

**19/07850/FUL**

## **Consultations and Notification Responses**

### **Ward Councillor Preliminary Comments**

**Councillor John A Savage** states:

My only objection to this application is that the parking plans are totally unacceptable, If the planning officer is minded to recommend acceptance of the dangerous parking planned down the side of Aries house I wish this to be brought before the planning committee. I cannot believe that in the interests of safety to road users & pedestrians any officer could possibly consider this a reasonable application, especially considering that the applicant has access to the huge blocked off car park to the rear of the premises which could of course, if freed up, give relief not only for this site but also for parking issues for the village & particularly as was the case previously parents taking their children to & from Carrington school. Let's hope common sense is king here!!!

### **Parish/Town Council Comments/Internal and External Consultees**

#### **Chepping Wycombe Parish Council**

The parish council have little objection to the change of use to part commercial part residential. However we have considerable concerns regarding the parking arrangements particularly that shown to be down the side on Old Kiln Rd this is already a busy street.

#### **County Highway Authority**

According to the submissions in support of the application, the site's current use comprises 685m<sup>2</sup> of A1 Food Retail and 286m<sup>2</sup> B1(a) Office floor space. The proposals seek to reduce the A1 element to 99m<sup>2</sup>, increase the B1(a) to 510m<sup>2</sup> and incorporate three 2-bed flats on the first floor.

In terms of vehicle movements, the relative reduction in A1 floor space and increase of office provision will reduce the site's traffic generation potential when compared with its historical/maximum lawful use, even with the inclusion of the three flats.

When viewing the current land use mix, it would require a total of 46(no) parking spaces; 32(no) for the A1 use and 14(no) for the office use. Looking at the proposed use of the site, the total optimum parking provision would be 33(no) spaces; 5(no) for the A1 use, 25(no) for the B1 and 3(no) for the residential units. This potential reduction in parking stress from the site would be enhanced by the effect of rationalising the parking layout of the site, from being largely unmarked and inefficient to an arrangement that specifically allocates each space provided.

I have been unable to definitively ascertain to what use the garage block is associated, or if they have fallen out of vehicular storage use in recent years. However, I note from the location plan that there is no adjacent land within the control of the applicant. Therefore I must conclude that they served the identified application site.

Along with the proposed reorganisation of parking within the curtilage of the site, the application also seeks to create 8(no) spaces within the private grassed area parallel with Old Kiln Road (which forms part of the site's total provision). Given that the depth of this area measures between 5.9 and 6.2m, these spaces can be contained within the site without overhanging the highway and will permit passage between the spaces and the site's south-eastern elevation. Overall their inclusion within the scheme does not represent a threat to highway safety and will remove existing on-street parking capacity.

Although a detail to be discussed and finalised during the necessary licence application process to permit construction of the spaces, the applicant is advised that surface water from the hardstanding should be intercepted to prevent discharge onto the adjacent Old Kiln Road footway and

carriageway.

Mindful of these comments, and also in mind of the site's sustainable location, I do not have any objections to this application with regard to highway issues subject to the imposition of appropriate conditions.

### **Buckinghamshire County Council (Major SuDS)**

Comments: Buckinghamshire County Council as Lead Local Flood Authority has reviewed the information provided on the planning portal. The LLFA requests further information prior to the determination of this application.

#### **Flood Risk**

The Flood Map for Surface Water (FMfSW) provided by the Environment Agency shows that the site lies in an area of very low risk of surface water flooding (meaning there is less than 0.1% likelihood of flooding occurring in a given year). It should be noted that Old Kiln Road is at high risk of surface water flooding (meaning there is a greater than 3.3% likelihood of flooding occurring in a given year). This is anticipated to have a flood depth of 0.6m. An online version of this mapping data is available to view through the Environment Agency's Long term flood risk information mapping.

Groundwater emergence potential mapping, provided by Jeremy Benn Associates 2016, shows the groundwater level in the location of the proposed development to be at least 5m below the ground surface for a 1 in 100 year return period.

#### **Surface Water Drainage**

The Proposed Site Plan (EJD2416-007, June 2019, Retsof Design) appears to show that the grass verge between the existing building and Old Kiln Road will be changed to carpark, therefore increasing the impermeable area of the site. The applicant must demonstrate how this area of hardstanding will manage surface water runoff.

It is assumed that the new car parking area will drain via the existing surface water drainage system; if this is the proposal the following detail would need providing in support of utilising the existing surface water drainage system:

- Evidence of the existing drainage (photos, house deeds or other records)
- Location of the existing component in relation to the proposed development

The applicant should be made aware that a capacity and condition assessment will be required at a later stage in planning, details of any necessary updating works must be provided.

The applicant should construct the new car park with permeable materials, type 1 or type 3 can be used dependant on the permeability of the area.

We request that the applicant visit our website, where our requirements are clearly stated. Useful documents include our Developer Pack and Minor Applications Sustainable Drainage Guidance. Our minor guidance includes templates which should be completed and submitted alongside supporting documents; FAQs can also be found within this guidance which should also be reviewed. Our website also contains our Local Flood Risk Management Strategy (LFRMS) and Preliminary Flood Risk Assessment (PFRA) which are strategically important documents that should be reviewed.

#### **Further Information Required**

In order to address the concerns set out above, the LLFA seeks the following information:

- Existing and proposed area of hardstanding
- Details of the existing drainage
- How the new carpark will manage surface water runoff

#### **Representations**

4 comments objecting to the proposal.

- 1 The parking of cars on the grass verge will lead to a danger when cars manoeuvre due to vehicles turning into the road from Straight Bit.
- 2 The parking area on the verge reduces local green space.
- 3 Provision hasn't been made for the shoppers to park.
- 4 Where do the flat residents park?
- 5 The on street parking is well used at the moment.
- 6 There is an existing unsocial behaviour problem within the car park.
- 7 Parking is a constant problem.
- 8 If rubbish overflows the bin store then it will be stored on the pavement.
- 9 The site is a former landfill site so there is a concern about contamination.
- 10 The mobile telephone equipment that is located on the verge is not shown – this could impede the provision of a car parking space.
- 11 Potential overlooking of No 2 Old Kiln Road
- 12 The former Budgen's car park needs to be re-opened.

2 comments have been received supporting the proposal:

- 1 Bringing the building back into use is a good idea
- 2 The garages at the back of the site are unsightly