



West Buckinghamshire Area Planning Committee agenda

Date: Wednesday 23 November 2022

Time: 6.30 pm

Venue: High Wycombe Council Chamber, Queen Victoria Road, High Wycombe, HP11 1BB

Membership:

A Alam, M Ayub, A Baughan, I Hussain, D Johncock, N Marshall (Chairman), C Oliver, S Raja, M Turner, P Turner (Vice-Chairman), S Wilson and K Wood

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Agenda Item **Page No**

1 Apologies for Absence

2 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 Monitoring Officer prior to the meeting.

Members are reminded that if they are declaring an interest they should state the nature of that interest whether or not they are required to withdraw from the meeting.

3 Minutes of the Last Meeting

To note the minutes of the meeting held on 28 September 2022.

3 - 6

Planning Applications

4 21/08191/FUL - The Cottage, Marlow Road, Bourne End, Buckinghamshire, SL8 5PL

7 - 26

5 22/07042/FUL - Benguella House, Manor Road, Hazlemere, Buckinghamshire, HP10 8JB

27 - 36

6 22/07161/FUL - Treadaway Court, Treadaway Hill, Loudwater, Buckinghamshire, HP10

37 - 48

7 Date and Time of Next Meeting

Wednesday 21 December 2022 at 6.30pm.

8 Availability of Members Attending Site Visits (if required)

To confirm members' availability to undertake site visits on DATE if required.

If you would like to attend a meeting, but need extra help to do so, for example because of a disability, please contact us as early as possible, so that we can try to put the right support in place.

For further information please contact: Liz Hornby on 01494 421261, email democracy@buckinghamshire.gov.uk.



West Buckinghamshire Area Planning Committee minutes

Minutes of the meeting of the West Buckinghamshire Area Planning Committee held on Wednesday 28 September 2022 in High Wycombe Council Chamber, Queen Victoria Road, High Wycombe, HP11 1BB, commencing at 6.35 pm and concluding at 8.40 pm.

Members present

M Ayub, A Baughan, P Drayton, I Hussain, D Johncock, N Marshall, C Oliver, S Raja, M Turner, P Turner and K Wood

Others in attendance

K Asif, B Dadi, R Ghattoura, S Hafiz, L Hornby, J Ion, R Martin and J Sabatini

Apologies

S Wilson

Agenda Item

1 **Declarations of Interest**

Councillor M Turner: Planning Application 21/08699/FUL – declared a pecuniary interest due to being a Ward Member and knowing the agent for the applicant. He declared that he would leave the Chamber for the duration of the debate on the application.

2 **Minutes of the Last Meeting**

The Minutes of the meeting held on 24 August 2022 were agreed as an accurate record.

3 **21/07347/FUL - Formoso & Land Adjacent to Formoso, Kiln Lane, Bourne End, Buckinghamshire.SL8 5JE**

Demolition of Formoso and erection of 6 dwellings with associated garages and stopping up vehicular access to Grassy Lane.

The application was the subject of a site visit.

Members noted the Update Sheet in respect of this application.

Members voted in favour of the motion to grant permission subject to the completion of a Planning Obligation or other agreement and subject to the conditions as laid out in the report.

The Democratic Services Officer read out a statement from Councillor S Wilson.

Speaking on behalf of the applicant: Mr Mark Longworth

It was proposed by Councillor N Marshall and seconded by Councillor C Oliver

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

- 4 21/08699/FUL - The Stones, Spurgrove Lane, Frieth, Buckinghamshire, RG9 6NU**
Demolition of existing dwelling and garage and erection of replacement dwelling, creation of swimming pool to rear and widening of the existing vehicular access with associated works.

This application was the subject of a site visit.

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

Speaking on behalf of Hambleden Parish Council: Councillor Amanda Hopkins

Speaking in objection: Mr Edward Hopperton

Speaking as the applicant: Mr Sid Bunt

It was proposed by Councillor C Oliver and seconded by Councillor S Raja.

Resolved: that the application be approved.

Councillor M Turner, having declared a pecuniary interest left the Chamber for the duration of the debate and voting on this application.

- 5 22/06428/FUL - 16 Church Street, High Wycombe, Buckinghamshire, HP11 2DE**
Installation of shop front and lantern style roof light to flat rear roof with internal and external alterations including bin store.

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

It was proposed by Councillor N Marshall and seconded by Councillor D Johncock

Resolved: that the application be approved.

- 6 22/06756/FUL - Bridge Court, Desborough Road, High Wycombe, Buckinghamshire**
Installation of permanent safety netting to exposed walkways for safety purposes.

After a full debate a motion was proposed to defer the application. There being a

tied vote of 5 in favour and 5 against the motion, the Chairman exercised his right to a casting vote and voted against the motion.

Members then voted in favour of the motion to approve the application subject to the Chairman writing to the applicant to express the Committee's concern and to express their view that they believed there may be a better solution in respect of proposed safety measures.

It was proposed by Councillor N Marshall and seconded by Councillor D Johncock.

Resolved: that the application be approved.

7 Date and Time of Next Meeting

Wednesday 26 October 2022 at 6.30pm.

8 Availability of Members Attending Site Visits (if required)

Resolved: that in the event it was necessary to arrange site visits on Tuesday 25 October 2022 in respect of the agenda for the meeting to be held on Wednesday 26 October 2022, the following Members be invited to attend:

Councillors: D Johncock, N Marshall, C Oliver, M Turner and P Turner.

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Report to West Area Planning Committee

Application Number:	21/08191/FUL
Proposal:	Construction of 1 x 4-bed residential dwelling with associated access, parking and hard/soft landscaping. Construction of two storey detached outbuilding consisting of 2 x parking spaces, workshop and storage to first floor and associated works
Site Location:	The Cottage Marlow Road Bourne End Buckinghamshire SL8 5PL
Applicant:	Williams
Case Officer:	Ray Martin
Ward(s) affected:	Flackwell Heath, Little Marlow & SE
Parish-Town Council:	Little Marlow Parish Council
Date valid application received:	9th November 2021
Statutory determination date:	4th January 2022
Recommendation	Minded to granted, defer for planning obligation

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 This application seeks permission for a detached dwelling and ancillary outbuilding in the rear garden of The Cottage, Marlow Road. The site lies in the built-up area of Bourne End, straddles the boundary of the Well End Conservation Area and is within the Chilterns Area of Outstanding Natural Beauty.
- 1.2 The application is considered to respect the character and appearance of the area, safeguard the amenities of neighbours and would not be prejudicial to highway safety. The addition of a dwelling in this location would have an impact on the Burnham Beeches SAC which can be mitigated through a financial contribution, secured by a legal agreement.
- 1.3 Cllr Watson called in the application for consideration by committee due to local residents' concerns about access from and egress to Marlow Road.
- 1.4 Recommendation – Minded to grant, defer for planning obligation

2.0 Description of Proposed Development

- 2.1 The application seeks permission for a detached dwelling and outbuilding located in the rear garden of The Cottage.
- 2.2 The whole site is within the settlement boundary of Bourne End and adjoins Green Belt to the north and the west. It is also within the Chilterns Area of Outstanding Natural Beauty along with everything to the west of the access drive and north of Marlow Road.
- 2.3 The front part of the site is also within the Well End Conservation Area, with the majority of the rear part of the site within the 25 m buffer zone of that Conservation Area. The proposed dwelling itself is outside of the Conservation Area, but the detached outbuilding would be located within the Conservation Area, between the existing and proposed dwellings. This outbuilding would be over 30 metres from the existing house, with the proposed dwelling about another 30 metres beyond this.
- 2.4 The 4 bedroom dwelling would be up to 15 metres wide and 16.6 metres deep in an L-shaped form, with a pitch roof to a height of 8 metres. The outbuilding would contain a double garage and a workshop and internal stair equivalent to a third space in size, with storage space above. This building would be 9.5 metres wide and 6.5 metres deep, with a pitched roof to 6.5 metres in height.
- 2.5 The site is also within an Archaeological Notification Site and within 500 metres of an SSSI. It is in Residential Zone B for the purposes of the Countywide Parking Standards.
- 2.6 Access to the site is taken from an existing drive off Marlow Road between The Old Chapel and Red Cottages, which already serves a number of other dwellings.
- 2.7 The application is accompanied by :
 - a) Planning and Heritage Statement
 - b) Design and Access Statement
 - c) Arboricultural Impact Assessment
 - d) Preliminary Ecological Appraisal
- 2.8 Amended plans were received during the course of the application to address the original comments of the Conservation Officer. These reduced the height of the building and changed the external finish from that of render to brickwork.

3.0 Relevant Planning History

Reference	Development	Decision	Decision Date
14/06231/CLP	Certificate of lawfulness for proposed construction of single storey rear extension	GRCLP	10 July 2014
14/07472/CLP	Certificate of Lawfulness for proposed single storey extension with glazed gable ends	GRCLP	23 December 2014
17/07798/FUL	Householder application for construction of first floor rear	PER	18 December 2017

extension and associated alterations

4.0 Policy Considerations and Evaluation

Principle and Location of Development

WDLP: 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)

- 4.1 Although it adjoins the Green Belt, the application site is within the built-up settlement of Bourne End, wherein proposals for new residential development are acceptable in principle.
- 4.2 An application for an additional dwelling can therefore be looked upon favourably, provided the details of the development comply with all other relevant policies in the adopted Local Plan and associated documents.

Affordable Housing and Housing Mix

WDLP: DM22 (Housing Mix), DM24 (Affordable Housing)

Planning Obligations SPD

- 4.3 Being an application for a single detached dwelling, the proposal is below the threshold for affordable housing. The proposal is for a substantial family dwelling, that would be appropriate to its location and as such, no objections are raised in these terms.

Transport matters and parking

WDLP: 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)

- 4.4 The application site is within an existing settlement wherein it is considered sustainable for a new dwelling. The dwelling would be served by a hardstanding and garage which comfortably meet the Countywide parking standards for a dwelling of this size, in this location.
- 4.5 Vehicles reach the site via an unmade road/track, providing access onto Marlow Road between The Old Chapel and Red Cottages. The access and drive also provides access to a number of other existing dwellings.
- 4.6 Representations have been received from local residents, including through a report commissioned by them, from an independent highway engineer, expressing the concern that the driveway is not suitable for additional traffic. Their concern is that the development will result in danger and a reduction in highway safety.
- 4.7 It is accepted that the driveway is limited in width and in some instances manoeuvring may be difficult, but this holds true for existing traffic and the modest increase created by this development proposal would not change the situation to such a degree that highway dangers would be materially increased.
- 4.8 The Highway Authority is aware of the layout of the access arrangements to this site and its neighbours and concluded that it has no objections. The Authority was asked to reconsider this proposal in the light of the representations received from residents and their appointed expert, but has maintained its position concluding that it has no objections to the proposal.

4.9 In view of the above it is concluded that the proposal is acceptable in highway terms and that a refusal could not be substantiated in this case.

Raising the quality of place making and design

WDLP: CP9 (Sense of Place), DM32 (Landscape Character and Settlement Patterns), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)

Residential Design Guide SPD

Housing Intensification SPD

4.10 The proposed dwelling would sit comfortably within its plot, with adequate spacing to the boundaries of the site, so as not to appear cramped, or unduly prominent from the access road.

4.11 The character of the area in which the development is located is mixed, both in terms of layout and design. The site is approached via an access between existing dwellings fronting Marlow Road and as such can be seen as a form of backland development. However, the character of the Marlow Road frontage is not altered and this house would be set well back from that row of dwellings. Moreover, taking access from the same access road are a number of other dwellings in a similar backland siting and accordingly, the layout of the proposed development is not considered incongruous in this locality.

4.12 Along the Marlow Road frontage the dwellings are within the Well End Conservation Area. The application dwelling is a two storey white rendered house with a tiled hipped roof. This is not listed. To the west of this is Clarence House and two other listed buildings which have black timber framed, predominantly white painted walls beneath gable ended clay tile roofs.

4.13 To the west of The Cottage is a converted chapel, which is brick built, with a steeper slated, front facing gable roof. Beyond the access drive to the development is then a semi-detached pair of brick finished clay tiled roof listed cottages, with side facing gable ends. Behind these cottages, but still within the Conservation Area are a pair of newer semi-detached houses of similar size and style that have their main ridge line at ninety degrees to those on the Marlow Road frontage.

4.14 Further behind these, and also gaining access from the same track leading off Marlow road are two more detached properties. The first is much larger, and timber clad, with a slate pitched roof. The second is also a large dwelling, but of contemporary design and materials.

4.15 The proposed development would be brick finished buildings with gable ended roofs. Red bricks and clay tiles are proposed, the details of which can be conditioned to ensure they are of a good quality appropriate to this location.

4.16 With the diversity of built form in the locality, the design of the proposed development is considered acceptable. The height of the dwelling has been reduced from that originally planned and at 8 metres is not considered excessive in this location, given the scale of surrounding buildings.

4.17 As such, it is considered that the dwelling will assimilate well into its surroundings.

Historic environment

WDLP: CP9 (Sense of place), CP11 (Historic Environment), DM20 (Matters to be determined in accordance with the NPPF), DM31 (Development Affecting the Historic Environment)

Well End Conservation Area Appraisal

- 4.18 The Well End Conservation Area boundary runs through the site, with the rear part, including the siting of the dwelling itself being outside of the area and the front part, including the site of the outbuilding being within the area.
- 4.19 Whilst The Cottage itself and its immediate neighbour to the east, The Old Chapel, are not listed, the dwellings either side Clarence Cottage, Malt Cottage, Vineleigh Cottage and The Red Cottages are all Grade II listed.
- 4.20 The Council's Conservation Officer has objected to the scheme, for the reasons set out in their comments, but it is not accepted that the development would harm the heritage assets in this instance.
- 4.21 The proposed dwelling would be sited over 60 metres behind The Cottage and the other dwellings fronting Marlow Road. The proposed outbuilding would be about 34 metres distant.
- 4.22 The dwelling is substantial, but following the Conservation Officer's initial comments was reduced in height and the palette of materials being proposed altered. As now proposed it would be 8 metres high, with a red brick and clay tiles roof finish, thereby reflecting the finish of Walnut Tree Cottage and Abbotsbrook Cottage, a pair of semi-detached dwellings built to the rear of Red Cottages, in much closer proximity to these listed buildings and in the Conservation Area. These dwelling were permitted in 2006 under application reference 06/05927/FUL and are 8.1 metres in height.
- 4.23 In considering the impact of that development on the historic assets affected the officer report stated "The site is also in the Well End Conservation Area. The main public views within the Conservation Area are from the main road, and the new development would not intrude upon these. The rear garden space of the existing cottages does not make a significant contribution to the character of the Conservation Area. The houses have been designed sensitively to be in keeping with the character of Red Cottages. It is therefore considered that the development would not harm the character or appearance of the conservation area."
- 4.24 The current proposal is set further from the listed buildings and would only be glimpsed in views from Marlow Road between existing buildings in the same way that Walnut Tree Cottage and Abbotsbrook Cottage are, but at a greater distance. Consequently, it is considered that the new dwelling would not adversely affect the setting of any listed building and would preserve the character and appearance of the Conservation Area.
- 4.25 The proposed outbuilding is located in the Conservation Area and closer to the listed buildings. However it is smaller at a maximum height of 6.5 metres and is sited such that it would not be readily visible from Marlow Road. It is proportionate to the proposed dwelling and similar in siting and impact to the outbuildings serving The Cottage, The Old Chapel and Vine Leigh House, located behind Malt Cottage. As such, it is also considered that the new dwelling would not adversely affect the setting of any listed building and would preserve the character and appearance of the Conservation Area.

Landscape Issues

WDLP: DM30 (The Chilterns Area of Outstanding natural Beauty)

- 4.26 The application site is within the Chilterns Area of Outstanding Natural Beauty, but is also on the edge of a built-up area. The development is of a design and materials appropriate to this location and the site is well screened from the adjoining open land. As such the development would not harm the special qualities of this designated landscape.

Amenity of existing and future residents

WDLP: DM35 (Placemaking and Design Quality), DM40 (Internal Space Standards), DM41 (Optional Technical Standards for Building Regulation Approval)

Residential Design Guide SPD

Housing Intensification SPD

- 4.27 The closest property to the application dwelling is Walnut Tree Cottage, on the opposite side of the access track leading to these and other properties. This is at least 27 metres away. Other neighbours are considerably further away. Accordingly, the development would not adversely affect the amenities of neighbours by virtue of privacy, loss of light, or outlook.
- 4.28 The prospective occupiers of the development would benefit from a good standard of internal and external space, with facilities for parking, storage etc. appropriate for a new dwelling of this size.

Trees and Ecology

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

WDLP: DM34 (Delivering Green Infrastructure and Biodiversity in Development)

Biodiversity Net Gain SPD (2022)

- 4.29 The application is accompanied by an Arboricultural Method Statement and indicative landscaping proposals.
- 4.30 A small number of trees would be lost but can be adequately compensated for within the site. The Arboricultural Officer is content with the details submitted and considers that trees can be adequately protected, subject to the imposition of conditions relating to the method of works affecting trees and achieving an acceptable landscaping scheme.
- 4.31 With the loss of some lawn, trees and shrubs, the development clearly has some ecological implications. The applicant has submitted a Preliminary Ecological Appraisal and this has been examined by the Council's Ecology Officer.
- 4.32 Biodiversity net gains are required to be provided in accordance with policy and the proposals set out in the applicant's appraisal are considered to be appropriate. These need to be secured through the imposition of a suitable condition.
- 4.33 There is a Site of Special Scientific Interest about 400 metres to the west of the application site, but it is not considered that the proposed development would affect this.
- 4.34 However, the site does fall within 5.6km of the Burnham Beeches SAC wherein contributions are necessary for development of this nature to mitigate the impact on this SAC. This matter is discussed in the Infrastructure and Developer Contributions section of the report, below

Archaeology

WDLP: CP9 (Sense of place), CP11 (Historic Environment), DM20 (Matters to be determined in accordance with the NPPF), DM31 (Development Affecting the Historic Environment)

- 4.35 The site is in an Archaeological Notification Site, but the Archaeology Officer has advised that the proposed works are not likely to significantly harm the archaeological significance of any assets. As such, there are no objections in these terms and it is not considered necessary to apply a condition to safeguard archaeological interest.

Environmental issues

WDLP: CP7 (Delivering the infrastructure to support growth), CP12 (Climate Change), DM20 (Matters to be determined in accordance with the NPPF), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

4.36 One electrical charging point is required to serve the proposed development which will be conditioned accordingly.

Flooding and drainage

WDLP: DM39 (Managing Flood Risk and Sustainable Drainage Systems)

4.37 The application site is not in an area identified as being susceptible to flooding.

4.38 It would appear that drainage can be adequately addressed on site and a condition is reasonable to ensure that this matter is properly addressed.

Building sustainability

WDLP: CP12 (Climate Change), DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM41 (Optional Technical Standards for Building Regulation Approval)

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

Infrastructure and Developer Contributions

WDLP: CP7 (Delivering the infrastructure to support growth)

DSA: DM19 (Infrastructure Delivery)

Burnham Beeches Special Area of Conservation Strategic Access Management and Monitoring Strategy Supplementary Planning Document

4.40 The development is a type of development where CIL would be not be chargeable as this is a self-build project.

4.41 However, the site does fall within the scope of the Burnham Beeches SAC. In order to mitigate against the impact on this, the applicant is required to make a financial contribution to safeguard this asset.

4.42 An Appropriate Assessment has been carried out for this development in accordance with the Habitats Regulations 2017. Without mitigation measures the Appropriate Assessment concludes that the development is likely to have a significant effect upon the integrity of the SAC with the result that the Council would be required to refuse this planning application. Buckinghamshire Council considers, following consultation with NE, that the above measures will prevent a likely adverse effect on the integrity of the BB SAC, pursuant to Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 63(5) of the Conservation of Habitats and Species Regulations (2017), and permission may be granted subject to any other planning considerations. Provided that the applicant has entered into a Unilateral Undertaking to secure legal and SAMMS fees, the planning application will be in accordance with the SAC mitigation requirements.

4.43 The applicant has confirmed that he is willing to enter into a legal agreement.

5.0 Weighing and balancing of issues / Overall Assessment

5.1 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.

5.2 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 (such as CIL if applicable), and,
- c. Any other material considerations

5.3 As set out above it is considered that the proposed development would accord with relevant development plan policies.

5.4 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

5.5 The Human Rights Act 1998 Article 1 the protection of property and the peaceful enjoyment of possessions and Article 8 the right to respect for private and family life, have been taken into account in considering any impact of the development on residential amenity and the measures to avoid and mitigate impacts. It is not considered that the development would infringe these rights

6.0 Working with the applicant / agent

6.1 In accordance with paragraph 38 of the NPPF the Council 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. The Council 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.

6.2 In this instance:

- the applicant was advised of issues following the site visit and receipt of consultation responses
- The applicant was provided the opportunity to submit amendments to the scheme/address issues.
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.
- The application was determined within an agreed extension of time.

7.0 Recommendation

Minded to grant planning permission, subject to the completion of legal agreement to secure a financial contribution in respect of the Burnham Beeches SAC;

Subject to the following conditions and reasons:-

- 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 L01/A; LAS 296 01; P01/A; P02/B; P03/B; P04/A; P07; 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 Prior to the occupation of the development hereby permitted, one electric vehicle charging point with a minimum rating of 32amp must be installed in a location suitable to its use.

Reason: To comply with the air quality SPD and, to reduce the carbon emissions and the impact on the health of Nitrogen Dioxide emissions from the development.

- 6 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 Local Plan.

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

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

- 8 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.

- 9 The development shall take place in accordance with the Arboricultural Method Statement (AMS) and Tree Protection Plan submitted as part of the planning application, and any permitted works within the Construction Exclusion Zone and other works which are specified in the AMS will take place under the supervision of a retained arboricultural specialist. This tree condition may only be discharged on completion of the development subject to evidence of monitoring and supervision of the tree protection during the development by the appointed tree specialist.

Reason: To ensure that the retained trees, shrubs and hedgerows are not damaged during the construction process and in the long term interests of local amenity value.

- 10 Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- a) a scaled plan showing vegetation to be retained and trees and plants to be planted:
- b) proposed hardstanding and boundary treatment:
- c) a schedule detailing sizes and numbers of all proposed trees/plants (including mitigation for loss of T1 & T4)
- d) Sufficient specification to ensure successful establishment and survival of new planting.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Any new tree that dies, is removed, becomes severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Replacement planting shall be in accordance with the approved details (unless the Local Planning Authority gives its written consent to any variation).

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio- diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality.

- 11 The development shall be implemented in accordance with the agreed mitigation and enhancements strategy presented in section 9 of the Preliminary Ecological Appraisal by Aspect Ecology, dated October 2021. Any variation to the agreed plan shall be agreed in writing with the local planning authority before such change is made.

Reason: To ensure the protection of protected species and to secure a biodiversity net gain.

INFORMATIVE(S)

- 1 In accordance with paragraph 38 of the NPPF the Council 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. The Council 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 advised of issues following the site visit and receipt of consultation responses
- The applicant was provided the opportunity to submit amendments to the scheme / address issues.
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.
- The application was determined within an agreed extension of time.

- 2 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.
- 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 The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act. Buildings, trees and other vegetation are likely to contain nesting birds between 1st March and 31st August inclusive.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

Cllr Watson

Initial comment: Local residents have expressed to me their concerns about access and egress to and from Marlow Road.

If you are minded to approve 21/08191/FUL then I would ask that this application comes to the Planning Committee unless the concerns of local residents are resolved to my satisfaction by the Highways department.

Further comment: I am writing to request that as local residents' concerns about access from and egress to Marlow Road have not been resolved that this application be referred to the planning committee for determination.

My planning reasons are summarised as follows:-

With all due respect to the Highways Department, I have to wonder how two modern sized cars can safely pass each along a track, 4.1 metres at its narrowest point, bordered by brick buildings on either side.

Local residents also remain concerned that even the small increase in traffic activity that the proposed house would generate at the access would make an already difficult situation, dangerous for the regular users of the track. The same view was expressed by the highway authority in its pre-application advice on the 1st May 2009, a point that the current highway officer does not appear to have addressed. I would add that the lack of an accident record at the access does not justify a stance that the intensification of the access will not have an unacceptable impact on highway safety.

Parish/Town Council Comments

Little Marlow Parish Council

Comments: The Parish Council objects to this application on the grounds of over development. The Council is concerned about the height and dominant aspect of the proposed development on a site which lies within the Chilterns AONB and the fact that it will overlook neighbouring properties and negatively impact their right to privacy.

Consultation Responses

Highway Authority

Initial comments: Marlow Road is an A-classified road subject to a 30mph speed restriction in this location, parking and waiting restrictions are not present within the vicinity of the site. The road benefits from pedestrian footways, as well as street lighting.

This application proposes construction of 1(no) 4-bed dwelling with associated parking and access, as well as a detached outbuilding for additional parking, and workshop and storage to the first floor.

I would expect a residential dwelling in this location to generate approximately 4-6(no) daily vehicular movements (two-way). I am satisfied that these movements can be accommodated on the local highway network. However, as the site is to be subject to intensification in use, the access point serving the development will need to be assessed in order to determine its suitability to accommodate the additional vehicular movements.

Proposals include utilising an existing shared access onto Marlow Road. In accordance with guidance contained within *Manual for Streets*, visibility splays of 2.4m x 43m are required in both directions commensurate with a speed limit of 30mph. Having reviewed the proposed plans, I am satisfied that sufficient visibility splays from the access can be achieved within the publicly maintained highway or land owned by the applicant.

I note the Highway Authority have commented on previous applications within the vicinity of the site, which also proposed use of the shared access track. Comments for application reference 05/05930/FUL dated 9th June 2005, which proposed construction of a 2(no) semi-detached dwellings, ultimately had no objections subject to a condition which ensured that the access was enlarged to 4.1m. Furthermore, in Highways comments for application reference 09/07348/FUL dated 21st January 2010, which proposed construction of 1(no) detached dwelling, it was confirmed that the access had been widened and that it was theoretically possible for it to allow for simultaneous two-way vehicular movements. Mindful of the previous comments, I would have no objections to the use of the shared access in this instance.

In regards to parking, I am satisfied that an adequate level of hardstanding has been proposed and the required parking provision can be met, in line with the Buckinghamshire Countywide Parking Guidance policy document. As well as this, I am satisfied vehicles utilising the parking area would be able to park, turn and egress the site in a forward gear.

Proposals for residential development generally need to be well connected to non-car modes of travel in order to meet the overarching sustainable development principles set out in the National Planning Policy Framework. The local highway network benefits from pedestrian footways on both sides of the carriageway, to allow safe travel for pedestrians. In addition, local facilities including shops and schools are located within 2km of the site, which is considered by the Institution of Highways and Transportation (IHT) Guidelines to be the maximum 'acceptable' walking distance for pedestrians without mobility impairments.

Mindful of these comments, I do not have any objections to this application with regard to highway issues subject to a condition regarding on-site parking.

Further Comments: The Highway Authority has previously commented on this application proposal. The comments ultimately recommended conditions accordingly in the event that planning permission was to be granted.

A representation has been made on the portal on behalf of residents which pertains the highway aspects of this application. It should be noted that this was a funded representation. Nonetheless, the Highway Authority have been requested to respond to this document and will be discussed below.

As mentioned in previous comments, and as also confirmed in the representation on the portal, an access width of 4.1m at its narrowest point, means that it is theoretically possible for it to allow for simultaneous two-way vehicular movements. See below an extract from *Manual for Streets* (page 79):

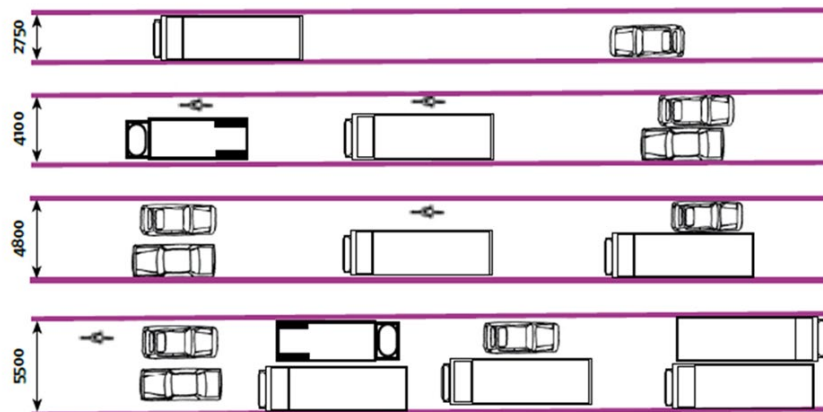


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

The above illustration is extracted from Manual for Streets, a guidance document which is utilised by the Highway Authority. Whilst not a specific recommendation for widths, the illustration does demonstrate some minimum widths that vehicles can practically pass each other. Therefore, the width of 4.1 metres at the access entrance ensures that cars would be able to pass each other upon the access with only minor manoeuvres required to do so.

I note that a swept path analysis has been provided as part of the submission, however the tracking information demonstrates a vehicle driving hard up against the carriageway edge before sharply turning. For a vehicle travelling eastbound, it would be reasonable to expect a vehicle turning to utilise the full width of their carriageway side, to allow for a reduced turning angle, compared to what is currently shown.

In regard to the surrounding highway network, having interrogated the AccsMap database (which is maintained and updated by Thames Valley Police and the council) of collisions within the vicinity of the site over the most recent five-year period, a single injury collision was recorded within the vicinity of the access. However, upon further investigation, I can confirm that this injury collision did not occur as a result of the access. I note that a five-year assessment period for injury collision records is an industry standard that the Highway Authority considers appropriate in this circumstance.

I recognise comments from the Highway Authority for previous applications that utilise the access, and I agree that further intensification will need to be assessed for any possible future applications. However, it is my opinion that the vehicular movements associated with a single additional dwelling will not result in an unacceptable impact on the safety and convenience of the public highway.

Mindful of the above, I do not have any objections to the application, subject to the conditions included within my consultation response.

Conservation Officer

Initial Comments: The site is all located within the Chilterns AONB. The main part of the garden is within the Well End Conservation Area. The neighbouring cottages - Vineleigh Cottage, Malt Cottage, Clarence Cottage and 1 and 2 Red Cottages, are all Grade II listed buildings.

This proposal seeks a large detached new two storey property plus a separate detached double garage with access to accommodation within the first floor roof space.

In heritage terms this would be a backland site and a tandem form of development which I am concerned would have an unsatisfactory impact on the conservation area and the setting of the nearby listed buildings. The location, layout, volume, form and assertive design and colour of the proposed buildings would have a significant impact on the designated heritage assets. Additionally, the fenestration and dark coloured panels between the ground and first floor windows emphasises the vertical effect of the elevation which contrasts with the modest openings and proportions of the existing vernacular cottages along Marlow Road.

The Well End Conservation Area Character Appraisal provides guidance for the design of new development, this advises that in the conservation areas higher standards of design are required, as it is the function of the planning authority to consider all applications as to whether they preserve or enhance the special character. It also advises that applications for development adjoining but beyond the conservation area boundary will be assessed for their effect upon the conservation area's character, appearance, and setting, and may be refused permission if this affect is considered adverse.

The guidance also mentions that 'Development opportunities in Well End Conservation Area are limited, unless sites come up for redevelopment. Proposals for new development within the conservation area should include a detailed analysis of the locality and townscape, and show how the proposals have been drawn up in relation to this. Proposals on backland sites should always be secondary to the more important buildings that face Marlow Road'.

Furthermore, the Well End Conservation Area Character Appraisal states that:

'Within Well End new development or proposals should respect the character of this small village and respond to the immediate environment, particularly in terms of scale, density, form, materials and detailing'...'Vernacular buildings are historically of lesser importance within the streetscape and new development should reflect this hierarchy. Generally the height of new development should match that of adjoining buildings - in Well End this is usually two storeys'.

The proposed development does not respect the scale, form, materials and detailing of the nearby vernacular buildings and is not secondary in hierarchy to the more important buildings facing Marlow Road.

Recommendation: As the NPPF states, heritage assets are an irreplaceable resource and it is important to conserve them in a manner appropriate to their significance. The proposal fails to comply with s16/66 and s72 of the P(LB&CA)A 1990, policy DM31 and DM35 of the WLP and Section 16 of the NPPF.

Further Comments: This is my second consultation response on this application and follows the submission of revised plans and a Heritage Statement.

The site is all located within the Chilterns AONB. The main part of the garden is within the Well End Conservation Area. The neighbouring cottages - Vineleigh Cottage, Malt Cottage, Clarence Cottage and 1 and 2 Red Cottages, are all Grade II listed buildings.

This proposal seeks a large detached two storey property plus a separate detached double garage with access to accommodation within the first floor roof space.

In heritage terms this would be a backland site and a tandem form of development which I am concerned would have an unsatisfactory impact on the conservation area and the setting of the nearby listed buildings. The location, layout, volume, form of the proposed buildings would have a significant impact on the designated heritage assets. Additionally, the fenestration emphasises the vertical effect of the elevation which contrasts with the modest openings and proportions of the existing vernacular cottages along Marlow Road.

The Well End Conservation Area Character Appraisal provides guidance for the design of new development, this advises that in the conservation areas higher standards of design are required, as it is the function of the planning authority to consider all applications as to whether they preserve or enhance the special character. It also advises that applications for development adjoining but beyond the conservation area boundary will be assessed for their effect upon the conservation area's character, appearance, and setting, and may be refused permission if this affect is considered adverse.

The guidance also mentions that 'Development opportunities in Well End Conservation Area are limited, unless sites come up for redevelopment. Proposals for new development within the conservation area should include a detailed analysis of the locality and townscape, and show how the proposals have been drawn up in relation to this. Proposals on backland sites should always be secondary to the more important buildings that face Marlow Road'.

Furthermore, the Well End Conservation Area Character Appraisal states that:

'Within Well End new development or proposals should respect the character of this small village and respond to the immediate environment, particularly in terms of scale, density, form, materials and detailing'...'Vernacular buildings are historically of lesser importance within the streetscape and new development should reflect this hierarchy. Generally the height of new development should match that of adjoining buildings - in Well End this is usually two storeys'.

The proposed development does not respect the scale, form, massing and detailing of the nearby vernacular buildings and no information has been submitted to demonstrate where the design cues for this proposal have been taken. In addition, the proposal is not subservient or secondary in hierarchy to the more important buildings facing Marlow Road. Hence this proposal does not comply with the requirements set out in the conservation area appraisal document and this proposal would detract from the designated heritage assets.

Recommendation: As the NPPF states, heritage assets are an irreplaceable resource and it is important to conserve them in a manner appropriate to their significance. The proposal fails to comply with s16/66 and s72 of the P(LB&CA)A 1990, policy DM31 and DM35 of the WLP and Section 16 of the NPPF.

Archaeology Officer

Thank you for consulting the Buckinghamshire Council Archaeological Service on the above proposal. We maintain the local Historic Environment Record and provide expert advice on archaeology and related matters. The proposed works are not likely to significantly harm the archaeological significance of any assets. We therefore have no objection to the proposed development and do not consider it necessary to apply a condition to safeguard archaeological interest.

Arboricultural Officer

Comments: Subject to condition, the submitted details are technically acceptable and should avoid harm to retained trees. Loss of T1, T4 and partial loss of H3 can be mitigated in a landscape scheme.

CONDITIONS OR INFORMATIVES

The development shall take place in accordance with the Arboricultural Method Statement (AMS) and Tree Protection Plan submitted as part of the planning application, and any permitted works within the Construction Exclusion Zone and other works which are specified in the AMS will take place under the supervision of a retained arboricultural specialist. This tree condition may only be discharged on completion of the development subject to evidence of monitoring and supervision of the tree protection during the development by the appointed tree specialist.

Reason: To ensure that the retained trees, shrubs and hedgerows are not damaged during the construction process and in the long term interests of local amenity value.

Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- a) a scaled plan showing vegetation to be retained and trees and plants to be planted:
- b) proposed hardstanding and boundary treatment:
- c) a schedule detailing sizes and numbers of all proposed trees/plants (including mitigation for loss of T1 & T4)
- d) Sufficient specification to ensure successful establishment and survival of new planting.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Any new tree that dies, is removed, becomes severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Replacement planting shall be in accordance with the approved details (unless the Local Planning Authority gives its written consent to any variation).

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio- diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality.

Natural England

Development must take account of impact on Burnham Beeches SAC. No objections provided suitable mitigation proposed.

Ecology Officer

Comments: The PEA acts as an accurate account of the ecological features present on site at the time of the assessment. The Mitigation measures and ecological enhancements of this report will need to be secured with a planning condition in any decision notice for this development, as appropriate biodiversity enhancement features (hedgehog holes, two bat boxes, two integrated bat features and three bird boxes) has been provided.

RECOMMENDATIONS:

Biodiversity net gains are required to be provided in accordance with Policy DM34 from the Wycombe District Local Plan (2019) and policy DM14 from the Delivery and Site Allocations Document (2013) in order to enhance biodiversity and provided measurable net gains. Furthermore,

a Habitat Regulations Assessment is required to assess any the potential implications of the proposed development on Burnham Beeches SAC as the site falls within the 5.6 Zone of Influence, in accordance with Burnham Beeches SAC Mitigation Strategy (adopted March 2020) states "financial contributions from all net new development within a defined zone of influence (500m - 5.6km) towards a Strategic Access Management and Monitoring Strategy (SAMMS) at Burnham Beeches SAC." And section 1.5, mitigation measures will be required to rule out any potential negative effects to the SAC.

CONDITIONS/INFORMATIVES:

Informative: The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act. Buildings, trees and other vegetation are likely to contain nesting birds between 1st March and 31st August inclusive.

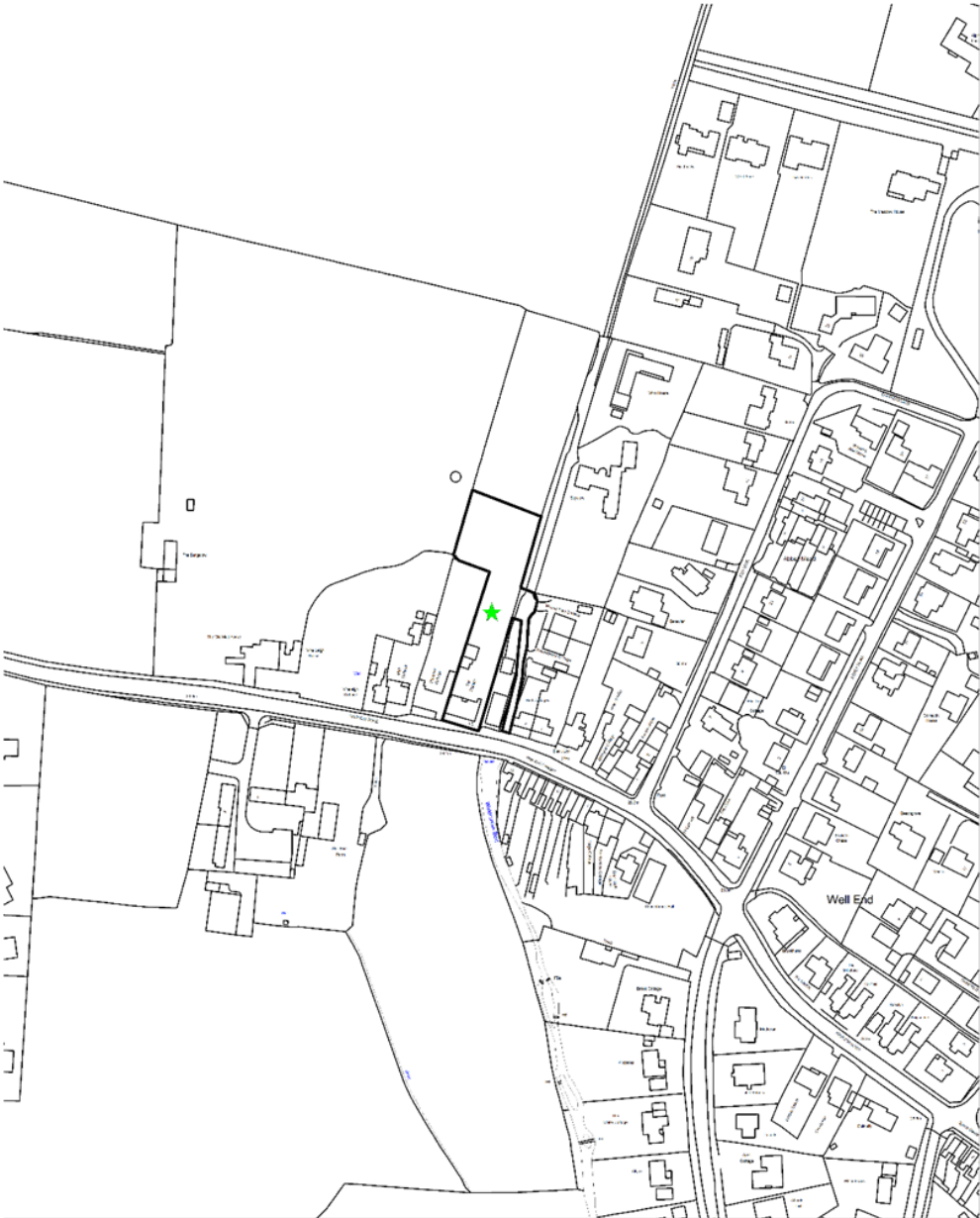
Representations

11 representations received raising the following concerns:

- The plans as submitted do not provide sufficient detail on which to make an informed decision regarding the intrusiveness, or not, of this development. Specifically there are no datum points nor ridge heights provided from which to determine the height of the building.
- The access serving the site is unsuitable for additional traffic. To further intensify the traffic on what is no more than a single lane, farm track would without doubt increase the number of times that vehicles will have to stop, suddenly on the Marlow Road or reverse onto it with very limited visibility and this represents a safety hazard which would significantly increase the risk of accident and injury to an unacceptable level.
- The access drive serves six properties already.
- Overlooking into neighbouring dwellings and loss of light
- Disturbance for increased vehicular traffic and headlights
- Proposed design materials not considered sympathetic to locality which is within Area of Outstanding Natural Beauty
- Unacceptable impact in Conservation Area, due to size and design
- The proposal would set an unwelcome precedent for further backland development
- The house is too large and out of character with existing properties on the road frontage
- Unacceptable impact on ecology and biodiversity

APPENDIX B: Site Location Plan

21/08191/FUL
Scale 1/2500



Planning Committee
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Ordnance Survey 100062456

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Report to West Area Planning Committee

Application Number:	22/07042/FUL
Proposal:	Householder application for construction of single storey side extension to existing attached garage with new garage roof to allow for creation of first floor living accommodation for use as ancillary accommodation incidental to the enjoyment of the dwellinghouse with associated external alterations including patio area and retaining wall
Site Location:	Benguella House Manor Road Hazlemere Buckinghamshire HP10 8JB
Applicant:	Mr Simon Bird
Case Officer:	Mr Abinel Gurung
Ward(s) affected:	Hazlemere
Parish-Town Council:	Hazlemere Parish Council
Date valid application received:	25th July 2022
Statutory determination date:	19th September 2022
Recommendation	Application Refused

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 Planning permission is sought for the extension of the existing garage, including raising of the roof and insertion of dormer windows, to enable the partial conversion of the ground floor and provision of accommodation at first floor to provide a one bedroom annexe. The proposals also involve changes to the adjacent ground levels to create a level patio area accessible from the first floor living accommodation.
- 1.2 The application has been called to Planning Committee by all three ward members, Cllr Gemmell, Cllr Oliver and Cllr Gaffney, on the grounds that that the issues bear closer public scrutiny and that the proposal would not be out of keeping with the area or amount to the creation of a separate dwelling.
- 1.3 The proposed extension, due to its bulk scale and mass and position forward of the main house, would fail to be subservient to the main house, would be unduly obtrusive and would be detrimental to the character and appearance of the main dwelling and that of the surrounding are. Although described as an annexe the accommodation would be

tantamount to the creation of a separate dwelling which would not be in keeping with the grain and pattern of development in the surrounding area. The proposal is therefore contrary to Policies CP9, DM35 and DM36 of the adopted Local Plan.

2.0 Description of Proposed Development

- 2.1 The property is a large detached house, one of a pair, along with its neighbour Llamados, which were built to replace a single dwelling. The house has previously been extended by the addition of a two storey side and single storey front extension, which connected the house and garage, which were originally separate buildings. The site is set in a generous plot on sloping ground with mature trees to the front and rear which are protected by a tree preservation order.
- 2.2 The proposed alterations involve extending the garage wing forwards by 1.5 metres, raising the eaves of the garage roof by 1 metre and the ridge by 1 metre, altering the roof form from a hipped roof to a half hipped roof, with the addition of two three light dormer windows in the south east elevation and a gable feature to the north west elevation, with glazed doors opening onto a newly created terrace.
- 2.3 The terrace would be created by raising the ground levels on the north west side of the building, where the land slopes upwards towards the boundary. A pathway with retaining wall would be excavated at the front of the building to allow access to the new front door.
- 2.4 It is proposed to convert the front bay of the garage to residential use, and this area, along with the extension, would provide a front entrance and hallway and a double bedroom with en-suite shower room. A staircase and lift would be provided to give access to the first floor, which is shown as an open plan kitchen / living space, and also a separate w.c.. From the first floor there would be access to a newly created garden terrace.
- 2.5 The application is accompanied by:
 - a) Planning Statement
 - b) Design and Access Statement
 - c) Ecology and Trees Checklist
- 2.6 The agent did table revised plans for consideration, showing a slight reduction in roof height and the addition of a door between the garage and bedroom. Officers advised that these would not address concerns about the scheme and the agent requested that the application be determined on the basis of the plans originally submitted with the application.

3.0 Relevant Planning History

- 3.1 The relevant planning history for the site is set out below:

Reference	Development	Decision	Decision Date
98/05841/FUL	Demolition of existing dwelling and erection of two detached houses and garages	PER	4 June 1998
00/05328/FUL	Construction of single storey changing room, pump house, swimming pool, patio and decking area with balustrade, stone path and wall	PER	11 April 2000

00/07781/FUL	Erection of two storey side extension, single storey front extension and rear conservatory	PER	31 January 2001
21/06850/TPO	Crown lift secondary growth to give 4m clearance from the ground to allow more light x 5 Beech (G1)	PER	10 August 2021
22/05930/FUL	Householder application for construction of single storey side extension to existing attached garage with new garage roof to allow for creation of first floor living accommodation for use as ancillary accommodation incidental to the enjoyment of the dwellinghouse	WDN	16 June 2022

4.0 Policy Considerations and Evaluation

Principle and Location of Development

WDLP: CP1 (Sustainable Development), CP2 (Overall Spatial Strategy), CP3 (Settlement Strategy), DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM35 (Placemaking and Design Quality), DM36 (Extensions and Alterations to Existing Dwellings)
 DSA: DM1 (Presumption in favour of sustainable development)

- 4.1 The site is located within Hazlemere which is a location where the extension of an existing dwelling is acceptable in principle subject to the development complying with all relevant local plan policies in respect of the details of the scheme. The relevant issues are set out in the following sections of the report.
- 4.2 The Hazlemere Neighbourhood Plan has recently been the subject of a public consultation on the Regulation 16 version of the plan. The consultation closed on 10 November 2022. The weight to be given to emerging plans is set out in the NPPF at Paragraph 48. As the NP has not yet been submitted for examination it currently carries very limited weight.

Transport matters and parking

WDLP: CP7 (Delivering the infrastructure to support growth), DM33 (Managing Carbon Emissions, Transport and Energy Generation)
 HNP: HAZNP4 (Promoting Sustainable Transport)
 Buckinghamshire Countywide Parking Guidance (2015)

- 4.3 The site is located in Residential Parking Zone B as set out in the Parking Guidance. The main house has eight or more habitable rooms and is required to have three parking spaces, as set out in the Guidance. If assessed as a separate dwelling the annexe would be required to have one space.
- 4.4 The property would retain a double garage and has a large driveway which is more than sufficient to accommodate the required parking for the extended dwelling.

Raising the quality of place making and design

WDLP: CP9 (Sense of Place), DM32 (Landscape Character and Settlement Patterns), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality), DM36 (Extensions and Alterations to Existing Dwellings)
Householder Planning and Design Guidance SPD

- 4.5 The proposals would extend the existing single storey garage wing at the front of the property, extending it towards the front boundary and raising the eaves and height of the roof, and changing the form of the roof, with the addition of dormer windows to both sides. The alterations are intended to create additional living accommodation by converting part of the garage and by creating a first floor above the garages.
- 4.6 Policy DM35 requires development to be appropriate in scale, form, layout and detailed design. Policy DM36 relates specifically to extensions to dwellings. This requires extensions to respect the character and appearance of the existing property, and be subservient in scale and ancillary in function to the existing dwelling. They should also respect the character and appearance of the surrounding area.
- 4.7 The second part of the policy states that proposals to extend or alter an existing dwelling that would be tantamount to the creation of a new dwelling in respect of their layout, scale, massing, form, access or scope for independent occupation, will be refused.
- 4.8 Section 8 of the Householder Planning and Design Guidance SPD (HPDG SPD) provides specific guidance relating to front extensions. It notes that particular care should be taken with front extensions to ensure that they do not detract from the appearance of the dwelling. On detached properties “a front extension should respect the existing pattern of development, and should normally be of a subservient scale that does not dominate the building”. In all cases “design, detailing, windows and materials of all front extensions should match exactly that of the main dwelling, to ensure a continuity of appearance, and to avoid harm to the general street scene”.
- 4.9 Section 18 of the HPDG SPD provides guidance on the design of residential annexes. Annexes should have a clear link with the main dwelling and “will only be acceptable where the scale and appearance of the building is modest in comparison to the main dwelling”. The entrance should be through the main entrance to the house and applications for accommodation on a large scale will not be acceptable.
- 4.10 In this instance, although the proposed annexe would be physically attached to the main house, it would be tantamount to the creation of a separate dwelling. The annexe would be accessed via its own front door, in the front elevation of the extended front wing, and would have all the facilities required for independent occupation. It would have accommodation split over two floors, with a bedroom with en-suite, on the ground floor, staircase and lift to the first floor, a large kitchen / dining / living space, a further w.c. and access to a private garden terrace, which is also part of the application. As such the annexe could be occupied without any reliance on the main house for facilities or amenity space.
- 4.11 As submitted there is no internal link shown to the main dwelling. It has been suggested that a door could be inserted between the bedroom and the garage to create an internal link. Given that access between the two would be across the garage, which, if in use for its intended purpose would house parked cars thereby obstructing passage across the garage, this is not considered to be a meaningful connection to the main house. The garage connects to an area shown as a gym which in turn links to a library / study. Consequently the annexe would not be well integrated with the living accommodation in the main house.

- 4.12 The proposal does not, therefore comply with the second part of policy DM36 or the guidance in the SPD in relation to annex accommodation and extensions.
- 4.13 The proposed changes to the garage would significantly alter its character, appearance and scale in relation to the main house. The garage was originally a detached three bay garage with modest hipped roof form but has since been linked to the house by a single storey link. The proposed alterations would raise the eaves above those of the single storey link and raise the ridge height of the roof, (which would be above the first floor eaves of the house) and increase its bulk and mass. Together with the addition of the dormer windows the front wing would take on the character of a small dwelling, rather than an ancillary, subservient wing to the main house.
- 4.14 The changes to the bulk and mass of the roof would also alter the view of the house on approach, with part of the existing first floor elevation concealed by the enlarged roof and dormer windows. The proposed extensions are therefore considered to lack subservience to the parent dwelling and be unduly dominant and visually obtrusive, and out of keeping with the character and appearance of the existing house. This in turn is considered to be detrimental to the character and appearance of the surrounding area. The house is set in a large plot and set back from the road, however increasing the prominence of the front wing in this way will have a negative impact on the spacious character of the area.
- 4.15 The agent has made a comparison with a nearby dwelling which has a front garage wing, with accommodation above, Northgate. The planning history reveals that this was constructed as a replacement dwelling which was permitted in 2004, the garage wing having been part of the original design of the house at the time. That garage does not project as far forward from the main part of the house. It is not, therefore, considered to be comparable to the current proposal.

Amenity of existing and future residents

WDLP: DM35 (Placemaking and Design Quality), DM36 (Extensions and Alterations to Existing Dwellings), DM40 (Internal Space Standards), DM41 (Optional Technical Standards for Building Regulation Approval),
Householder Planning and Design Guidance SPD

- 4.16 The proposed extension would be at sufficient distance from all neighbouring dwellings that it would not result in any adverse impacts on their amenity in terms of light, privacy or enclosure.
- 4.17 As the proposal is tantamount to the creation of a separate dwelling it is appropriate to assess it against the Internal Space Standards. This approach has been accepted elsewhere by a Planning Inspector in relation to a case for the conversion of a detached garage to an annexe, which included raising its roof at 67 Wycombe Road, Princes Risborough (ref. 19/07468/FUL).
- 4.18 In this instance the annexe would have a double bedroom and would therefore be regarded as a 1 bedroom 2 person dwelling (1b2p). The standards require a 1b2p two storey dwelling to have a minimum gross internal area of 58 square metres. The proposed dwelling would have a GIA of just over 77 square metres, substantially in excess of that required. Indeed it exceeds that for a 2b3p dwelling (70 square metres) and is close to that for a 2b4p dwelling (79 square metres). The size of accommodation proposed would therefore be more than sufficient to create a satisfactory living environment for future occupiers.
- 4.19 Occupiers would be provided with a small area of amenity space adjacent to the annexe and would also have access to that of the main house.

4.20 It is proposed that the annexe would be occupied by an elderly relative of the occupants of the main house. As such, although tantamount to being a separate dwelling, it is capable of remaining as a single planning unit. The annexe, if occupied by an unrelated household, would not have a satisfactory relationship with the main house since there is a potential loss of privacy by way of overlooking between the annexe and the main house. However, as an annexe the relationships between the two areas would be acceptable in terms of privacy.

Environmental issues

WDLP: CP7 (Delivering the infrastructure to support growth), CP12 (Climate Change), DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM35 (Placemaking and Design Quality), DM36 (Extensions and Alterations to Existing Dwellings)

HNP: HAZNP4 (Promoting Sustainable Transport)

Air Quality SPD

4.21 As this would be tantamount to a new dwelling it would be reasonable to require the provision of an electric vehicle charging point in connection with the development. There is sufficient space within the site to accommodate additional refuse storage in connection with the development. Were the development otherwise acceptable a condition could be used to secure this.

Flooding and drainage

WDLP: DM39 (Managing Flood Risk and Sustainable Drainage Systems)

4.22 The proposal would create additional impermeable areas on the site but due to the scale of the development it would not significantly increase the risk of flooding on the site or elsewhere due to additional surface water run-off. Parts of the site are at risk from surface water flooding but the proposed area for the extension is not within that area.

Green networks and infrastructure

WDLP: DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM34 (Delivering Green Infrastructure and Biodiversity in Development)

HNP: HAZNP2 (Protecting and Improving Green Infrastructure)

4.23 The proposed extensions are largely on the footprint of the existing building with a small extension at the front. As such the proposal would not adversely affect the retention of protected trees within the site.

Building sustainability

WDLP: CP12 (Climate Change), DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM41 (Optional Technical Standards for Building Regulation Approval)

HNP: HAZNP3 (Delivering Zero Carbon Buildings)

4.24 Were the development otherwise acceptable a condition would be required to ensure that the development was constructed to meet the higher water efficiency standards.

Infrastructure and Developer Contributions

WDLP: CP7 (Delivering the infrastructure to support growth)

DSA: DM19 (Infrastructure Delivery)

4.25 As a separate dwelling the development would be a type of development where CIL could be chargeable.

4.26 It is considered that there would not be other types of infrastructure that will be put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure.

5.0 Weighing and balancing of issues / Overall Assessment

- 5.1 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.
- 5.2 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 (such as CIL if applicable), and,
 - c. Any other material considerations
- 5.3 As set out above it is considered that the proposed development would accord with most of the development plan policies, except for policies CP9, DM35 and DM36.
- 5.4 The applicant has advised that the proposed annexe is intended for an elderly relative to allow independent living but “still be within ‘sight and sound’ so as to enable necessary day-to-day care and assistance to be provided as required”.
- 5.5 Whilst there is some sympathy with the applicant’s personal circumstances these hold very limited weight in the planning balance, since the built development will endure long after those personal circumstances cease to apply. In this instance those personal circumstances would not outweigh the harm which would arise to the character and appearance of the existing dwelling and that of the surrounding area. Furthermore, alternative options to provide annexe accommodation could be explored with the Council using its pre-application advice service.
- 5.6 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

6.0 Working with the applicant / agent

- 6.1 In accordance with paragraph 38 of the NPPF (2021) the Council 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.
- 6.2 The Council 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.
- 6.3 In this instance:
 - the applicant/agent was updated of any issues after the initial site visit,
 - The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.
 - The applicant was informed/ advised how the proposal did not accord with the development plan, that no material considerations are apparent to outweigh these matters.

7.0 Recommendation

7.1 Refuse permission for the following reason:-

- 1 The proposed extensions and alterations, by virtue of their bulk, scale, mass and design, and their position forward of the main house, would be tantamount to the creation of a separate dwelling and would fail to appear subservient to the main dwelling, to the detriment of its character and appearance and that of the surrounding area. The proposal is therefore contrary to Policies CP9 (Sense of Place), DM35 (Placemaking and Design Quality) and DM36 (Extensions and Alterations to Existing Dwellings) of the adopted Wycombe District Local Plan (2019) and the advice in the adopted Householder Planning and Design Guidance SPD.

Informative(s)

- 1 In accordance with paragraph 38 of the NPPF Buckinghamshire Council 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. Buckinghamshire Council 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 updated after the site visit and advised how the proposal did not accord with the development plan, that no material considerations are apparent to outweigh these matters. The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

CLlr Gemmell: The three ward councillors are in agreement. Should the officer be minded to refuse this application then we would like this called in to the planning committee.

CLlr Oliver - I would like to call this application in to go forward to committee. I believe it is one of those close calls that could do with public scrutiny.

CLlr Gaffney – I concur with CLlr Gemmell.

Parish/Town Council Comments

Hazlemere Parish Council:

Comments: It was resolved that The Parish Council has no objections

Consultation Responses

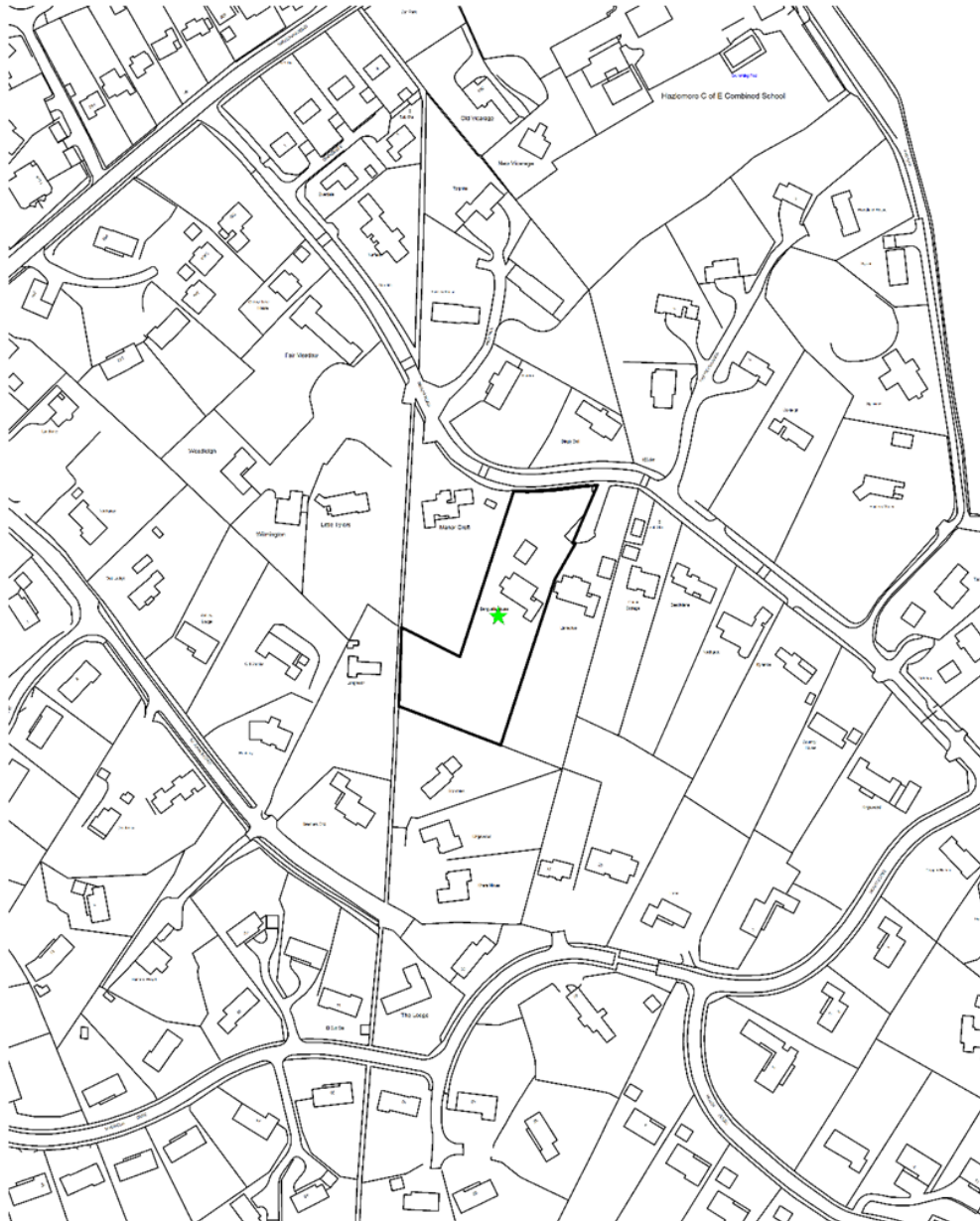
None.

Representations

None

APPENDIX B: Site Location Plan

22/07042/FUL
Scale 1/2500



Planning Committee
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Ordnance Survey 100062456



Report to West Area Planning Committee

Application Number:	22/07161/FUL
Proposal:	Construction of second floor to facilitate the creation of 5 x 1-bed and 2 x 2-bed apartments (7 in total)
Site Location:	Treadaway Court Treadaway Hill Loudwater Buckinghamshire
Applicant:	Mr A Schneck - Archgrove Estates Ltd
Case Officer:	Heather Smith
Ward(s) affected:	Tylers Green And Loudwater
Parish-Town Council:	Chepping Wycombe Parish Council
Date valid application received:	5th August 2022
Statutory determination date:	30th September 2022
Recommendation	Application Permitted

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 This application seeks full planning permission for the erection of a second floor to facilitate the creation of 5 x 1 bed and 2 x 2 bed apartments (7 in total) at Treadaway Court (formerly site of Attobus), Treadaway Hill, Loudwater.
- 1.2 The site is located within the High Wycombe Settlement Area and in a sustainable location. As such the principle of additional residential accommodation is acceptable.
- 1.3 The design of the proposed extension is compatible with the existing structure and will not harm the character of the surrounding area.
- 1.4 The applicant has demonstrated that there is sufficient provision of on street car parking to accommodate the requirements of this development in the locality. As such, this proposal would not result in the loss of highway safety.
- 1.5 This proposal would provide a reasonable standard of accommodation for future occupiers and would have no adverse effect upon the amenities of adjacent residents.
- 1.6 This proposal would not be at risk from flooding and would not result in an increase in flooding elsewhere.
- 1.7 This proposal would have no adverse effect upon the character of the surrounding area, the environment or ecology.

- 1.8 This proposal complies with the policies of the Development Plan and is recommended for approval.
- 1.9 This application has been referred to the Planning Committee at the request of Chepping Wycombe Parish Council on the grounds that the development lacks sufficient off-street parking.

2.0 Description of Proposed Development

- 2.1 Planning permission is sought for the erection of a second floor to facilitate the creation of seven new apartments. The proposed apartments would form part of the overall flatted development, (recently converted into 26 flats), resulting in the provision of 33 units in total.
- 2.2 The additional storey takes the form of a mansard roof and is on the main building towards the northern part of the site. Each new apartment would have a small private terrace. In addition a communal terrace is proposed.
- 2.3 The existing building was previously in a B1 (office) use. However, under the prior notification process, an application has been permitted for 25 flats. The only matters for consideration under this prior notification application were related to transport and highways, contamination risks and flooding risks. These notification procedures related to the change of use only and no external works were permitted under this procedure.
- 2.4 More recently planning permission has been granted to split a large flat at number 24 into two flats (21/06925) and therefore the overall site has permission for 26 apartments.
- 2.5 In November 2020, planning permission was refused for a similar development to that now proposed, involving the erection of an additional floor of residential accommodation to provide eight flats (Ref:20/07442/FUL).
- 2.6 In May 2022, a similar application to this current application was refused planning permission on the grounds that the proposed development failed to provide adequate provision within the site for the parking and manoeuvring of vehicles clear of the highway. As such the development would lead to additional cars parking on the highway to the detriment of public and highway safety. Ref 21/08082/FUL applies.
- 2.7 This current application is identical to Reference 21/08082/FUL, but has now included a Parking Survey which covers the level of on street parking provision within the surrounding area.
- 2.8 The application is accompanied by
 - a) Design and Access Statement
 - b) Transport Assessment
 - c) Ecology and Trees Checklist

3.0 Relevant Planning History

Reference	Development	Decision	Decision Date
17/07721/PNP30	Prior notification application (Part 3, Class O) for change of use of existing building falling within Class B1(a) (offices) to Class C3 (dwellinghouses) to create 27 apartments	DAPP	24 November 2017
18/06251/PNP30	Prior notification application (Part 3, Class O) for change of	DAPP	29 June 2018

	use of existing building falling within Class B1(a) (offices) to Class C3 (dwellinghouses) to create 25 apartments		
18/07974/FUL	Construction of second floor to create 3 x 2-bed, 4 x 1-bed & 1 x 3-bed self-contained flats (8 in total)	APPRET	
19/05595/FUL	Creation of mezzanine floors to Flats 15, 16, 17, & 18, first floor side extension to Flat 24 & alterations to fenestration including new windows to flats 8 and 9 and alterations to flat 5.	PER	28 May 2019
21/05883/FUL	Installation of 4 x lamp posts to illuminate the rear car park at night for safety and security (part retrospective)	PER	20 May 2021
21/08082/FUL	Erection of second floor to facilitate the creation of 5 x 1-bed and 2 x 2-bed apartments (7 in total)	REF	31 May 2022

The above application was refused for the following reason:

In the opinion of the local planning authority, the proposed development fails to provide adequate provision within the site for parking and manoeuvring of vehicles clear of the highway. The development if permitted would therefore be likely to lead to additional on-street parking to the detriment of public and highway safety. The development is therefore contrary to the National Planning Policy Framework, Policy DM 33 (Managing Carbon Emissions: Transport and Energy Generation) of the Wycombe District Local Plan (adopted August 2019), Buckinghamshire Council Local Transport Plan 4 (adopted April 2016), the Buckinghamshire Council Countywide Parking Guidance Policy (adopted September 2015) and the Buckinghamshire Council Highways Development Management Guidance document (adopted July 2018).

4.0 Policy Considerations and Evaluation

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), DM6 (Mixed-use development).

4.1 The application site is an established residential development, situated within the High Wycombe Settlement Area.

4.2 The provision of additional residential accommodation is acceptable, in principle.

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)

- 4.3 The application site has already been converted into residential accommodation. It is therefore considered that this proposal does not form part of the original conversion of the property.
- 4.4 The provision of seven residential units falls below the Council's requirement for affordable housing.

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).

- 4.5 This application has been reviewed by the Council's Highway Authority. The following comments have been received.
- 4.6 Treadaway Hill is a C-class road subject to a speed restriction of 30mph, parking and waiting restrictions are present in the form of double solid white centrelines leading south-west from the site. The road benefits from pedestrian footways and street lighting.
- 4.7 Boundary Road in this location is an unclassified residential road subject to a speed restriction of 30mph. Parking and waiting restrictions are in place in the form of double yellow lines to the opposite side of the carriageway between the site access and the roundabout junction.
- 4.8 I note the Highway Authority have provided comments on a similar application at this site (21/08082/FUL), dated 4th February 2022. The comments objected to the proposal based upon inadequate provision within the site for parking and manoeuvring of vehicles clear of the highway. The application was ultimately refused by the Local Planning Authority. As the quantum of development is identical to the previous application, I reiterate the Highway Authority's previous comments.

Sustainability

- 4.9 The site is located on the edge of a residential area to the south of Loudwater which falls within guidance for a suitable walking distance from the site. This is set out in the guidance document Providing Journeys On Foot (CIHT, 2000) which sets out a 1km acceptable and 2km maximum distance for commuting by walking.
- 4.10 The closest bus stops are upon Kingsmead Road, 150 metres from the western access or 200 metres from the eastern access, and Boundary Road, 190 metres from the eastern access and 350 metres from the western access. The Kingsmead Road bus stop is served by an irregular bus service with 1(no) hour or 2(no) hour times between bus services (Number 35). The Boundary Road bus stop is served by an approximately half hourly service (Number 37).
- 4.11 High Wycombe train station is approximately 4.6 kilometres from the application site.
- 4.12 Given the location of the application site and the current level of public and active travel availability within the vicinity of the site, I consider the site to be representative of Residential Zone B, as defined by the Buckinghamshire Countywide Parking Guidance (BCPG) policy document.
- 4.13 The local conditions do not justify a departure from the recommended standards. I therefore do not accept the applicant's suggested use of national level data for calculating parking standards, as this does not provide a measurement that would reflect the parking generation of this specific site. I note that the locations and relative accessibility data for the national dataset suggested for use by the applicant is not available to be assessed.

- 4.14 The Highway Authority would require more specific local evidence in the form of Census data of the local ward to provide the locally evidenced assessment which could justify a departure from these standards. However, having carried out previous assessments of parking data from the Census for wards within High Wycombe, I note that private ownership flats within High Wycombe itself, in much more accessible locations with access to a greater degree of sustainable travel modes have car ownership rates of typically around 1.1 vehicles per unit for privately owned flats.
- 4.15 I would therefore expect local Census data at this application site to demonstrate an equal or higher parking requirement than 1.1, due to the more limited accessibility to sustainable forms of transport and fewer amenities within the local vicinity than are available within the centre of High Wycombe. The local data therefore does not support the applicant's suggested use of the national rate of 0.71 vehicles per apartment unit.

Trip Generation

- 4.16 The application proposes the use of the unaltered existing site accesses to serve the proposed development. I would consider units of the proposed type and quantum in this location to generate approximately 4(no) vehicular movements per day, totalling approximately 28(no) daily vehicular movements generated by the proposed development.
- 4.17 The Highway Authority has carried out an assessment of expected vehicular trip generation using the T.R.I.C.S. ® database to assess the T.R.I.C.S. ® database assessment provided by the applicant in their transport statement. Having considered the selected sites, I do not consider the selected sites to be representative of the application site.
- 4.18 Factors that are not comparable include: the population within 5 miles / 1 mile; the provision of walking and cycling infrastructure within the vicinity of the site; the car ownership rates within the vicinity of the sites; distance to town centre, amenities, and transport nodes.
- 4.19 The Penrith site is: opposite a large discount supermarket; opposite the hospital; located within 800 metres walk of the majority of the town centre; within a walkable 1.4km distance from Penrith train station.
- 4.20 The Hull site is: within an area of 0.5-1.0 car ownership; directly adjacent to an off-road cycle route which crosses the site frontage and connects to amenities and employment areas; within an area of higher density development than Loudwater, which is an area of lower density of development than High Wycombe to the north-west.

Vehicular Access

- 4.21 Having assessed the proposed accesses, I have no objection to the existing accesses' visibility splays. I note that the accesses measures 5.5 metres in width, and I therefore consider them capable of safely accommodating simultaneous access and egress at each access. I therefore have no objection to the proposed access point, and the trip rates associated with this access.

Parking Provision and Arrangement

- 4.22 Having assessed the proposed development using the Buckinghamshire Countywide Parking Guidance policy document I consider the proposed development to require 11(no) parking spaces if more than half of the total parking spaces are unallocated, or 14(no) parking spaces if less than half of the parking spaces are unallocated.
- 4.23 The current proposals fall within the existing Treadaway Court site. The existing site requires 39(no) parking spaces if more than half of spaces are unallocated, or 47(no) spaces if less

than half of spaces are unallocated. When assessed in addition to the existing permitted 26(no) residential units, the site would require 50(no) parking spaces if more than half are unallocated, or 60(no) spaces if less than half of spaces are unallocated.

- 4.24 I further note that the proposed flats are all demonstrated as for private market sale. This impacts the parking requirement of the site, and any assessment of local Census data should therefore break down the available data by tenure type.

Parking Survey

- 4.25 Mindful of the above comments for the previous application, the current application has provided a new parking survey to demonstrate the availability of areas where safe on-street parking can be accommodated within the vicinity of the site.
- 4.26 Having assessed the updated parking survey, I am satisfied that the survey has been carried out in full accordance with Lambeth Methodology, and photographs have also been provided to validate the findings.
- 4.27 I note Treadaway Hill has not been considered as an area to accommodate on-street parking which is satisfactory. The southbound carriageway forms two lanes approximately 60metre north of the site access to provide what is essentially a crawler lane for vehicles travelling up the hill. On-street parking in this location would disrupt the free-flow of vehicles (in particular HGVs) traveling towards Flackwell Heath.
- 4.28 The parking survey has demonstrated that there is parking availability, particularly along Boundary Road and Kingsmead Road. This availability has also been evidenced by the submission of photographs during peak residential demand which demonstrates parking availability along the aforementioned roads.
- 4.29 As such, I am satisfied that 11(no) vehicles can be accommodated safely upon the local road network.
- 4.30 Mindful of the above, the Highway Authority raises no objections and in this instance no conditions to include on any planning consent that you may grant.
- 4.31 In light of the Highway Authority's comments, the Local Planning Authority is no longer able to object to this proposal on the grounds that displacement parking will result in a danger to public and highway safety.

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

- 4.32 The matter for consideration is the raising of the roof, extension and fenestration alterations.
- 4.33 The main alterations relate to the building within the northern section of the site. The land is at a lower level than Treadaway Business Park but at a higher level than the existing dwellings on Boundary Road.
- 4.34 The design of the alterations are considered acceptable. The roof extension is not out of keeping with local distinctiveness, given the varying forms and adjoining development.

Amenity of existing and future residents

Wycombe District Local Plan (August 2019): DM35 (Placemaking and Design Quality), DM40

(Internal space standards)

Housing intensification SPD

- 4.35 With regard to the amenities of future occupiers, the proposed flats would provide a reasonable standard of accommodation. Each flat meets the minimum size standard set down by the nationally described standards and will have access to a private amenity space, together with a larger, outdoor communal terrace area. In addition each flat will have a dual aspect.
- 4.36 With regard to the amenities of adjacent residential properties, it is considered that this proposal will have no adverse effect, by way of loss of light or outlook.
- 4.37 A large outdoor communal area is to be formed on the north eastern corner of the building. Despite its second storey position, it is considered that the proposed terrace would be situated at a sufficient distance from neighbouring properties to avoid a loss of privacy from occurring. However, in order to prevent a sense of overlooking, to a) the proposed units on the second floor of this development, and b) any sense of overlooking to adjacent rear gardens, a privacy screen should be provided around the perimeter of the terrace, to prevent overlooking into adjacent properties. This matter could be secured by way of a planning condition.
- 4.38 The previous application, 20/07442/FUL was partly refused planning permission on the grounds that the proximity of the mansard roof to the rear of 263A, would result in overshadowing and dominance to the existing occupiers. However, this proposal differs in that the number of flats proposed has been reduced and an outdoor terrace created. Therefore the bulk and mass of the proposed roof has been reduced and will no longer result in a loss of outlook to adjacent residents.
- 4.39 Furthermore, the applicant has provided sectional information to demonstrate that overlooking into the adjacent dwellings in Boundary Way will not occur.
- 4.40 In conclusion, this proposal will not result in sufficient harm to the amenities of adjacent residents, sufficient to justify the refusal of planning permission.

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)

- 4.41 In accordance with the Council's Air Quality SPD, electric car charging points are required to be provided for each dwelling. Therefore, a total of 7 car charging points would normally be required for the proposed development, adjacent to the proposed parking provision. However, in this instance, the parking for the additional flats proposed will be accommodated on street where electric car charging points are not provided.
- 4.42 A concern has been raised regarding the issue of raw sewerage in the locality. However, the Environmental Health Officer has raised no objection has been raised regarding the lack of sewerage facilities

Flooding and drainage

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

- 4.43 The site is located within Flood Zone 1, where development is considered to be appropriate and a flood risk assessment is not considered necessary.

4.44 In terms of surface water drainage, the footprint and extent of hardstanding is not increasing. Therefore, it is considered that this proposal will not increase surface water flood risk in this location.

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).

4.45 Policy DM34 requires all development to protect and enhance both biodiversity and green infrastructure features and networks both on and off site for the lifetime of the development.

4.46 No assessment has been provided with this proposal so it falls to the Local Planning Authority to consider what would be proportionate for the development proposed.

4.47 Given the limited scale of the development, it is considered that two bat and or bird boxes would provide a sufficient and proportional net gain in biodiversity opportunities, in this instance. A planning condition should be imposed that that effect.

Building sustainability

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

4.48 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)

4.49 The development is a type of development where CIL would be chargeable.

5.0 Weighing and balancing of issues / Overall Assessment

5.1 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.

5.2 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 (such as CIL if applicable), and,
- c. Any other material considerations

5.3 As set out above it is considered that the proposed development would accord with the development plan policies.

6.0 Working with the applicant / agent

- 6.1 In accordance with paragraph 38 of the NPPF the Council 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.
- 6.2 The Council 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.
- 6.3 In this instance, the application was acceptable as submitted and no further assistance was required.

7.0 Recommendation

Grant planning permission, subject to the following conditions and reasons:

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 JW881-105/A; JW881-111/E; JW881-130/E; JW881-131; JW881-132/A; JW881-171; 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, or as otherwise specified in the application details, unless the Local Planning Authority otherwise first agrees in writing.
Reason: To secure a satisfactory external appearance.
4. Prior to the first occupation of the development, hereby approved, a 1.7m high privacy screen shall be erected around the external perimeter of the second floor, open communal area. Thereafter the privacy screen shall be retained permanently for the lifetime of the development.
Reason: In order to prevent undue overlooking from the amenity area into adjacent residential properties.
5. Prior to the first occupation of the development, hereby permitted, two bat and or bird boxes shall be installed within the curtilage of the site and thereafter retained permanently for the lifetime of the development.
Reason: In order to ensure that the development provides a net gain in biodiversity opportunities, in accordance with Policy DM34 of the adopted Wycombe District Local Plan (2019).
6. 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 Local Plan.

INFORMATIVE(S)

- 1 In accordance with paragraph 38 of the NPPF2 Buckinghamshire Council 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. Buckinghamshire Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application. In this instance, the application was acceptable as submitted and no further assistance was required.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

None received

Parish/Town Council Comments

CWPC strongly objects to this planning application. The Travel Report doesn't bear scrutiny and a survey of the parking needs to be carried out. There is insufficient parking in Loudwater now and with the redevelopment of The Happy Union pub into apartments even less! Note the objections from residents already living in the Treadaway apartments who are already complaining of parking problems and that is before all the apartments have been sold!

If officers are minded to recommend approval of the application, then we ask that the application be brought to the Planning Committee for determination.

Consultation Responses

Highway Authority:

Following the submission of the parking survey, no objections are raised and no conditions are requested.

Environmental Health:

No objection

Cadent Gas:

No response received.

Representations

Eight letters of objection have been received from local residents. The grounds of objection include:

- Lack of parking facilities for existing development. More flats will exacerbate problem
- Loss of privacy
- Loss of light and general amenity
- No cycle sheds have been provided for current development
- Current development is overcrowded
- Overdevelopment of the site
- Current building is unsafe for existing occupiers/ health hazard
- Noise and disturbance from building works.

APPENDIX B: Site Location Plan

22/07161/FUL
Scale 1/2500



Planning Committee
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