prominent corner plot. The dwelling is situated within the built up area of Flackwell Heath and is not in a Conservation Area.

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

4. Relevant Planning History

4.1. **18/05897/FUL:** Householder application for demolition of existing detached double garage and construction of single storey side and first floor rear extensions. Permitted.

4.2. Other similar “fence” applications of note in the immediate area include:

04/07308/FUL: Retrospective permission for the erection of a 1.8 metre fence at 27 Chapel Road was refused:

In the opinion of the Local Planning Authority the fence that has been erected results in a stark, dominant and unsightly appearance on this prominent corner site and it is not considered to typify the distinctive character of boundary enclosures in the area.

This is by reason of its height and location, its materials and construction and the lack of mature garden planting.

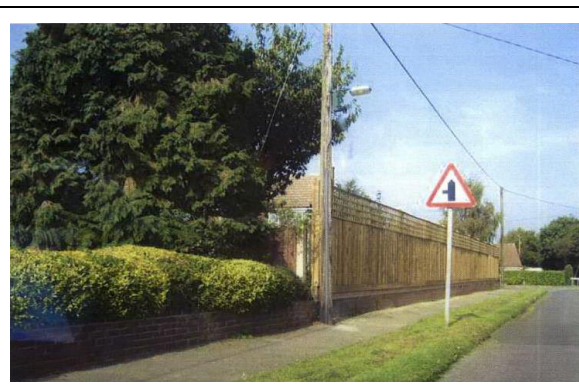
It was therefore considered to result in harm to the character and appearance of the site and its surroundings contrary the Adopted Local Plan.



4.3. In dismissing the subsequent appeal the Inspector noted that; “..whilst the fence in question provides privacy to the applicant’s garden in my view it harms the general softer and more spacious character of the locality.”

4.4. **08/07126/FUL:** Construction of detached shed in garden and erection of 2.9 m high fence along side and rear boundaries (retrospective) at 19 Chapel Road, Flackwell Heath was refused.

4.5. It was considered that the side boundary fence that had been erected, by virtue of its height and design, appeared dominant, obtrusive and overbearing on this prominent corner plot site and as such was not in keeping with the character and appearance of the surrounding area and was detrimental to the street scene. It was therefore considered to be contrary to adopted policy.



4.6 A subsequent appeal was also dismissed. In considering this appeal the Inspector notes:

“The fence which is the subject of the appeal surmounts a low brick wall, around 0.6m high. The main component of the fence is close-boarded, and is around 1.5m high. This component in turn surmounted by a trellis, about 0.6m high. The whole structure is therefore around 2.7 metres high, and is said to have replaced a structure (fence surmounting wall) which was 2.2 metres high”.

“Local policies seek to ensure that development is of a high standard of design and in keeping with its surroundings. In my opinion the fence is not out of character with No 19 itself, as it is a modern house set well back from the plot boundaries. However, the height of the fence, its dominating presence at the back of the footway, and its stark appearance, contrast markedly with the generally lower, softer and more varied boundary treatments in the vicinity of the site, and most especially those along Sedgemoor Road. For these reasons I conclude that the fence is detrimental to the street scene. My conclusions would stand even if the appearance of the trellis were softened by the presence of climbing plants”.

- 4.7 Subsequently planning application **09/06327/FUL** was permitted for the construction of 2.2 metres high boundary fence (retrospective) at 19 Chapel Road. Effectively approving the fence as constructed but without the trellis.

5. Issues and Policy considerations

Principle and Location of Development

New Local Plan: CP1 (Sustainable Development), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

- 5.1. There is no objection to the principle for the erection of a replacement boundary fence to the existing dwelling in this location, subject to compliance with the adopted Development Plan Policies.

Raising the quality of place making and design

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

- 5.2. As aforementioned, the application property is a two storey detached dwelling located on the south-western side of Cherrywood Gardens and occupies a prominent corner plot. The dwelling is situated within the built up area of Flackwell Heath and is not in a Conservation Area. The rear garden of the site extends up to the rear and north-eastern side boundaries. As such, the previous and new replacement fence is required to allow a degree of security and privacy for the occupants' rear garden area.
- 5.3. The previous boundary treatment along the north-eastern side and existing rear north-western boundary was/is in the form of a 1.8 metres high close boarded fence. The replacement timber fence measures 1.8 metres in height, with a 0.3 metres height trellis on top.
- 5.4. It is considered that the fence and trellis as erected is of a sympathetic and domestic appearance and given time, will weather and reduce in prominence. On the site inspection, it was evident that similar height front boundary treatments are visible in the wider locality. No objections are therefore raised in this regard.

Amenity of existing and future residents

Housing intensification SPD

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

- 5.5. The replacement fence and trellis are not considered to have an adverse impact on neighbouring amenities.

Weighing and balancing of issues – overall assessment

- 5.6. 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.
- 5.7. 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

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

Recommendation: Application Permitted

1 The development hereby permitted shall be built and retained in accordance with the details contained in the planning application hereby approved and plan number: RG/05/19, 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.

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 agent was informed about the acceptability of the proposal after the initial site visit. As the proposal was considered acceptable, the application is being recommended for approval without delay.

19/06846/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor David Johncock

Comments: It is understood that the height of the fence along the frontage of this property exceeds that permitted by current planning policies. A similar previous application for a property on Sedgmoor Road resulted in the removal of the trellis along the top of the fence panel to ensure it complied with WDC policy. If the case officer is minded to approve this application, it is requested that it be referred to the planning committee for determination.

Parish/Town Council Comments/Internal and External Consultees

Chepping Wycombe Parish Council

Comments: No comment.

County Highways Authority

Comments: The proposed fence has been considered by the County Highway Authority who has undertaken an assessment in terms of the expected impact on the highway network. The Highway Authority is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. Mindful of the above, the Highway Authority raises no objections and in this instance suggests no conditions to include on any planning consent that you may grant.

Representations:

None received.

19/06846/FUL
Scale 1/1250



18706846



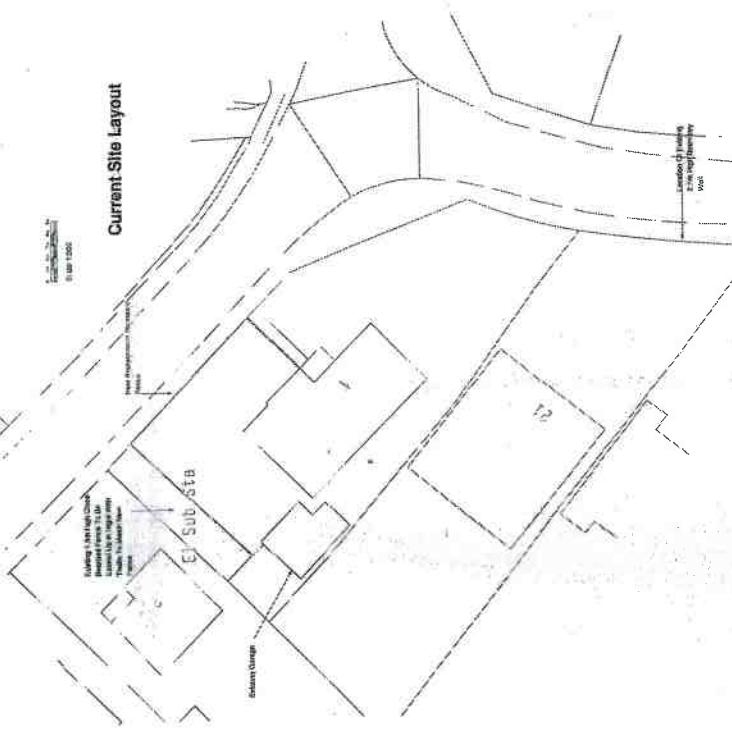
AVANTIERRE PLANS & SITE DESIGN & CONSTRUCTION	
Client	Mr & Mrs R. Green
Address	1 Cherrywood Garage, Pk
Project	Replacement Boundary Fence
Drawing Title	Location Plan Block Plan
Date	10/02/14
Scale	1:1000
Drawn	AM
Check	AM



Original Site Layout



Current Site Layout



Agenda Item 12.

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 11 December.
- 1.2 It is anticipated that a presentation will be made by Bovis Homes Ltd regarding their proposed residential development of an allocated site at Land East of Clay Lane and North of Clay Hill, Clay Lane, Booker, SL7 3DT.

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 14.

For Information: Delegated Action Authorised Planning Enforcement Team

Between 01/10/2019 – 28/10/2019

Reference	Address	Breach	Date Authorised	Type of Notice
19/00337/CU	14 Green Street Hazlemere Buckinghamshire HP15 7RB	Alleged material change of use of garden shed to habitable accommodation	16-Oct-19	Planning Contravention Notice
19/00343/CU	Radhuni The Old Library Church Street Princes Risborough Buckinghamshire HP27 9AA	Alleged part change of use to residential accommodation	16-Oct-19	Planning Contravention Notice
19/00318/OP	144-146 Kingsmead Road High Wycombe Buckinghamshire HP11 1JB	Without planning permission, the carrying out of excavation works to alter the ground levels, the laying of hardstanding and erection of retaining walls.	24-Oct-19	Stop Notice
19/00318/OP	144-146 Kingsmead Road High Wycombe Buckinghamshire HP11 1JB	Without planning permission, the carrying out of excavation works to alter the ground levels, the laying of hardstanding and erection of retaining walls.	24-Oct-19	Enforcement Notice
19/00221/CU	53 New Road Stokenchurch Buckinghamshire HP14 3SQ	Alleged material change of use to a mixed use comprising residential and office	16-Oct-19	Planning Contravention Notice
19/00228/OP	281 Bowerdean Road High Wycombe Buckinghamshire HP13 6XS	Without planning permission the raising of ground levels to rear and erection of retaining walls	16-Oct-19	No Material Harm

Reference	Address	Breach	Date Authorised	Type of Notice
19/00208/OP	Seventh Day Adventist Church Chapel Lane High Wycombe Buckinghamshire HP12 4BY	Erection of wall and railings not in accordance with approved plans p/p 17/06822/FUL	16-Oct-19	No Material Harm