

APPENDIX A

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Marten Clarke - If you are minded to approve please bring to the planning committee for determination.

My primary reason is the lack of car parking provision. Using the BCC parking standards for developments of less than 10 units there is a lack of provision of at least 2 spaces representing a deficiency of almost 25%. Also there are no visitor spaces or spaces for motorcycles/scooters.

The roads in the immediate area have double yellow lines along the perimeter of the site. There is no residential or overnight parking in the Wycombe Marsh Retail Park. Therefore any vehicles that cannot park on the site will add to the current parking stress in the area.

The second reason is the lack of unshaded private amenity space out with the A40 AQMA area.

The third reason is the shortfall of 2 in the number of secure cycle storage spaces i.e. 9 instead of 11 indicated in the Parking standards.

The fourth reason is that the two top floor flats have reduced headroom over approximately 50% of the living space not including bedrooms.

Councillor R Farmer - I agree with Councillor Marten Clarke's points and if minded to approve I support this application being sent to planning committee.

Parish/Town Council Comments/Internal and External Consultees

High Wycombe Town Unparished - Ryemead

County Highway Authority

Comments: The application site currently uses two vehicular accesses. The proposal includes the retention of the vehicular access onto London Road. The application does not retain vehicular access through the access within the tangent of the junction between London Road and Cock Lane. This access will be narrowed to allow pedestrian access only. Therefore the stopping up of this access is required. I note that this can be secured by way of condition.

The submitted plans show the retained vehicular access to measure 6.5m in width allowing for two-way vehicular movements. The lay-out of London Road results in vehicles being able to access the site from eastbound carriageway only. Therefore vehicles are only able to turn left into and out of the site.

In terms of trip generation, having interrogated the Trip Rate Information Computer System (TRICS®) database, I would expect the former public house to generate vehicular movements in excess of what could reasonably be expected of the proposed nine self-contained flats.

I have concerns regarding the applicant's trip rate assessment. The site selection does not reflect the site selection of the Highway Authority's assessment of the same development. The applicant's trip rate is significantly higher than I would expect for a pub in this location, and significantly higher than the Highway Authority's assessment of the T.R.I.C.S. ® database.

I therefore note that whilst the applicant's trip rate assessment is not accepted at this stage by the Highway Authority, the assessment carried out by the Highway Authority also demonstrates a fall in vehicular movements associated with the site. Therefore I raise no objection on these grounds.

The development site is located within 200m of bus stops providing services to Beaconsfield and High Wycombe Town Centre offering options for sustainable transport. The development site is also in close proximity to local shops reducing the dependency of residents on private use vehicles.

Having assessed the proposed development using the *Buckinghamshire Countywide Parking Guidance* policy document, I note that the existing public house requires 19 parking spaces. The proposed 9 flats would require 9 parking spaces based on the habitable rooms of the flats and not the number of bedrooms.

In accordance with the *Buckinghamshire Countywide Parking Guidance* policy document, parking spaces should measure 2.8m x 5m. I am satisfied that the proposed parking area can accommodate these spaces with sufficient spaces to allow vehicles to turn and exit the site in a forward gear.

The Application also proposes 9 cycle storage spaces and a refuse collection area. I trust the Local Planning Authority to comment upon the accessibility of the cycle parking area. Refuse collection is proposed to take place from inside the carpark similar to the existing situation.

Mindful of the above, the Highway Authority raises no objections to this application, subject to the following conditions being included on any planning consent that you may grant:

Condition 1: The scheme for parking and manoeuvring shown on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

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

Condition 2: Within one month of the altered access arrangement 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 and removing the existing bellmouth 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.

Condition 3: 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 delivery 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 Point:

- The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A period of 28 days must be allowed for the issuing of the licence, please contact Transport for Buckinghamshire at the following address for information.

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

Control of Pollution Environmental Health

Comments: If the glazing and ventilation is installed as per the recommendations within the Noise Impact Assessment, we have no objection to this application.

Representations

Letter signed by 3 residents of existing flats to the rear stating:
The application should be rejected.

- Loss of community asset
- Too many buildings are changing to flats
- Will add to traffic and congestion
- The in and out form the site would add to traffic jams
- Proposal would result in the loss of a building that has character.
- The bin collection vehicle will block the road while collecting bins
- The dormers should only be on the front
- The rear windows should be obscure glazed
- The roof height should not be altered.
- The garage extension should remain single storey.
- No trees should be removed.
- The rear area should remain a garden
- The materials should match the existing
- The premises should be used as a doctors surgery.

1 further objection received:

- The ward members comments against the proposals are fair
- The area is short of doctors – the building should be used for a surgery.

1 comment received

- Please include electric vehicle charging points and PV panels.

