



## West Buckinghamshire Area Planning Committee agenda

Date: Wednesday 12 April 2023

Time: **7.00 pm**

Venue: **\*Amersham Council Chamber, King George V House, King George V Road, Amersham HP6 5AW**

**PLEASE NOTE: Due to emergency works being undertaken at Wycombe Council Chamber this meeting has been moved to Amersham and will start at 7.00pm**

Membership:

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

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<b>Agenda Item</b>	<b>Page No</b>
<b>1 Apologies for Absence</b>	
<b>2 Declarations of Interest</b> 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.	
<b>3 Minutes of the Last Meeting</b> To note the minutes of the meeting held on 15 March 2023.	<b>3 - 6</b>
<b>Planning Applications</b>	
<b>4 21/07006/REM - Slate Meadow, Stratford Drive, Wooburn Green, Buckinghamshire</b>	<b>7 - 44</b>
<b>5 22/06088/FUL - Garage Site, Deanfield Close, Marlow, Buckinghamshire</b>	<b>45 - 56</b>
<b>6 22/08240/FUL - Car Park East of A404, Globe Business Park, Fieldhouse Lane, Marlow, Buckinghamshire</b>	<b>57 - 90</b>
<b>7 Date and Time of Next Meeting</b> Wednesday 10 May 2023 at 6.30pm.	
<b>8 Availability of Members Attending Site Visits (if required)</b> To confirm members' availability to undertake site visits on Tuesday 9 May 2023 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](mailto:democracy@buckinghamshire.gov.uk).



## West Buckinghamshire Area Planning Committee minutes

Minutes of the meeting of the West Buckinghamshire Area Planning Committee held on Wednesday 15 March 2023 in High Wycombe Council Chamber, Queen Victoria Road, High Wycombe, HP11 1BB, commencing at 6.32 pm and concluding at 8.21 pm.

### Members present

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

### Others in attendance

B Dadi, L Hornby, C Power, H Smith and C Steuart

### Apologies

N Rana and S Wilson

### Agenda Item

- 1 Apologies for Absence**
- 2 Declarations of Interest**

**Councillor A Baughan:** Planning Application 22/081778/FUL – declared an interest due to the application site being in her ward. She stated she would speak as ward councillor and then leave the room for the duration of the debate and voting on the application.

**Councillor D Johncock:** Planning Application 22/081778/FUL – declared that he was acquainted with the public speaker who would be speaking in objection as he had worked with her in the past. He declared that that he had not discussed the application with her and that he had an open mind and would listen to the debate before reaching a decision.

**Councillor C Oliver:** Planning Application 22/081778/FUL – declared that she had worked on the Hazlemere Local Plan with the public speaker who would be speaking in objection. She declared that that she had not discussed the application with her and that she had an open mind and would listen to the debate before reaching a

decision.

**Councillor S Raja:** Planning Application 22/081778/FUL – declared that he was acquainted with the public speaker who would be speaking in objection as he had worked with her in the past. He declared that that he had not discussed the application with her and that he had an open mind and would listen to the debate before reaching a decision.

**Councillor K Wood:** Planning Application 22/07970/FUL – declared an interest due to the application site being in her ward and that she would speak as a ward councillor. She declared that she had an open mind and would listen to the debate before reaching a decision.

**3 Minutes of the Last Meeting**

The Minutes of the meeting held on 15 February 2023 were agreed as an accurate record.

**4 22/07576/VCDN - West Site Former Compair Works, Bellfield Road, High Wycombe, Buckinghamshire**

Variation of condition 2 (plan numbers) attached to 18/05323/R9FUL (Erection of 12 business units with associated parking provision) to allow for substitution of site layout and elevation drawings to reflect the development as-built.

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

**It was proposed by Councillor N Marshall and seconded by Councillor A Alam.**

**Resolved: that the application be approved.**

**5 22/07970/FUL - 70 Hazlemere Road, Penn, Buckinghamshire, HP10 8AG**

Demolition of existing dwelling and annexe and erection of two pairs of semi-detached 3-bed dwellings and creation of access from Chilton Close.

This application was the subject of a site visit.

Members noted the Update.

Members voted unanimously in favour of the motion to delegate approval to officers subject to the addition of conditions :

- That Permitted Development Rights C and D be removed.
- That the Landscaping Informative proposed be reworded and incorporated and Conditioned.

The Committee also asked that officers liaise with the agent in relation to the material finishes.

Speaking as Ward Councillors: Councillors N Thomas and K Wood  
Speaking in objection: Miss M Todd  
Speaking on behalf of the applicant: Mr D Gibson

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

**Resolved: that the application be approved subject to the reasons given above.**

**6 22/08177/FUL - Stuart Lodge, Stuart Road, High Wycombe, Buckinghamshire, HP13 6AG**

Construction of part single, part two storey side extensions to both sides, conversion of integral garage with internal alterations in connection with change of use of existing building from Offices (E) to residential (C3) comprising 3 x 2-bed flats and 2 x studio flats (5 in total).

This application was the subject of a site visit.

Members noted the Update.

Members voted in favour of the motion to delegate approval to officers subject to the addition of a condition

- Requiring the addition of a bin store and cycle store at the site.

Speaking as Ward Councillor: Councillor A Baughan  
Speaking in objection: Mrs P Tollitt

**It was proposed by Councillor D Johncock and seconded by Councillor K Wood.**

**Resolved: that the application be delegated to officers for reasons given above.**

Councillor Baughan, having declared a pecuniary interest, spoke as Ward Member and then left the Chamber for the discussion and voting on the application.

**7 Date and Time of Next Meeting**  
Wednesday 12 April 2023 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 11 April 2023 in respect of the agenda for the meeting to be held on Wednesday 12 April 2023, the following members be invited to attend:

Councillors: D Johncock, N Marshall and C Oliver.

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## Report to West Area Planning Committee

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<b>Application Number:</b>	21/07006/REM
<b>Proposal:</b>	Reserved matters application for approval of access, appearance, landscaping, layout, scale and associated works including proposed Village Green scheme pursuant to outline planning permission 18/05597/OUT
<b>Site Location:</b>	Slate Meadow Stratford Drive Wooburn Green Buckinghamshire
<b>Applicant:</b>	Croudace Homes
<b>Case Officer:</b>	Declan Cleary
<b>Ward(s) affected:</b>	The Wooburns, Bourne End, and Hedsor
<b>Parish-Town Council:</b>	Wooburn and Bourne End
<b>Date valid application received:</b>	08/07/2021
<b>Statutory determination date:</b>	07/10/2021
<b>Recommendation</b>	Permit subject to a legal agreement (the agreement is already signed) and subject to planning conditions

### 1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 Land at Slate Meadow is identified for development within the adopted Local Plan under WDLP Policy BE1. Outline consent has been granted for up to 150 dwellings under planning permission 18/05597/OUT. The principle of residential development on this site has been established and the reserved matters application is in accordance with the parameters set out through the outline consent.
- 1.2 This application is being reported to Planning Committee as the application has been called in by Cllr Wilson and Cllr Drayton.
- 1.3 The principle of development is established by the local plan allocation and by the outline planning permission, which has been supported by a Legal Agreement to deliver the necessary obligations required to make the development acceptable. Accessing the site from Stratford Drive has been established as has the impact on the highway network associated with the quantum of development.
- 1.4 It is considered that the proposed development is acceptable in terms of the layout, scale, appearance, access, and landscaping, which are the Reserved Matters for consideration, and that the proposals would not give rise to any material harm to warrant a refusal of the application.

- 1.5 The application has been referred to the Secretary of State following a third party call-in request and in light of the objection from the Environment Agency on Flood Risk grounds. The Department for Levelling Up, Housing and Communities have confirmed that they do not intend to call the application in for determination and that the application ought to be determined at the local level.
- 1.6 The application has previously been considered by the West Area Planning Committee on 8<sup>th</sup> June 2022, when it was resolved to defer the application to consider outstanding matters relating to consideration of further details regard the Burnham Beeches SAC, design, scale and layout, flooding and drainage, ecology matters, and highways and parking considerations. The application was subsequently taken back to West Area Planning Committee on 24<sup>th</sup> August 2022, where members resolved to delegate approval back to the Director of Planning and Environment for approval.
- 1.7 Legal advice has been received which highlights that the resolution made on 24<sup>th</sup> August 2022 was not in accordance with the Council's Constitution as the Committee considering the application was not quorate. This application is therefore being referred back to Committee as a full item.
- 1.8 It is recommended that the application be approved. A legal agreement has been signed but will only come into effect if the permission is issued.

## **2.0 Description of Proposed Development**

- 2.1 The application site comprises a greenfield site which is located within the settlement boundary for Bourne End and Wooburn. The site is allocated within the Wycombe District Local Plan for housing development, under Policy BE.1.
- 2.2 The site represents an undeveloped parcel of land between the two settlements with residential development to the east and west. The River Wye runs through the site to the south, beyond which is the A4094. To the north is the open countryside, which is designated as Green Belt. The site is located within a valley with hills to the north and south. There are no significant land level differences within the site itself which is generally flat.
- 2.3 Due to its proximity to the River Wye, part of the site is located within Flood Zones 2 and 3, although the majority of the site (where development is proposed) is located within Flood Zone 1. The site has close connections to the public right of way network located to the north within the countryside. Land identified as a village green is located at the north eastern part of the site, falling outside of the application boundary.
- 2.4 Outline consent was granted for the construction of up to 150 dwellings, under planning permission 18/05597/OUT which was considered to be acceptable under the Development Plan framework at that time, subject to conditions and a legal agreement.
- 2.5 This application relates to the reserved matters pursuant to that outline consent and considers solely the design details of the proposal, seeking approval for the layout, scale, appearance, access and landscape of the development. The outline consent sets the parameters and principles for development and establishes where development can be located and the extent of open space to be provided.
- 2.6 This proposal is for the construction of 146 dwellings, comprising a mix of 1 bed, 2 bed, 3 bed and 4 bed properties which would be provided through a mix of apartments, terraced, semi-detached and detached dwellings. The dwellings are laid out in a perimeter block form with properties fronting onto the areas of open space and river Wye corridor. The development would be a mix of 2 storey and 2 ½ storey development.



- 2.7 The site would be accessed from Stratford Drive, as established through the outline consent, and includes a primary route through the site, with secondary roads branching from the principal corridor. Parking would be provided through a mix of allocated on-site parking for individual properties and parking courtyards to serve the apartments. The scheme also includes unallocated parking within the streets which would serve a dual purpose with parking for the adjacent school.
- 2.8 A significant area of public open space will be provided to the west of the site maintaining a separation between the two settlements. This open space would provide SuD's and flood plain compensation elements, and also includes significant landscaping, recreational and biodiversity enhancements, along with pedestrian/cycle routes connecting to the adjacent communities and wider Public Rights of Way (PROW) network. Open space is provided within the development, including a central area and view corridor from the south which would incorporate an element of SUDs.
- 2.9 The site would be accessed from Stratford Drive to the east, which is the indicative means of access which was considered to be acceptable under the outline consent and in accordance with the Development Plan and Development Brief.
- 2.10 The application is accompanied by:
- a) Planning Application Forms (including ownership certificates);
  - b) CIL Forms;
  - c) Site Location Plan (ref: 18086 – S101);
  - d) Full set of architectural drawings
  - e) Planning Statement
  - f) Design and Access Statement
  - g) Supporting Statements (including Affordable Housing Statement, Sustainability Statement and Transport Statement)
  - h) Ecological Appraisal (including BIA)
  - i) Ecology – wildlife checklist
  - j) Addendum Flood Risk Assessment
  - k) Landscape Masterplan
  - l) Sustainable Urban Drainage System Strategy
  - m) Canopy Calculator
  - n) Arboricultural Method Statement
  - o) Construction Environmental Management Plan
  - p) Landscape and Ecological Management Plan
  - q) Shadow Habitats Regulations Assessment

### **3.0 Relevant Planning History**

- 3.1 18/05597/OUT - Outline application (all matters reserved) for the development of up to 150 dwellings (including affordable homes), accessed off Stratford Drive, together with ancillary infrastructure including the provision of public open space, parking and circulation facilities and the management and protection of the water and ecological environments – Approved – 27/06/19
- 3.2 90/05423/OUT - Residential development with new vehicular access – Refused – 09/05/90

#### **4.0 Summary of Representations section ahead of the considerations**

- 4.1 The application was subject to the relevant consultation, notification and publicity. An initial round of consultation was undertaken in July/August 2021.
- 4.2 In response to the consultation 17 representations of objection from the local community were received, in addition to 2 letters from residents groups.
- 4.3 The most frequently mentioned concerns/benefits are summarised at Appendix A of the Committee Report.
- 4.4 All representations received from statutory consultees, non-statutory consultees and other interested individuals, groups and organisations are also set out in Appendix A of the Committee Report

#### **5.0 Policy Considerations and Evaluation**

##### **Planning policy framework**

- 5.1 In considering the application, regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 In this case the site is allocated for development by Policy BE1 of the adopted Wycombe District Local Plan. There are other development plan policies that are also relevant. The policy framework will be set out below.

##### **Principle (Housing)**

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development); CP2 (Overall Spatial Strategy); CP3 (Settlement Strategy); CP4 (Delivering Homes); DM21 (The location of new housing); DM33 (Managing Carbon Emissions, Transport and Energy Generation); BE.1 (Slate Meadow, Bourne End and Wooburn)

Wycombe District Adopted Delivery and Site Allocations Plan (July 2013): DM1 (Presumption in favour of sustainable development)

Supplementary Planning Documents – Slate Meadow Development Brief (March 2018)

- 5.3 The site is allocated for housing under Policy BE.1 of the Wycombe District Local Plan (WDLP). Outline planning permission was granted for the construction of up to 150 dwellings under planning permission 18/05597/OUT. This is a reserved matters application submitted pursuant to the grant of that outline planning permission.
- 5.4 The reserved matters application proposes a total of 146 dwellings which is compliant with the outline consent in terms of quantum of development proposed. It is not necessary therefore to revisit whether the principle of residential development on this site is acceptable. Additionally, it is pertinent to note here that the principle of an access off Stratford Drive has been established under the outline consent as this is embedded within the description of development.
- 5.5 This application therefore seeks to determine whether the matters of detail of the proposals, insofar as they relate to scale, appearance, layout, access and landscaping are acceptable. It is also necessary to consider whether the proposals comply with any relevant conditions attached to the outline consent.

##### **Affordable Housing and Housing Mix**

Wycombe District Local Plan (August 2019): DM22 (Housing Mix); DM24 (Affordable Housing);

DM41 (Optional Technical Standards for Building Regulation Approval)  
Planning Obligations Supplementary Planning Document (POSPD)

- 5.6 The delivery of affordable housing has been secured under the outline consent through its accompanying s.106 legal agreement. The permission ensures that no less than 40% of the bedspaces to be provided within the development shall be affordable housing.
- 5.7 There has been a change in policy since the outline consent was granted. Policy DM24 requires that developments should deliver 48% of its total units as affordable housing. However, the legal agreement confirms that affordable housing ought to be determined in accordance with the policies and standards which were in effect at the time the legal agreement was dated. Therefore it is necessary to consider the total bedspaces proposed rather than total units.
- 5.8 The number of bedspaces proposed within the scheme would comply with the terms of the outline consent.
- 5.9 With regard to tenure of affordable housing, the Legal Agreement requires that no less than 70% of the affordable housing shall be Affordable Rented, while the remainder (no more than 30%) shall be shared ownership. The proposed scheme includes a total of 68 affordable units, of which 48 (70.6%) would be rented, and 20 (29.4%) shared ownership. The proposals therefore comply with the legal agreement.
- 5.10 The mix of affordable units would comprise 15 x no. 1-bed Apartments (12 rented) 28 x no. 2-bed Apartments (19 rented) 4 x no. 2-bed Houses (2 rented) 17 x no. 3-bed Houses (11 rented), and 4 x no. 4-bed Houses (4 rented), which proposes a good mix of affordable units within the scheme.
- 5.11 With regard to housing mix generally, the scheme proposes a good mix of 1, 2, 3 and 4 bedroom units which is compliant with the aspirations of Policy DM22.
- 5.12 The proposed scheme in terms of affordable housing delivery and housing mix is considered to be acceptable and in accordance with the outline consent and accompanying legal agreement.

**Transport matters and parking**

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP12 (Climate change); DM33 (Managing Carbon Emissions: Transport and Energy Generation); BE.1 (Slate Meadow, Bourne End and Wooburn); DM35 (Placemaking and Design Quality)

DSA: DM2 (Transport requirements of development sites)

Interim Guidance on the Application of Parking Standards

Buckinghamshire Countywide Parking Guidance

Slate Meadow Development Brief (March 2018)

Access

- 5.13 The principle of residential development on this site, for up to 150 dwellings, with access from Stratford Drive is established through the outline consent and Development Plan policy. It is not possible to revisit points of first principle in this regard. Policy BE.1 is clear that main vehicular access shall be from Stratford Drive, and to limit vehicle access from Eastern Drive and Frank Lunnon Close, while no direct vehicular access shall be from the A4094.

- 5.14 The proposed access point from Stratford Drive is similar to that indicatively indicated in the outline consent while additional accesses for 5 properties would be provided from Stratford Drive. All points of access can achieve the requisite visibility splays of 2.4m x 43m onto the public highway. The Highways Authority are therefore satisfied that safe access to the site can be achieved.
- 5.15 The scheme includes details of a raised table which would be provided on Stratford Road at the site entrance, this would extend to the entrance to St Pauls C of E Combined School. The details include a pedestrian crossing through the use of tactile paving on the pavements. The Highways Authority are satisfied that these details are acceptable.
- 5.16 Concerns have been raised locally with regard to the capacity of the road network to accommodate the development, and the cumulative impacts from Hollands Farm. While the concerns are noted as stated above it is not possible to revisit points of first principle under a reserved matters application. In considering the outline consent the Highways Authority were satisfied that quantum of development could be accommodated satisfactorily onto the highway network.
- 5.17 Policy BE.1 of the WDLP, at criteria e) i, states that contributions should be sought towards measures along the A4094 to ensure the route's resilience, and at e) iii, to upgrade the pedestrian crossing east of Stratford Drive to a signal controlled crossing, if appropriate. The outline application was supported by a robust Transport Assessment, as appropriate, which confirmed that there would be no technical justification for off-site Highways improvements along the A4094. These conclusions were agreed and accepted by the Local Highway Authority and who have reaffirmed that it is not possible or necessary to revisit this matter.
- 5.18 It is acknowledged that the Wycombe District Local Plan was adopted on 19<sup>th</sup> August 2019, which is after the outline consent was granted. Following initial consideration of the outline application on 22<sup>nd</sup> August 2018 where a resolution to approve was made, the outline planning application was reported back to Committee on 26<sup>th</sup> June 2019, just 2 months prior to the adoption of the WDLP. The Committee report confirms that given the advanced stage of the Plan its policies can be afforded greater weight in determining the application. There were no proposed modifications to the Policy at that time, with it being confirmed that considerable weight can be afforded to Policy BE.1 at that time. The outline permission was therefore considered in the context of this Policy, and the other policies of the WDLP.

#### Internal Layout

- 5.19 The main spine road through the site has been designed to be of appropriate width and include pavements on either side. The wider scheme includes a mix of shared surfaces. BC Highways had raised some concern with regard to the absence of footways in certain locations across the development and also concerns regarding accessibility for refuse vehicles. However, following discussions and relevant amendments to the scheme, these concerns have been satisfactorily addressed.
- 5.20 The LPA is satisfied that parking spaces can be accessed and egressed safely without causing harm to highway safety or conflict with other road uses.

#### Parking

- 5.21 Policy BE.1 at criterion 2f) states that development of the site will be required to "provide for school travel improvements through the provision of additional, unallocated, on-street parking on site". This is reflected in condition 19 of the outline consent which

requires the delivery of “on street parking facilities within the site and in close proximity to St Paul’s C of E Combined School”. Neither the policy nor the condition require a dedicated off street parking area for the school, nor do they specify that spaces should be for the sole use of the school. The requirements set out are to deliver unallocated parking facilities within the development, on street.

5.22 Buckinghamshire Countywide Parking Guidance identifies the site as being located within Zone B. Based on the scheme proposed the optimum parking for the development would be to deliver a total of 280 allocated parking spaces plus an additional 20% visitor parking spaces (56 spaces), and therefore an overall provision of 336 spaces. The scheme proposes a total of 365 parking spaces to serve the development, of which 57 would be unallocated visitor parking spaces.

5.23 Of the on street parking spaces, there would be a total of 33 on street spaces which would be within 200m of the school. 200m is considered to be an acceptable walking distance and which equates to a walk time of approximately 2minutes. The spaces and their proximity to the school is demonstrated within the image below (green spaces with yellow dot).



5.24 The Highways Authority have reviewed the developments parking provision and consider that the over provision of allocated parking spaces will reduce the demand for the proposed existing parking spaces, and as such more of the unallocated spaces should be available for use for visitors of the school during drop off and pick up. To ensure that there is no additional pressure for on street parking from the development itself, it is considered that it would be reasonable to attach a condition to ensure that the proposed garages should remain for parking use and remove any permitted development rights for their conversion.

5.25 Concern has been raised with regard to the roads remaining private and therefore the availability of the spaces could not be retained, and remaining available for school drop

off/pick up use, in perpetuity should the residents decide to gate their estate. The applicants have explored options to address this concern.

- 5.26 The applicants have liaised with the Highways Authority to discuss what changes to the scheme would be required for the Highways Authority to adopt the main estate roads. The necessary required alterations would have knock on implications, most critically any changes would result in a reduction in on street parking spaces and also result in the loss of on street planting. The impact of which would result in a scheme which would not provide the necessary additional on street parking provision which would be available for school use. Additionally, the amendments would also reduce the overall design quality of the development through the provision of a more engineered street design and the loss of on street trees. There could be further impact on delivery of canopy cover through the site. It has therefore been concluded, and agreed with the Local Planning Authority and Highways Authority, that the scheme should remain un-adopted for these reasons set out.
- 5.27 While the risks of the access from Stratford Drive being gated off is extremely unlikely, an appropriate solution to address the concern would be to attach a condition to any Reserved Matters requiring that vehicular/pedestrian access from Stratford Drive remain open and that no barriers or means of enclosure be erected. Such a condition is considered to satisfy the required tests and would ensure that unallocated on street parking remains available. Furthermore, the condition will ensure that the Council retain control over the development in this regard.
- 5.28 The applicants have also confirmed that they would provide a sustainable travel brochure for all future occupants of the development which would detail matters with regard to links and connections (to the wider PROW network) and they intend to detail matters relating to parking in this document.
- 5.29 It is considered that the matters relating to highways and parking have been adequately addressed and, as conditioned, the development would comply with Development Plan.

#### Sustainable travel

- 5.30 The legal agreement to the outline consent includes obligations for the development to deliver cycleway and PROW improvement contributions towards localised improvements to the existing network, including footpaths WOO/17/1 and WOO/20/2. Further the scheme proposes the necessary connections, through the site, which connect to the wider PROW network and adjoining communities which complies with the requirements of Policy BE1. Furthermore, the scheme will deliver cycle storage facilities for occupants of the development, the delivery of these are secured by the outline consent. The proposals therefore deliver the necessary and appropriate connections and facilities to encourage walking and cycling as a viable alternative to the use of the private motor car.
- 5.31 With regard to bus travel there is a planning obligation for the outline consent to provide financial contributions towards Real Time Passenger Information at bus stops in the area.
- 5.32 Finally, there remains a requirement under condition of the outline consent for the development to deliver electric vehicle charging points in all dedicated parking on the site.
- 5.33 The scheme therefore encourages sustainable travel and meets the objectives of reducing emissions from travel.
- 5.34 The layout and access of the proposals are therefore considered to be acceptable in respect of highways matters.

### **Raising the quality of place making and design**

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP9 (Sense of place); BE1 (Slate Meadow, Bourne End); DM32 (Landscape character and Settlement Patterns); 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)

Residential Design Guide

Slate Meadow Development Brief

- 5.35 This is a reserved matters application which considers matters of detail, the key considerations with regard to place making and design are the matters relating to layout, appearance and scale. Considerations relating to landscaping are considered in more detail later in this report.
- 5.36 Policy BE1, with regards to place making sets out two requirements, to retain an undeveloped area between Bourne End and Wooburn; and to retain the village green. Further requirements, under landscape, require the retention of views up the valley sides to the north and south, and to provide a layout, scale and appearance of the development that minimises the impact on views down from the valley sides. A Development Brief has also been produced to inform development on this site.

#### Layout

- 5.37 The proposed layout, in terms of developable area has been dictated by the outline consent and the requirement to achieve adequate open space on the site. A significant corridor is retained to the west of the site which maintains the separation between Bourne End and Wooburn. Furthermore, the village green is retained as required. Both these elements are secured through the legal agreement attached to the outline consent.
- 5.38 The development makes effective use of perimeter blocks which results in developments which satisfactorily addresses the river Wye corridor, open space and existing development along Stratford Drive. The pattern and mix of development, and the use of apartment buildings at focal points is considered to be acceptable.
- 5.39 Policy BE.1 4 a) states that development should retain views up to the valley sides to the north and south, both from within the site and from outside the site across/through the developed areas within it. Objective 11 of the Development Brief expands on this further and states that modelling work should demonstrate from external view points the “retention of views from the river bank over roofs to the hills beyond” (emphasis added) and internally that “as much as possible streets should be aligned to allow views along them” to the village green and hills.
- 5.40 The modelling work carried out by the applicants demonstrates that views can be retained through the development from the River Wye, over the roof tops of the development as suggested by the Development Brief.



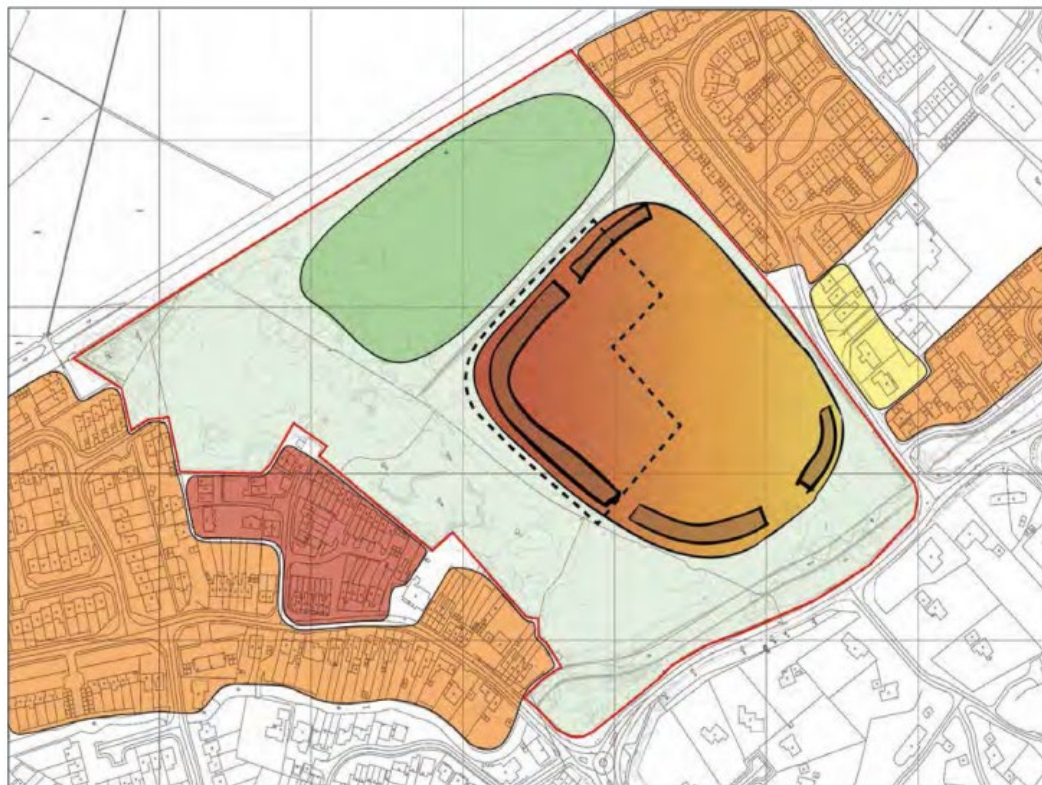
- 5.41 Furthermore, principal streets within the development are aligned so that they allow for the retention of views towards the hills to the north and south. It is considered that the development is compliant with Policy BE.1 and the Development Brief in this regard.
- 5.42 Comments have been raised that the indicative layout considered at the outline application showed a greater degree of views through the development than those proposed at Reserved Matters stage. It is important to note that the indicative layout only showed the block form of the development and did not go into detail to factor in important matters such as appropriate parking, spacing distances and amenity spaces for the dwellings which would clearly affect the overall layout.
- 5.43 If an unbroken view through the development, which is not specifically cited as required, is provided then this would have further consequences on the overall design quality of the development. Consent has been granted for up to 150 dwellings, therefore to provide an unbroken view without any intervening development would be at the expense of the overall design quality of the development. It would result in a requirement for more space to be dedicated to achieve the view, and therefore a more intensive development including more apartment blocks to deliver the consented quantum of development. An appropriate balance needs to be struck between all competing elements. Your officers are of the opinion that the development achieves this and delivers a high-quality design which is compliant with the Policies of the Development Plan, the Development Brief and advice advocated by the NPPF.
- 5.44 Initial plans showed the central area to be dominated by a SUD's feature, this would have lessened the effectiveness of this area as a focal point within the development. This has subsequently been removed and relocated to within the southern view corridor. A more meaningful area of open space has now been provided within the development.
- 5.45 The proposals have been assessed in terms of the impact upon heritage assets and their setting, and it is not considered that the development would unduly impact any heritage asset as a result of the detail submitted in this application, as confirmed by the Heritage



Officer. Matters relating to archaeology are reserved by conditions on the outline consent.

### Scale

5.46 The Development Brief confirms that the development has the potential to provide for 2.5 and 3 storey developments. Development Brief Figure 4.5, below, shows the indicative areas where higher density development and heights may be appropriate confirming these as being within the centre and northern third. Also, below is a plan detailing the scale of the buildings within the proposed development. The plan demonstrates that the scale of the development would be predominantly 2 storey with elements of 2.5 storey which would be provided to the centre and northern parts of the development platform and this is wholly consistent with the aspirations of the Development Brief.



KEY

Figure 4.5 Density and Heights framework plan

- |  |  |
|--|--|
|  Slate Meadow Site            |  Village green  |
|  Development area             |  Key development edge   |
|  High density (up to 60dph)   |  Heights will be predominately 2 storey with the potential for some 2.5 and 3 storey elements to the centre and in the northern third. Buildings in the southern third and fronting Brookbank will be 1.5 to 2 storey |
|  Medium density (up to 40dph) |  |
|  Low density (up to 20dph)    |  |

Figure 4.5 Extract from Development Brief



*Indication of heights within the proposed development.*

- 5.47 Concern was raised with regard to the location of the proposed apartment block where they front the village green and within the centre of the development. As set out above the location of the 2.5storey units is consistent with the requirements of the brief, while Objective 11 confirms that the scale of buildings shall be predominantly 2 storey and “rising up to 3 storeys to the north overlooking the village green. Elsewhere taller buildings may be acceptable in key locations to emphasise important spaces or features”. The apartment blocks in this instance overlook the village green to the north and also the central area of open space within the site.
- 5.48 The proposed retained open space to the north and west of the development is significant and as such it is important that this area is fronted by buildings of appropriate scale to ensure the spaces are framed and that the development relates satisfactorily with these areas, hence the commentary within the Development Brief. This is an established principle of good place making, and consistent with other development approved in the Wycombe District including Abbey Barn South which has a large open space framed by the taller apartment blocks of the development. Again, the central area of open space is a design feature of the development and it is appropriate to ensure that this space is framed and overlooked by buildings of an appropriate scale and design.
- 5.49 Development Brief Figure 4.5 also demonstrates that there are a mix of densities within the surrounding area which includes elements of 60dph to the west and a small area of lower density (up to 20dph) to the east of the site on the eastern side of Stratford Drive. The development proposals as submitted include lower density development fronting Stratford Drive and the River Wye, and higher density development in the centre and norther parts of the development platform which, as set out above, respond to areas of open space.
- 5.50 Further concern was raised with regard to the heights of the development in the context of adjacent properties. As set out above the development is predominantly 2 storey in scale which is reflective of the scale of properties within the surrounding area, including those on Stratford Drive which would back on to the development. The dwellings which are within the immediate context of these units would be 2 storey in height.

5.51 Additional sectional details have been provided which show properties on Stratford Drive in the context of the proposed development (see below). This information demonstrates that the heights of the proposed development would not be out of context with their immediate surroundings.



5.52 No.21 Stratford Drive has a ridge height of 40.82AOD, while the nearest property would have a ridge height of 41.046AOD, this is inclusive of any required changes in land levels. The ridge height difference between these properties would be 22.6cm which would be imperceptible. Other two storey properties within this section would have ridge heights of between 41.117 and 41.338AOD which is considered to be appropriate. Furthermore, these represent the maximum height of the dwellings and many of these properties have lower elements which breaks up the mass and provide interest within the streetscene.

5.53 The 2.5 storey apartment blocks are sited some distance away from the existing dwellings with 2 storey properties in between. While their heights would be greater, due to their proximity and siting, these would not result in any over dominance of existing properties. The provision of such development, in the locations proposed, is identified as being acceptable within the adopted Development Brief.

#### *Appearance*

5.54 The development proposes a variety of building designs, types and forms. The scheme includes different character areas within the development, such as the main spine road, the open space and river frontages, and mews areas. Additionally, the scheme includes a mixed palette of materials. The appearance of the development helps to add interest within the scheme and is considered to be of acceptable.

#### **Amenity of existing and future residents**

Wycombe District Local Plan (August 2019): CP9 (Sense of Place); DM35 (Placemaking and Design Quality); DM40 (Internal space standards)  
Residential Design Guide  
Slate Meadow Development Brief

5.55 The development will safeguard the amenity of neighbouring properties and provide an appropriate living environment for new occupiers in accordance with development plan policy and guidance.

5.56 The development will provide private, attractive, usable and conveniently located private amenity space of an appropriate size for each new home. Houses will be provided with private garden space, while apartments will be provided with either a ground level patio garden area or balcony.

5.57 The scheme will not result in adverse impacts on the amenities of neighbouring properties because:

- A 25m back to back distance is achievable with existing homes on Stratford Drive.
- Boundary screening will be achieved by the retention and enhancement of existing boundary landscaping.

- The perimeter block layout will ensure that existing gardens back onto new gardens thereby making it difficult for outside intruders to access back gardens.
- The scale of the properties is appropriate to ensure that there would be no adverse overbearing or overlooking issues.

5.58 The layout of the new development has been designed to broadly comply with the Council's normal development standards in order to provide an adequate degree of amenity for the future residents of the proposal. There are a small number of internal back to back relationships which are marginally below the spacing standard, however in the context of the scale of scheme, and for the purposes of achieving good design, the spacing between the dwellings is considered to be acceptable.

### **Environmental issues**

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

DM20 (Matters to be determined in accordance with the NPPF)

5.59 Matters relating to air quality, contamination, servicing, and noise disturbance, were considered at outline stage and the proposals were deemed to be acceptable on these points, subject to conditions attached to the outline consent where appropriate.

### **Flooding and drainage**

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP12 (Climate Change); DM39 (Managing Flood Risk and Sustainable Drainage Systems); BE1 (Slate Meadow, Bourne End and Wooburn)

#### Flood Risk

5.60 The application site includes land which is located within Flood Zones 2 and 3, which is acknowledged within Policy BE1 and considered through the outline consent. The requirement to ensure that the development is safe from flooding has dictated the development platform secured through the outline consent.

5.61 The outline consent includes a condition which dictates the finished floor level of any perceived vulnerable properties within the development, and limits the extent of built development. These are mandatory requirements that any development has to satisfy and the submitted detail shows adherence to this.

5.62 The outline consent also requires the submission of flood plain modelling to be submitted with the Reserved Matters for layout, which should include an addendum to the overarching FRA.

5.63 The Environment Agency initially raised concern with regard to the submitted documentation and the level of detail provided in terms of flood plain modelling, the effectiveness of the floodplain compensation scheme, and levels within the development. As such, the EA requested the submission of a revised FRA and further modelling data.

5.64 The applicant has actively engaged with the EA to address their ongoing concern, an addendum FRA has been provided along with additional modelling information. The submitted information included outstanding information required by the EA and suggests that the development can be carried out without causing risk to future occupants, or contribute towards additional risk elsewhere. The EA have confirmed that they have removed their objection, but have requested that the FRA be updated to reflect the latest position. Following on from receipt of the updated information, the EA have confirmed

that they will send their formal letter of response to confirm any additional conditions required.

- 5.65 It should be noted that a further condition on the outline consent requires the submission of a floodplain compensation scheme to be submitted and approved prior to the commencement of development, this condition is enduring and the applicant would be required to adhere to it in the interest of flood risk in any event. Therefore, it is the LPA's position that it is not essential for this element of the proposal to be considered or agreed at this time. Notwithstanding this, the scheme submitted includes two areas of floodplain compensation, which would alleviate the loss of floodplain arising from any raising of land levels and there is sufficient space and scope for these areas to be amended should the area be deficient. As set out above, the EA have confirmed that the flood plain compensation scheme is acceptable following review of the latest modelling data.
- 5.66 The application has been referred to the SoS on flood grounds due to the EA objection and the SoS has determined that the application proposals ought to be considered at the local level rather than being called-in to the SoS for determination.

#### *Drainage Scheme*

- 5.67 The application has been supported by a drainage strategy which broadly reflects the layout submitted. The LLFA have considered the submitted information and observed that some detail is outstanding. Notwithstanding this, they have confirmed that the matters can be dealt with by way of the submission of details pursuant to conditions 10 and 11 attached to the outline consent.
- 5.68 The Parish Council have raised concerns with regard to the adequacy of the drainage solution of the development. As confirmed previously, there are conditions attached to the outline consent (namely 10 and 11) which requires the submission of a surface water drainage scheme as a pre-commencement condition. Condition 10 specifically requires, inter alia, information with regard to water quality, ground investigations, ground water level monitoring, construction details and layouts, calculations to demonstrate the drainage can be contained on site, and proposed overland flow routes, some of which are directly related to the substance of the concerns raised. The detail therefore ought not be considered under this Reserved Matters application and are to be dealt with under the approval of detail reserved by condition application, which is reflected in the LLFA comments.
- 5.69 Notwithstanding the above, it has been confirmed by the applicants that the use of private roads, rather than an adoptable highway, within the development means that further improvements to the drainage strategy could be incorporated, including, the use of infiltration; the use of porous sub-bases; the removal of the attenuation basin; and, the removal of piping, manholes and storage tank; and the removal of the head wall to the River Wye.
- 5.70 A legal agreement relating to sustainable drainage systems (SuDs) management and maintenance has been secured at Outline stage.

#### **Green networks and infrastructure, biodiversity and ecology**

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP9 (Sense of Place); CP10 (Green infrastructure and the Natural Environment); DM34 (Delivering Green Infrastructure and Biodiversity in Development); BE1 (Slate Meadow)  
DSA: DM11 (Green networks and infrastructure); DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geodiversity importance); DM14 (Biodiversity in

Development)

Slate Meadow Development Brief

Impact on Burnham Beeches Special Area of Conservation (SAC)

- 5.71 The WDLP and the Slate Meadow Development Brief acknowledge that residential development at the application site would, without mitigation, result in an adverse impact on Burnham Beeches SAC. Both acknowledge that the provision of open space at the application site, above and beyond the policy requirements set out in Policy DM16, would be necessary to provide an alternative to the SAC and therefore reduce any recreational pressures on that protected site.
- 5.72 Concern has been raised that the proposed SAC mitigation would be directed towards the Burnham Beeches SAMMS project, and that any mitigation ought to be directed more locally with specific reference made to provide contributions towards improvements at the Little Marlow Lakes County Park (LMLCP).
- 5.73 To direct any financial contributions towards LMLCP there needs to be a scheme in place to which the development could contribute and demonstrate appropriate mitigation. At this time there remains no scheme of improvements, with the exception of the suite of improvements set out in the Hollands Farm (Policy BE.2) Development Brief. It is a policy requirement that the Hollands Farm development contributes towards that scheme and delivers the majority of the enhancements set out, including all of the high priority measures.
- 5.74 Policy RUR.4 relates specifically to Little Marlow Lakes Country Park and allocates the land for outdoor recreation. The justification to that policy acknowledges that improvements to the park could offset the impacts of proposed housing growth at Bourne End on the Burnham Beeches SAC and s.106 contributions will be sought from BE1 to invest in the park.
- 5.75 Policy RUR4 also requires development to provide safe, convenient and direct access to Bourne End for pedestrians, cyclists and disabled users. This is supplemented by paragraph 5.5.30 which cites providing the opportunity to create new access for walkers, cyclists and disabled users, and links to the wider highway network, and to secure easy access to residents of Bourne End.
- 5.76 It remains the position that the impact on the SAC could be satisfactorily dealt with by way of contributions towards the SAMMS project, and therefore the adverse impacts on the SAC would be mitigated. However, the applicants have confirmed that they are open to the requisite financial contributions being directed towards improvements to enhance the Little Marlow Lakes as a destination and/or improvements to the network from Bourne End to increase its accessibility and attractiveness for residents of the development and Bourne End.
- 5.77 As set out above there remains no ratified scheme or specific projects to which financial contributions can be directed at this time. However, there is some flexibility in as much as the contribution need not be allocated to a project until the site is ready for occupation (as it is upon occupation when the impact on the SAC would be realised) so a lead time can be written into a legal agreement to allow such a scheme to be developed. Should the projects not progress in that time then any legal agreement would require the monies to be directed towards the SAMMS project. Ensuring that the impacts on the SAC are appropriately mitigated.

- 5.78 It remains that the development provides a significant over provision of public open space, while financial contributions towards improvements of the public right of way network are already secured through the outline legal agreement. Both of these elements contribute towards mitigation.
- 5.79 A financial contribution towards the Little Marlow Lakes project and/or further access improvements, in line with the SAMMS amount, would need to be equivalent in terms of the impact the project had upon the Burnham Beeches SAC for it to be acceptable mitigation. Provided the mitigation was equivalent for the same contribution then there would be no detriment to the SAC or the developer irrespective of which project the contribution was put towards. Your officers are of the opinion that an additional contribution as a package of mitigation would be CIL compliant. The conclusion is that the impacts on the SAC would be mitigated for and no adverse impacts would arise.
- 5.80 A Legal Agreement, as a Deed of Variation to the original s.106, has now been completed and signed in accordance with the terms set out above and, therefore, this matter has been satisfactorily addressed.

#### Biodiversity proposals

- 5.81 The application has been supported by the necessary surveys and reports which consider the impacts upon protected species and/or their habitats. The updated information indicates that there are some protected species on the site including water vole, reptiles, badgers and bats. The proposals include mitigation measures which the Ecology Officer consider to be acceptable. The amended Construction Environmental Management Plan sets out clearly how species and habitats will be protected through the construction process. The zoning of the site enhances the interpretation of how different areas of the site will be dealt with and should help ensure harm does not occur. Consequently, the Ecology Officer has raised no objection to the development in this regard which satisfies the requirements of ecological conditions attached to the outline consent.
- 5.82 The submitted plans and documents demonstrate a 10m buffer from the River Wye, as required by condition. The detail includes the necessary landscaping and ecological enhancements within the buffer zone. The zone is largely clear from built form. It is noted that there is some minor incursion of footpaths into this zone, however revised plans have been submitted which remove the footpath from the buffer which would address the EA concerns in this respect.
- 5.83 Concerns were initially raised by the EA with regard to ecology matters. The application proposals were reassessed by the Councils Ecology Officer following these comments with regard to the impact on the River Wye habitat and protected species. A robust suite of conditions have been suggested to address the comments.
- 5.84 With regard to protected species and habitats, the conditions would require updated water vole surveys to be carried out, a further assessment of the river bank habitat, along with any necessary mitigation measures, and also an updated scheme of river enhancements. It should also be noted that a surface water drainage scheme which did not propose an outlet into the River Wye would also reduce the perceived impact on the River Wye. Furthermore, conditions relating to the details of an Ecological Clerk of Works (ECoW) have also been suggested. The ECoW would supervise and monitor any works carried out within the River Wye buffer zone to ensure that the development is being appropriately carried out in the interest of its habitat value.

- 5.85 It is also noted that there were also concerns raised by the EA with regard to effectiveness of the seasonal wetlands, and whether they would be sufficient to act as an ecological asset. It must be noted firstly that the requirement for these basins are to ensure appropriate flood plain compensation first and foremost, and as such they would be multi-functional features of the development. Notwithstanding this, the additional conditions require full details of these features to be provided to ensure that they would be effective for all purposes, this would be a belt and braces approach to the matter.
- 5.86 These conditions have been shared with the EA, and their most recent comments do not maintain an objection on these grounds.
- 5.87 Details of the lighting layout have been provided and further details of these have been provided within the CEMP and Mitigation and Enhancement Strategy. The Ecology Officer is satisfied that these details are well designed from a biodiversity perspective, while a condition remains on the outline consent which controls the installation of further lighting.

#### Net Gain

- 5.88 With regard to net gain the submitted Biodiversity Metric shows a habitat net gain of 20.25%, and hedgerow net gain of 677.83%. The scheme shows a good mix of habitats to be provided which would integrate well into the site. The Ecology Officer is satisfied that the calculations seem reasonable and that the development proposals would deliver a measurable net gain in biodiversity, on site. Furthermore, the submitted LEMP sets out how the onsite habitats will be managed to ensure that the predicted values will be achieved.
- 5.89 Concern has been raised that the proposed biodiversity metric used to calculate biodiversity net gain is outdated. Best practice guidance confirms that if a project is done with a previous metric then it is not recommended that this is changed mid project due to the potential for discrepancies. The Development Plan does not set a target for how much net gain should be delivered. The Environment Act, which is not yet in force, indicates that a 10% net gain ought to be delivered. In this instance, the Biodiversity Metric shows a habitat net gain of 20.25%, and hedgerow net gain of 677.83%.
- 5.90 The EA have suggested that a River Condition Assessment ought to be carried out to inform biodiversity net gain. While this comment is noted, condition 9 attached to the outline consent, states that the reserved matters application (for landscaping) should include a biodiversity impact assessment and enhancement statement in line with the Warwickshire Metric (or Buckinghamshire if available). The condition and the Warwickshire Metric does not require such an assessment and such requirements is above and beyond the outline consent.
- 5.91 As set out above, the application proposals demonstrate a significant level of biodiversity net gain enhancement on-site which is above and beyond the requirements of current Development Plan policies.

#### Trees and canopy cover

- 5.92 The development would accord with policy DM34 in that it would achieve a future canopy cover of at least 25% across the site area. The submitted documentation demonstrates that 28% future canopy cover could be achieved. This has been reviewed by the LPA's Tree Officer who has confirmed that the proposed tree provision across the site is acceptable. Additionally noting that the tree cover within the development itself would present a sylvan character for the development.



5.93 The submitted arboricultural method statement is also deemed to be acceptable in terms of the protection of retained trees.

5.94 The proposed layout and landscaping of the site is deemed to be acceptable in terms of biodiversity and green infrastructure.

#### **Building sustainability and climate change**

Wycombe District Local Plan (August 2019):

DM33 (Managing Carbon Emissions: Transport and Energy Generation),

Air Quality SPD

5.95 These matters have been considered at outline stage under the policy context at that time. It is not possible to revisit points of principle in this regard. However, the applicants have acknowledged that should the development not satisfy Building Regulations through fabric efficiency alone then they would look to incorporate PV panels into the development.

#### **Public open space**

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

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

BE1 (Slate Meadow, Bourne End and Wooburn)

5.96 The quantum of open space which would be delivered has been established through the outline consent. This includes a significant over provision of local and strategic open space to provide separation between the settlements, a green corridor, and in part to mitigate the impacts on the Burnham Beeches SAC as outlined above. The parameters of the open space is secured through legal agreement and includes a significant undeveloped corridor to the west of the site as required by policy and the Development Brief.

5.97 Within the site allocation, but outside of the application boundary, is an area of land identified as village green. Policy BE1 requires the retention of this land, and this is retained under this proposal. The outline consent, under the legal agreement, requires the submission of a village green scheme, subject to a licence. The proposals detailed through the amended plans show limited alterations to the village green itself, with the exception of enhancing connectivity through the area to the wider PROW network which are considered to be reasonable. Notwithstanding this, any scheme requires consent outside the remit of this application, pursuant to the Legal Agreement.

5.98 The scheme includes a corridor of open space within the development area which would include some SUD's elements, which would lead towards a central undeveloped open space area. The scheme also details an area of play space which would be provided within the strategic corridor. The provision and extent of which is considered to be acceptable.

#### **Infrastructure and Developer Contributions**

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

DSA: DM19 (Infrastructure and delivery)

5.99 These are matters which have been secured by the Outline Planning Permission, however in light of Natural England's position on the impact on the Burnham Beeches SAC a deed of variation has been agreed which secures financial contributions as SAC mitigation.

## **Weighing and balancing of issues / Overall Assessment**

5.100 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.

5.101 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

5.102 As set out above it is considered that the proposed development would accord with the development plan policies and would bring with it the benefits established through the outline consent.

5.103 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.

5.104 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 (2019) 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 was provided with pre-application advice.
- The applicant was provided the opportunity to submit amendments to the scheme/address issues and the LPA has worked collaboratively with the applicant to find solutions
- The case was considered by the planning committee where the applicant had the opportunity to answer representations.

**Recommendation: Permit subject to a legal agreement (the agreement is already signed).**

And subject to the conditions set out below:

1. Unless otherwise required by other conditions in this permission or the outline planning permission, the development hereby approved shall be carried out in strict accordance with the plans detailed within the document titled Planning Application Register (prepared by Croudace Homes - dated 5<sup>th</sup> August 2022), received on 5<sup>th</sup> August 2022. This approval does not relate to Drainage Strategy Document and Drainage Strategy Details which are matters subject to further consideration and approval through conditions attached to the outline planning permission.  
Reason: In the interests of clarity and to secure the satisfactory layout, scale, appearance, access and landscaping of the development.

2. Notwithstanding the details submitted with the application, prior to any works commencing within the 10m river buffer area, the following shall occur, in sequential order, details of which shall be submitted for the approval, in writing, by the LPA:

- Updated water vole surveys will be undertaken of both banks of the river through the site, and an assessment of the suitability of habitat within 100m of the site up and down stream;
- Updated proposals and designs for river enhancements shall be developed to include at least a 50% increase in river enhancement (this can include both river bank enhancement and in river enhancements). The proposals shall be led by ecologists, landscape architects and coordinated with engineers, to the approval of the Local Planning Authority;
- Where any element cannot be achieved for technical reasons, then full detailed justification shall be provided by the engineers for submission to the Local Planning Authority;
- Updated water vole mitigation (including the timing and phasing of works) and enhancement details;
- Details of the timing and delivery of all measures; and,
- If necessary, a licence shall be sought and received from Natural England, prior to commencement.

Works shall then proceed in strict accordance with approved details, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that impacts upon water vole are mitigated against and enhancements are delivered.

3. Notwithstanding the details contained within the application, prior to any works within the strategic open space corridor, updated details (including plans and sections) of the seasonal wetland areas shall be submitted to and approved in writing by the Local Planning Authority.

The submitted details shall:

- Be led by ecologists, landscape architects and coordinated with engineers, to ensure that proposals are multi-functional, aesthetically pleasing, provide good habitat value and meet drainage/flooding requirements;
- Include natural undulations and not have uniform slopes;
- Be presented using contoured plans and sections; and
- Include details of the timing and delivery of such works.

Where any element cannot be achieved for technical reasons, then full detailed justification shall be provided by the engineers for submission to the Local Planning Authority.

The development shall be carried out in strict accordance with the approved details unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that seasonal wetland areas are fully multifunctional.

4. Notwithstanding the details submitted with the application, prior to the commencement of any works within the red zones, as identified by the Biodiversity Protection Zones Plan (Contained within Appendix 4 of the Construction Environmental Management Plan: Biodiversity, prepared by SES, dated 20<sup>th</sup> December 2021), the following shall be submitted to, and approved in writing by, the LPA:

- Details of the appointed Ecological Clerk of Works (ECoW).
- Details of the power of the ECoW to control the works.
- A schedule when supervisory works will occur,
- Agreed number and approximate frequency of monitoring visits, and
- A commitment to submit produce and submit short reports to the council after each visit.

Reason: To ensure the works on site relating to ecology are appropriately supervised, monitored and subsequently reported back to the LPA.

5. Notwithstanding the details contained within the application, prior to first occupation, the ECoW shall sequentially:

- Undertake an audit of ecological mitigation compensation and enhancement measures.
- produce a snag list of any outstanding issues
- Re-inspect any items on the snag list once they have been resolved and certify that they have been addressed.

Full details of all monitoring and supervisory reports, the aforementioned audit report, snag list and certification, shall be submitted to the LPA prior to first occupation. The reports shall be held on public record.

Reason: To ensure the works on site relating to ecology are appropriately supervised, monitored and recorded by the LPA.

6. Prior to their construction, details of the construction of the access roads and footways shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and no dwelling shall be occupied until the access roads, on street parking and footways which provide access to it from the existing highway have been laid out and constructed in accordance with the approved details.

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

7. Prior to the construction of the new means of access, details of the disposal of surface water from the highway shall be approved in writing by the Local Planning Authority in consultation with the Highway Authority and no dwelling shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: To minimise danger and inconvenience to highway users.

8. Prior to first occupation, the new means of access serving the site's access roads shall be sited and laid out in accordance with the approved drawing and constructed in accordance with the Buckinghamshire Council guide note "Commercial Vehicular Access within the Public Highway".

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

9. Plots 1 – 2 & 138 – 140 shall not be occupied until the new means of access serving these plots have been sited and laid out in accordance with the approved drawing and constructed in accordance with the Buckinghamshire Council guide note "Private Vehicular Access within the Public Highway".

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

10. Plots 141 to 143 shall not be occupied until such a time as the area for refuse vehicles to turn, in accordance with the approved plans, has been laid out and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off and turn clear of the highway thereby avoiding the need to reverse excessive distances.

11. The scheme for parking, garaging and manoeuvring indicated on the approved plans shall be laid out prior to the initial occupation of the development hereby permitted and, unless otherwise agreed in writing, 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.

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

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

13. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) Order 2015, as amended, the garages hereby approved shall be retained for the purpose of the storage of a private motor vehicle and at no time shall be converted to habitable accommodation.

Reason: To ensure that the development is served by an appropriate level of parking including unallocated on street parking which is required to be available for use by the nearby school for drop off and pick up.

14. The vehicular and pedestrian access from Stratford Drive to the development hereby approved shall be kept open and free for passage at all times and no form of barrier or means of enclosure shall be erected across the site access, without the prior written approval of the Local Planning Authority.

Reason: To maintain access and to comply with the terms of provisions of Policy BE1 (Slate Meadow) of the adopted Local Plan with regard to the provision and access of on street parking for the purposes of use by the nearby school for drop off and pick up.

## **APPENDIX A: 20/07006/REM**

### **Consultation Responses and Representations**

#### **Councillor Comments**

**Cllr Wilson** - As a Ward Councillor, I want to call in this Reserved Matters Planning Application given the material significance of this site to the communities of Wooburn and Bourne End. There is significant interest in the Reserved Matters from Buckinghamshire Councillors, the Parish Council, community groups and residents. Matters of access (with a primary school in close proximity) and a busy road junction at peak times, appearance, landscaping, layout and the Village Green have been held back from the original outline planning application and merit discussion at planning committee rather than a delegated decision. (23/07/21)

**Cllr Drayton** - As a Councillor for the ward of The Wooburns, Bourne End and Hedsor, I would like to call this application in. (26/07/21)

#### **Joint Representation received from Cllrs Wilson, Drayton and Kayani and Wooburn & Bourne End Parish Council (circulated prior to Committee on 24/08/22)**

Objecting to the application on the following grounds:

- Report seeks to compromise on critical elements of planning policy to maximise the number of dwellings;
- Based on their calculations there is a difference closer to 2m between those 2 storey properties on Stratford Drive and those on Slate Meadow as opposed to the 0.23m indicated in the report. Zero confidence in the evidence provided to address concerns with regard to ridge heights and to fit in surroundings;
- 33% of dwellings will be 3 storey and cant be considered to be predominantly 2 storey with potential for occasional 2.5 and 3 storey elements.
- 3 storey buildings are an overpowering presence which are closer to Stratford Drive and the River Wye than in the Plan;
- No changes to heights and layout proposed;
- Proposals do not meet the requirement for views through the site from Brookbank to the hillside beyond required by Policy BE1 4a)
- Recommendation should cite access “for” LMLCP and option for additional contributions for the cycleway
- Meeting the Development Plan “when considered as a whole” suggests it does not meet ALL the requirements of the Development Plan
- Welcome conditions on restricting PD for garage conversions, and public access to parking spaces
- No mention of additional low level signage for unallocated parking
- Ridge height data is selective, Development Brief states that buildings will generally be of a similar scale of existing residential properties
- Croudace figures have consistently and incorrectly overstated the building heights within Stratford Drive between 0.73-1.1m.
- Notable discrepancies between scaled elevations to the AOD figures, while using FFL does not acknowledge the fact buildings are going to be built up from ground level
- There is a difference closer to 2m between those 2 storey properties on Stratford Drive and those on Slate Meadow

- Application fails to meet the policy requirement to deliver views to the hillside. Paragraph 2.25 is misleading and infers the proposals are compliant with Policy BE.1. The proposal is not delivering views to the valley sides to the north and south from outside the site across/through the developed area within it
- Illustrative masterplan is clear that there should be views across the site from within and outside
- No comments from EA
- Application premature should EA require substantial change
- Want confirmation that outline conditions referred to (10 and 11) can apply to revisions cited under 2.31
- Investment towards LMLCP referred to in Policy RUR4 is welcomed
- Emphasise the River Wye is 1 of only 200 chalk streams in the world – welcome the additional biodiversity proposals
- Welcome conditions regarding multifunctional requirement of seasonal wetland
- Cannot squeeze 150 dwellings on the site and deliver a development in accordance with BE1 and Development Brief
- Encroachment of footpath into River Wye buffer
- Cycleway improvements for access to LMLCP should be reflected in the decision
- Concerns regarding Town Lane crossing which should be improved to a pedestrian crossing.

### **Parish/Town Council Comments**

**Wooburn & Bourne End Parish Council – Further Comments** – Further to our letter dated 24th January 2022, we welcome the recent Environment Agency (EA) response dated 14th April 2022. In their response, the EA maintain their objection for a number of reasons which echo our earlier response in terms of flood risk, drainage and biodiversity issues which we both feel have not been adequately dealt with by the proposed development. We note that the EA are also concerned about where additional swales have been placed which are not evident on the landscape masterplan nor that there is consideration for the seasonal wetlands to have been included. We agree with both of these points as reflected in our letter. We would be keen to understand the LLFA drainage officers current standpoint on the above but are yet to see a response from themselves.

**Wooburn & Bourne End Parish Council – Further Comments** – Wooburn and Bourne End Parish Council's planning committee is fortunate that one of its members is a geotechnical engineer and he has reviewed the amended drainage strategy in document FWM8960-RT001 R01-00

We wish to alert you to our concerns that the amended drainage strategy does not provide enough treatment or benefit to the Site or its ecological receptors and that the biodiversity net gain assessment uses a now withdrawn standard.

In response to amended documents uploaded recently to the Buckinghamshire Councils Planning Portal in relation to the outline planning permission 18/05597/OUT and 21/07006/REM Slate Meadow Stratford Drive Wooburn Green Buckinghamshire.

Wooburn and Bourne End Parish Council would like to make the following observations and comments.

- For Flood storage compensation we would expect volume calculations, comparing available flood storage volumes for the current site against the proposed site. These calculations are generally undertaken on a level for level basis at increments of c. 0.1 m. This has not been undertaken in this instance. However, the results of the modelling would suggest that the features would result in a

slight decrease in downstream flood risk (as inferred from the reduction in modelled flow volume passing through the site) under the 1 in 100 years + climate change event. It is unclear whether the volumes provided by these features would be utilised under lesser storm event conditions. It is assumed that they would not be although there is not much information included on the connectivity between the watercourse and the basins.

- Ideally the drainage strategy should be updated as the FRA has been. At present there are quite a few contradictions between the two.
- The Site is in Zone 3 and close to Zones 1 and 2 of a drinking water source protection zone. However, the drainage strategy does not appear to consider this in terms of pollution incidents given the primary mechanism of surface water disposal is infiltration. This needs further thought and consultation with Thames Water.
- A blanket minimum invert level for infiltration features seems inappropriate for a site of this size. A more refined approach could be employed such as that used to set finished floor levels in the FRA addendum.
- Confirmation should be sought that none of the permeable paving is within the 1 in 100 yr. + climate change flood envelope.
- It is good that the previous attenuation crates have been replaced with an above ground 'green' basin. However, there appears to be no treatment to surface water run-off from adoptable roads prior to discharge into the River Wye. The invert level of the surface water sewer network appears to be consistently lower than the invert level of the basins suggesting that the only way they will fill is by the hydro brake 'backing up' the entire system. So under low flow conditions any pollutants would seemingly discharge directly to the river. We cannot see any other form of treatment to remove pollutants including contamination (e.g. fuel/ oil spills) and suspended solids.
- The FFLs of the plots have been raised but the discharge of surface water from each is to the sub-base of surrounding permeable paving. Whilst quite extensive, we are/would be concerned that it is still a concentrated discharge which has not been tested under 'flood' conditions and could lead to localised or extensive groundwater flooding i.e. they effectively work in reverse.
- The flood plain compensation basins are noted as 'seasonal wetlands' but the base/ invert of them is higher than the 'worst case' groundwater elevation. Assuming they are unlined we would recommend that for better biodiversity benefit, these should be lowered such that the bases are indeed 'seasonally' wet whilst providing adequate storage above during times of flood.
- The new proposal includes river bank enhancements. Again, for biodiversity reasons, a fish 'refuge' pond should be considered in this area.
- The River Wye ecological buffer intersects with footpaths/ cycleways and abuts the one of the roads. Ideally there should be a degree of separation from human activity.
- The ecological report notes: "The SuDS feature in the central area will provide a permanently wet wildlife pond with a shallow gradient and marginal zones for aquatic, emergent and marginal vegetation." However, we are unsure how this will be achieved if it only gets wet when the system 'backs up' - see above.
- The ecological report uses DEFRA biodiversity metric 2.0 but this has been withdrawn and replaced with 3.0 which should be used.

Please take these points into consideration in any discussions of conditions with the Developer and into your determination of the planning application.



**Wooburn & Bourne End Parish Council** – Initial Comments - Members of the PH&L Committee of Wooburn & Bourne End Parish Council wish to make the following comments with regard to the above application 21/07006/REM. In reading and comparing the 21\_07006\_REM-PLANNING\_STATEMENT-3970841.pdf and the Development Brief for Slate Meadow which was adopted in 2018, and Wycombe District Local Plan adopted in 2019, we note the following that are not in accordance with the agreed development brief.

Development Brief 1.3 Vision para 10 says: Deliver off site infrastructure directly related to the needs of the development. The planning application addresses its access to Stratford Drive but not beyond, yet 2.5.1 calls for "improvement for right turning onto A4094 and potential revision to Stratford Drive junction including the pedestrian crossing"

- the road improvements and infrastructure around the site must be completed before any development starts. This planning application does not include a transport assessment, but this is stated as being required within the Development Brief at 4.7. The Transport assessment will consider the number of vehicle movements, the proposed single entrance and exit to the site, where that entrance is relative to Stratford Drive entrance from Brookbank; the entrance to Orchard Drive and the entrance to the school. All of these are in close proximity to each other and could potentially cause a bottle neck at any one time.

The assessment also needs to take into account that some students will attend St Paul's who are not living at Slate Meadow and will be walking along Cores End Road, Brookbank and from the outer edges of the catchment area at Wooburn Manor Park. Therefore, there needs to be additional safe crossing areas. (Local Plan Policy BE1 2e)

The Local Plan states that Bourne End is a transport hub, so we recommend that the Old Railway Line is looked at again as a bridle/cycle path to reduce short term vehicle journeys. (WDC Local plan BE1 2d)

Development Brief 2.5.4 "...additional visitor parking provision in the new development in close proximity to the school, capable of providing addition school drop off parking"

- The plan does show layby style parking within the site but as the site roads loop in and out of the development from the single entrance/exit and many are dead ends, we would envisage many vehicles trying to turn around within the development on junctions and even in driveways. The Liaison Committee had recommended that there was a single parking plot for school drop offs, with a permeable base, and the PH&L committee agree that this would be a safer and more desirable solution.

Development Brief 2.9. Utilities & Services

"Foul Water: The sewerage undertaker for Slate Meadow is Thames Water Utilities Ltd. Thames Water has stated that the planned upgrade for the Little Marlow Sewage Works will be incorporated into the Company's 2020 programme. Thames Water has stated that existing infrastructure can cope with developments that come forward before 2020: and has confirmed that its existing capacity and infrastructure is capable of accommodating Slate Meadow and the other reserve sites."

- Section 4.8 of the Development Brief states: A baseline infrastructure assessment of existing utility and drainage services within Slate Meadow and the areas immediately surrounding the site was undertaken in March 2007 and updated in 2016. Detailed in Section 2.9, it confirms that there is

capacity in the water and foul water infrastructure to accommodate additional development on the site.

- We note the stand-alone pumping station in the plan for the site
- However, Thames Water have been discharging raw sewage at Little Marlow after heavy rain so they clearly cannot cope. This should therefore be re-verified with Thames Water to identify when their planned upgrades will be completed so that the Development can be phased accordingly, with the upgrades completed prior to the start of the phases.

“Surface Water: The surface water strategy is subject to detailed geotechnical survey/assessment of ground conditions. The preference is for an integrated SuDS system that incorporates surface water attenuation in the form of swales and ponds. Otherwise storm water will be discharged to suitable watercourses in a manner that is carefully managed in accordance with EA requirements.”

- It is our observation that the surface water drainage has got worse in the last few years and areas that are particularly affected are Cores End Road, Brookbank around the perimeter of Slate Meadow, Stratford and Orchard Drives and from Kiln Lane and Hawks Hill as runoff accrues at the Cores End Roundabout. It has been acknowledged by HR Wallingford that most of the surface water flooding is due to blocked drains and pipes.
- We are also concerned that a large area of the SuDS system is close to the badger setts and request that the placing of SuDS be monitored and their placement changed if necessary.

With reference to the housing styles and types, we consider that there is a missed opportunity to incorporate solar panels, ground source heat pumps as alternatives to gas boilers, (which will no longer be allowed in new builds from 2025), EVC points, clean and grey water separation and recycling and other greener alternatives and that Slate Meadow has great potential to be an example of a green housing development.

#### Village Green

Whilst the developers have acknowledged that the Village Green (**Village Green 112 Slate Meadow**) is owned by Buckinghamshire Council and is not part of this application, the plans show suggested changes, with direct connections to the development area. We would like it noted that we strongly object to any changes made to the Village Green as it is a protected open space, with its current and historically used access points at Frank Lunnon Close and off the railway line link paths remaining unchanged. We seek written reassurance that the Green will be left as it currently is – an organically maintained space with natural grass paths, shrubs, trees and hedgerows that are kept naturally tamed by deer, badgers and other wildlife. Your thorough ecology assessment identifies the Village Green as being the most diverse in terms of species and any development or additions in terms of tarmac or laid paths and “manicured” areas would destroy that. Any management issues which encroach the development must be discussed and agreed with the Parish Council.

We also request written confirmation that no waste or soil from the SUDS holes or land excavation are put on or near the Village Green.

In conclusion, the PH&L committee, on behalf of the Parish Council, are therefore making an application to Buckinghamshire Council, that this application is called into the Full Planning Committee for the above matters to be taken fully into consideration.

## **Consultation Responses**

**Department for Levelling Up, Housing and Communities (Planning Casework Unit)** - The Secretary of State has carefully considered the case against call-in policy, as set out in the Written Ministerial Statement by Nick Boles on 26 October 2012. The policy makes it clear that the power to call in a case will only be used very selectively.

The Government is committed to give more power to councils and communities to make their own decisions on planning issues and believes planning decisions should be made at the local level wherever possible.

In deciding whether to call in this application, the Secretary of State has considered his policy on calling in planning applications. This policy gives examples of the types of issues which may lead him to conclude, in his opinion that the application should be called in. The Secretary of State has decided not to call in this application. He is content that it should be determined by the local planning authority.

### **Buckinghamshire Council Arboricultural Officer –**

Canopy Calculator submitted, now showing 28% canopy cover. I am satisfied that a good level of canopy cover will be reached and with much of this being associated with the built area, the development will have a good sylvan character.

The Amended Arboricultural Method Statement (AMS): The document is clear and I am happy with its content.

Amended Detailed Landscape Scheme and the Amended Landscape Masterplan show more trees will be included in the urban areas as requested. Although details of how the soil volumes of each individual tree have not been submitted as per the Canopy Cover SPD. It appears that the majority of trees will be planted in locations with an open soil volume and so they should have the opportunity to grow.

The AMS details are clear and should be sufficient to ensure that retained trees are correctly protected.

I am therefore happy with the details submitted.

**Buckinghamshire Council Ecology Officer –** In response to Environment Agency comments relating to biodiversity. Key issue is to ensure we:

1. Meet the need to get some meaningful enhancements – without having a negative impact upon water voles.
2. Deliver seasonal wetland areas which have multiple benefits and which have a natural (not over engineered appearance).
3. Ensure everything is appropriately carried out and monitored, supervised and recorded.

To meet issues we need conditions relating to:

1. Water voles, river improvements and water vole mitigation
2. Updated details relating to seasonal wetlands
3. Details of an Ecological Clerk of Works and supervision measures
4. Auditing of ecological compensation, mitigation and enhancement measures.

### **Buckinghamshire Council Ecology Officer –**

The lighting details now appear to be well designed from a biodiversity perspective.

Biodiversity Metric results in a habitat net gain of 20.25% and hedgerow net gain of 677.83%. The assessments seem to be reasonable and the assessor comments have been completed and enable a good level of understanding of how decisions have been made.

The metric appears to accord with the plans and the plans show a good mix of habitats which integrate well with the amenity use the site will receive.

The Amended Construction Environmental Management Plan 5/1/2022 sets out clearly how species and habitats will be protected through the construction process. The zoning of the site enhances the interpretation of how different areas of the site will be dealt with and should help ensure harm does not occur.

The amended ecological information shows that there should be a good level of biodiversity net gain and despite some unavoidable temporary disruption to some protected species, the protective measures in the CEMP should minimise impacts and there will be useful enhancements as a result of the Amended Ecology Surveys and Ecological Mitigation and Enhancement Strategy.

Therefore, I am happy with the documents submitted.

**Buckinghamshire Council Heritage Officer** - The proposal is a reserved matters application for 150 houses for an allocated site with outline planning permission.

Slate Meadow lies between Bourne End and Wooburn. The site is surrounded by residential on three sides. The south-western boundary of the site adjoins properties that front onto Cores End Road. Here the character is varied with some medium to high density housing from the 19C interspersed with more recent high density housing.

The former Heart in Hand PH on Cores End Road is Grade II listed building the grounds of which form a small part of the site boundary.

It is considered that the proposed development would have a neutral impact on the significance of the setting of this building. The proposal is therefore acceptable in heritage terms.

**Buckinghamshire Council Lead Local Flood Authority** – The reserved matters application does not seek to discharge condition 10 or 11 which relate to drainage matters. After reviewing the Drainage Strategy, there are opportunities to incorporate further sustainable drainage measures which should be fully considered under the discharge of conditions submission. Full ground investigations should be included in DoC application. Further site specific detail will also be necessary.

**Buckinghamshire Council Highways – Local Highways Authority** - I have the following comments to make regarding the school parking as well as a better breakdown of how the site's parking requirement was assessed to try and address any Councillor concerns.

Policy BE1 of the Wycombe Local Plan states:

Development of the site will be required to:

Provide for school travel improvements through the provision of additional, unallocated, on-street parking on site, including any necessary alterations to Stratford Drive to facilitate pedestrians crossing from the development to the school and back.

The most recent plans demonstrate that the site would provide 57(no) visitor parking bays of which 51(no) are 'on-street'. Having scaled from the plans, 33(no) of the on-street visitor bays would be located within a 200m walking distance of the schools gates or a 2 minute walk.

The site resides within Residential Zone B (as identified by the Buckinghamshire Countywide Parking Guidance policy document), with the text highlighted for the standards for that particular zone:

**Table 5. Residential car parking standards (above 10 dwellings)**

Zone	1-4 habitable rooms <sup>1</sup> / 1 bedroom	5 habitable rooms <sup>1</sup> / 2 bedrooms	6 habitable rooms <sup>1</sup> / 3 bedrooms	7 habitable rooms <sup>1</sup> / 4 bedrooms	8+ habitable rooms <sup>1</sup> / 5 bedrooms
A	1	1.5	2	2	2.5
B	1.5	2	2	2.5	3
C	1.5	2	2.5	3	3.5

When assessing the level of habitable rooms featured within each plot, the site has a total parking requirement of 280 plus an additional 20% for unallocated visitor parking which in this case would be 56(no) spaces. The site is providing a total of 313 allocated parking bays although when assessing the application, the garage spaces for plots 20 – 21, 110 – 115, 121 – 122, 125 – 126 and 136 – 137 (total of 15(no) plots) were not considered as parking spaces because the parking arrangement demonstrated a tandem of 3(no) spaces in a row. The Highway Authority do not generally consider parking 3(no) or more vehicles in a tandem arrangement to be practical and therefore tandem arrangements are only considered suitable to park two vehicles. Tandem parking spaces are often under-utilised by households with two or more cars in regular use. The space located furthest from the estate’s carriageway would require two vehicles to move to allow for access/egress. The space located furthest from the carriageway is not considered functional and is likely to result in vehicles parking on the public highway.

This has not been raised as a concern previously because all the dwellings with tandem parking for three vehicles feature 6(no) habitable rooms and therefore only require 2(no) spaces. Rather than requesting that the third space was removed, it was considered beneficial for the garages to remain for storage purposes including for the storage of bicycles.

A total of 298(no) of the allocated parking spaces were considered practical and counted towards the sites allocated parking requirement. This is 18(no) spaces above the sites actual requirement when assessed using the BCPG. The over provision is as a result of a significant number of the plots which require half spaces having their respective provision rounded up.

In consideration that the site is providing an over provision of allocated parking spaces, future residents would be less reliant on on-street visitor parking bays. Therefore, more bays should be available for during school pick up and drop-off periods.

Previous highway comments accepted the layout or have been addressed by amendments. They include comments on:

- Turning heads.
- Estate roads won’t be adopted.
- Detailed layout points.
- Waste collection facilities
- Footway design

The Highway Authority raises no objections to this application, subject to conditions.

**Buckinghamshire Council Housing** – I note the Design and Access Statement included with the application states the affordable housing to be in accordance with the S106 Agreement. I understand you have assessed the number of bedspaces and consider that the application proposal meets the 40% requirement.

I wish to draw your attention to the issues outlined below: -

\* I have not been able to identify the floor areas of the proposed 1 and 2 bedroom flats; I trust you will check these to ensure compliance with the nationally described space standards (NDSS).

\* The floor areas of the proposed 4 bedroom houses are indicated to be 107.6 sq. m. The minimum NDSS requirement for a two-storey 4 bedroom 7-person house is 115 sq. m. I shall be grateful if you will please look into this issue.

\* The mix of dwellings for rent shown in the application includes 11 x 3 bedroom houses. This is below the Council's policy mix and the housing service would like to see more 3 bedroom affordable houses for rent.

There is a need for affordable housing in the area and if the application proposal meets all of the planning requirements, the proposed affordable homes will help to meet the need.

**Buckinghamshire Council Archaeology** - We are not aware that the archaeological evaluation we recommended in our letter dated the 3<sup>rd</sup> July 2018 have been undertaken. The results of this work could inform the masterplan.

**Thames Valley Police** – Further Comments – Blocks A and B should be provided with vehicle gate. No trades buttons should be present. Unable to find details of amendments to cycle storage. Other points raised not addressed. The points were:

Do not object but some concerns:

- Large courtyards can attract crime and anti-social behaviour – surveillance of these areas needs to be maximised. Insufficient lighting to courtyards. Lighting bollards can be easily damaged.
- No visibility over parking for plot 89
- Bin stores should have fob access
- No provision for postal service in communal blocks
- Visitor parking should be located within the public realm rather than parking courtyard

**Natural England** – I am happy with the outcome of that Appropriate Assessment. Please feel free to continue without an objection from Natural England.

[Officer comment: Natural England Initially raised objections due to potential impacts on designated sites]

**Environment Agency** – We have completed the flood model review and consider this satisfactory. The modelling shows that there will be no increase in flood risk onsite/to the development from the revised scheme or offsite to existing properties in both the 1% AEP +35% CC and 0.1% AEP events. The applicants flood risk model of the compensation scheme is now fit for purpose. We thank you for providing us with the updated model as part of the FRA. **We are able to remove our objection to the proposed development on flood risk grounds.** We would ask that a planning condition is imposed to ensure the proposal will not result in flood risk on site and to the development and off site as demonstrated in the compensation scheme in the technical report/FRA [ref FWM8960-RT002 R02-00, 2023].

We note that the applicant has outlined the new scheme in their March 2023 technical report but not in the original documents. The model now represents the revised scheme which differs from the previous scheme and includes new pond levels, new pond shapes, and new land lowering next to the development shown in the latest report (Report\_FWM8960-RT002-Revised-compensation-R02-00.pdf)

The original FRA is from 2018 with a FRA addendum made in 2021. The addendum also provides information on finished floor levels -FFL, but then the new technical report does not show this information on FFLs [nor does it include the revised scheme as shown in -Report\_FWM8960-RT002-Revised-compensation-R02-00.pdf]. We need confirmation that the FFLs in the addendum are still up to date and are set to the 100 year flood level with an appropriate allowance for climate change and an additional freeboard. Could the applicant kindly send us the updated FRA [including the revised scheme and FFL for completeness] for a quick review? Please note that we will also be asking for a planning condition to be imposed on the planning permission to ensure the proposal's finished floor levels are set no lower than the 100 year flood level, with an appropriate allowance for climate change and an additional freeboard.

The LPA (FAO -Declan Cleary) should note that the above is our position (no objection but subject to planning condition) in regard to flood risk. Following receipt and a quick review of the updated FRA we will send the LPA our formal response within 2 working days of receiving the updated FRA. Please accept my apologies for asking for an extension to send the formal response to the LPA. We trust this is acceptable.

[Officer comment: Environment Agency initially raised objections due to insufficient detail relating to flood risk and flood plain compensation]

## **Representations**

### **Residents Groups**

#### **Hawks Hill Widmoor Residents Group CIC**

- There is no dedicated school drop off area as specified in the Development Brief para 2.5.4
- The 2.5 storey flats - 3 storey in reality, are unacceptable as they are out of keeping with the immediate surrounding area and as placed will obscure the views of the hillsides.
- There is no organised traffic scheme. With around 400 houses planned for the Hollands Farm/Jackson's Field site it is essential that there be an agreed plan to minimise the impact of traffic generated by both this development and Slate Meadow. As it stands, the current proposal for Slate Meadow is a recipe for chaos, particularly at peak periods and school drop off and collection times.
- This development was intended to be a "green model for future developments" yet there is no insistence on solar PV installations or rainwater catchment
- Though there are green spaces around the periphery of the development there are minimal such spaces within it, the houses are all crammed in back to back.
- It was the policy of Wycombe District Council, the forerunner of Bucks Council that all matters of infrastructure should be in place before any development takes place. These include Thames Water's ability to provide an adequate supply of water or to cope with the extra foul water/sewage disposal, the provision of sufficient school and medical facilities, and mitigation of traffic congestion in and around Bourne End. None of this has been achieved.
- It has not been demonstrated fully that a sustainable drainage system will be in place.
- Because of the sensitive nature of this site and the inadequacies of the developer's proposals this application must be called in for the consideration of the full Planning Committee and rejected in its entirety.

## Keep Bourne End Green – Objection

- Outline application was submitted and approved before the Wycombe District Local Plan was adopted which is a material change in circumstances.
- The TA carried out at outline only considered the effect of 150 residential units. The RM is unsupported by an up-to-date appraisal which consider the cumulative effects for growth of 800 additional dwellings in the locality. Forecast modelling is based on out of date data.
- Needs to be an holistic transport improvement plan to ensure the cumulative effects of the new development will not result in adverse effects upon junctions
- Distance to Bourne End will result in increased car journeys
- No mitigation at Stratford Drive/Brookbank junction
- Proposals fail to address vehicle parking arrangements for school drop off/pick up. This will fail to provide the solution required by the IDP and Development Brief and Policy BE.1
- Needs to be collaborative improvements to village green
- Bulk, scale and mass of flats do not respect character and appearance of the area. Overbearing urban design in greenfield setting.
- Design lacks meaningful green credentials or commitment to sustainable technology.
- Every parking space should have EV
- Inability of existing infrastructure to cope as confirmed by Thames Water comments to Hollands Farm
- Scheme omits detailed improvement measures to disused railway line, revised TA should consider an alternative scenario that disused railway is unavailable as a local footpath and cycleway
- Scheme does not provide on site strategic open space, including MUGA and LEAP. Contrary to DM16.
- Removal of trees under condition 18 does not place the environment before economic considerations.

## Buckinghamshire Badger Group

- The buffer should be increased to 30m
- The sett is large and could extend into construction zone. GPR equipment could be used to avoid harm
- Is it possible to make a 30m zone around the main sett
- A great deal of thought has gone into how to look after badgers and mitigate disturbance and distress

## **Individual Representations**

20 representations have been received from local residents objecting to the application, relating to the following:

### Design

- Taller properties out of keeping
- Too many buildings will change character of semi-rural area



- Doesn't meet requirements of the development brief
- Insufficient areas of green within housing
- Who decides whether the village green enhancements are acceptable
- Open space should be provided sooner
- Not a green development
- Size and density out of keeping
- Loss of greenspace
- Requires more street planting and landscape mitigation to screen 3 storey buildings
- Must be indigenous planting to help development settle into landscape

#### Amenity

- Raised table will be noise hazard
- Loss of amenity
- Impact during construction

#### Highways

- Access onto Stratford Road will cause congestion
- Inadequate access
- Infrastructure will not support increase in traffic
- Increase in vehicle related incidents arising from traffic
- Risk of harm to children due to proximity to school
- Insufficient improvements to road layout to ensure safety of all users
- Improvements to highways must be made before development is approved
- Will cause traffic chaos
- Access to site needs to be rethought
- Junction too close to school
- Dangerous location of pedestrian crossing
- Existing problems at school drop off
- Impact from construction traffic
- Area is unsuitable to accommodate the cumulative impact of developments in the area
- No mention of problems of access to the site which do not address traffic issues on Stratford Drive or junction with Brookbank
- There will be chaos on Stratford Drive leading to back up. Danger at point of access where school is located;
- Safety issues and congestion now;
- Raised table would be noisy
- Should be a better place for crossing between two close junctions
- Contrary to WDLP objective of ensuring the site access is designed to protect the safe and effective operation of the existing Stratford Drive/St Paul's School access and the Stratford Drive/Orchard Drive junction". This has not been achieved or minimise impact on existing residents;
- Access plans need to be changed before an accident happens. Could there not be a separate entrance and exit to the field, or similar to the elongated roundabout at Daws Hill Lane in HW

#### Flooding

- Increase in flooding at site and elsewhere
- Infrastructure to improve flooding must be done before the development is approved
- Hard landscaping in flood risk areas is undesirable

## Biodiversity

- Village green should remain untouched and made a nature reserve
- Destruction of habitats
- Badgers use the village green
- Manmade wetlands should not replace existing
- 10m buffer needs to be fenced off
- A 20m buffer should be provided
- Will ruin green habitat
- Inadequate green infrastructure/wildlife corridors
- No uninterrupted link between village green and river
- Existing habitats/species need protection
- Conflict between recreation and ecological requirements
- Impact upon Burnham Beeches
- No surveys of effected area
- A corridor free of humans and dogs is required
- River Wye is a rare chalk based river and should not be interfered with
- Cycle track in buffer zone
- Western part of the site is a success story for wildlife due to isolation from humans
- Nature homes and habitats lost for pedicured wetland no one needs or wants

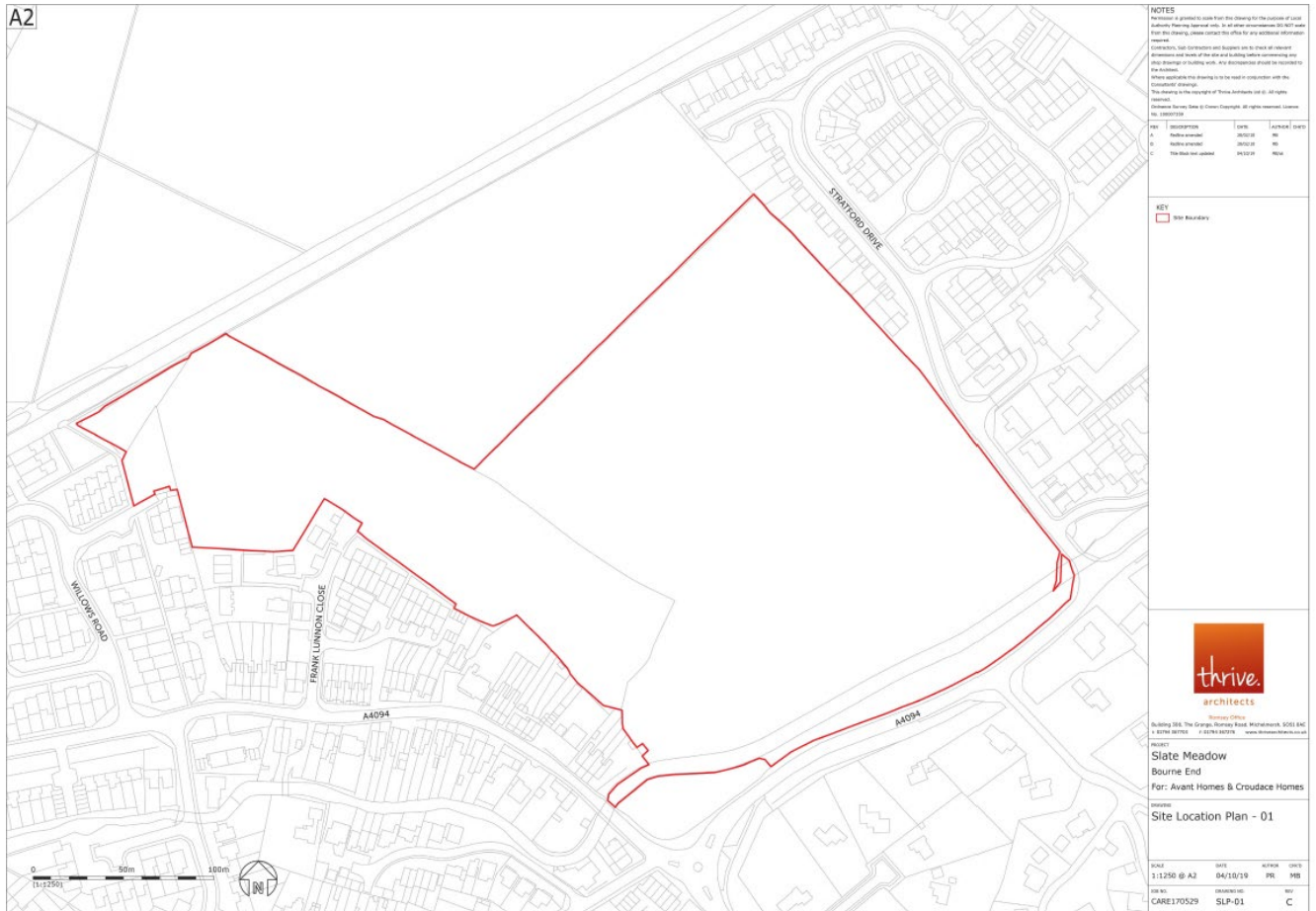
## Other

- Scheme does not deliver necessary infrastructure
- Inability of existing foul/water network to accommodate development
- Impact on quality of life, mental health and general wellbeing
- Increase in pollutants
- Application in 90's refused due to flooding and infrastructure
- Cumulative impact with Hollands Farm
- Application premature in advance of infrastructure
- Air quality in area fails to meet safety standards
- Housing targets taking precedence over public health and safety
- Aspects of proposals are still being queried and criticised by statutory bodies.
- Premature to grant permission with unresolved issues.

### 1 neutral letter of representation:

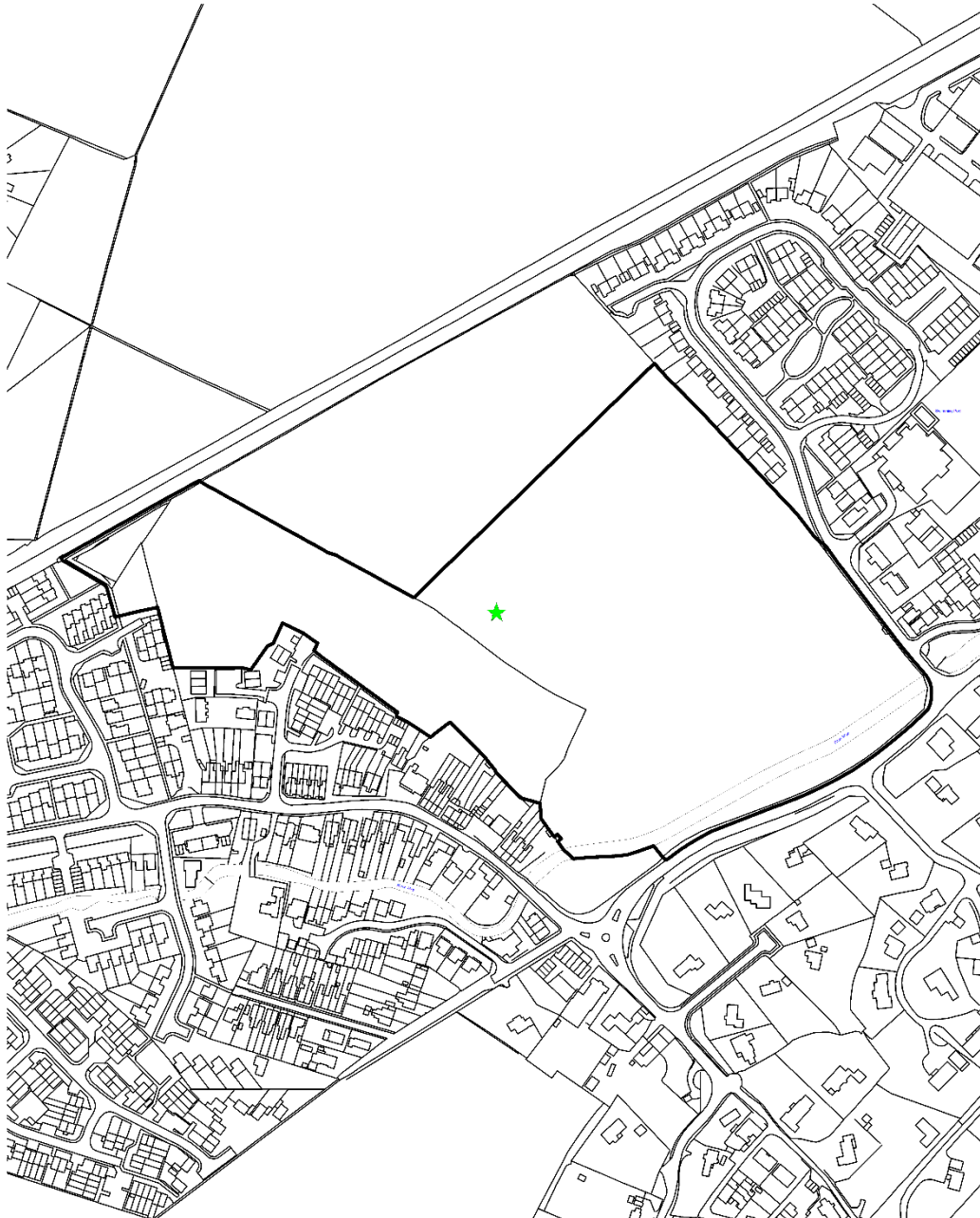
- River Wye catchment continually surfaced over increasing run-off into the river
- Increase in frequency of deluges due to climate change
- How will blockages no longer occur
- Access path to Frank Lunnon Close needs to be provided.
- Solar panels required for all properties
- Permanent surface on old railway line required
- Village Green must be protected as a wildspace
- Affordable housing should not fall below 40%

# APPENDIX B: Site Location Plan



# APPENDIX B: Site Location Plan

21/07066/REM  
Scale 1/3500



Planning Committee  
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Ordnance Survey 100062456



## Report to West Area Planning Committee

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<b>Application Number:</b>	22/06088/FUL
<b>Proposal:</b>	Erection of 1 x 4 bed dwellinghouse, detached double garage and ancillary works following demolition of garaging
<b>Site Location:</b>	Garage Site Deanfield Close Marlow Buckinghamshire
<b>Applicant:</b>	Red Kite Community Housing
<b>Case Officer:</b>	Heather Smith
<b>Ward(s) affected:</b>	Marlow
<b>Parish-Town Council:</b>	Marlow Town Council
<b>Date valid application received:</b>	3rd May 2022
<b>Statutory determination date:</b>	28th June 2022
<b>Recommendation</b>	Application Permitted

### 1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 Full planning permission is sought for the erection of 1 x 4 bed dwellinghouse, detached double garage and ancillary works following demolition of garaging at the existing garage site, Deanfield Close, Marlow.
- 1.2 This proposal will have no adverse effect upon the character of the surrounding area, the amenities of existing or future residents, highway safety, flooding, or the environment.
- 1.3 This application has been referred to the Planning Committee at the request of Marlow Town Council, due to the loss of parking.
- 1.4 Recommendation – approval.

### 2.0 Description of Proposed Development

- 2.1 Members may recall that this application was due to be considered by the West Area Planning Committee on 27<sup>th</sup> July 2022. However, following concerns regarding the loss of parking facilities, the applicant chose to defer the determination of this application, until the outcome of an appeal for a similar form of development had been concluded at Marefield Road, Marlow (Ref 20/07701/FUL). A decision was issued with regard to

this appeal on 22<sup>nd</sup> March 2022 and the applicant now wishes for this application to be determined.

- 2.2 The application site comprises an existing garage court of garages, the top end of Deanfield Close.
- 2.3 Following the recent closure of the garages, the applicant now seeks full planning permission for their demolition and the erection of a two storey detached dwelling with a detached garage structure in their place.
- 2.4 The submitted plans show that the proposed dwelling would be sited in the eastern section of the site, and would be sited on a similar building line as No 32 Deanfield Close.
- 2.5 The proposed dwelling would be two storeys, rectangular in shape and erected with a hipped roof. The submitted plans indicate that the dwelling would comprise an open plan kitchen/diner, with a separate living room and WC on the ground floor. The first floor would comprise four bedrooms, (one with en-suite facilities) and a family bathroom.
- 2.6 Vehicular access to the proposed residential plot would be via Deanfield Close. A detached double garage structure is proposed in the western section of the site. This structure is shown to be single storey with a dual pitched roof.
- 2.7 Full details of materials have not been provided at this stage, but it is indicated that these would be brick and tile.
- 2.8 The application is accompanied by:
  - a) Cover letter
  - b) Design and Access Statement
  - c) Arboricultural Impact Assessment
  - d) Tree Protection Details
  - e) Drainage Strategy Report
  - f) Ecological Impact Assessment

### **3.0 Relevant Planning History**

- 3.1 M/141/71 Erection of garages and parking bays at Deanfield Close. Permitted 1971
- 3.2 20/07701/FUL Demolition of existing garages and the provision of 4 dwellings with associated access and landscape at Garage Site, Marefield Road, Marlow. Refused permission by LPA and dismissed on appeal.

#### **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 t relevant policies & SPD

- 3.3 The application site is a parcel of previously developed land situated within the Marlow Settlement Area – a Tier 2 Settlement. The redevelopment of this site for residential purposes 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)

- 3.4 The proposed development falls below the threshold for an affordable housing contribution in this area.

### **Transport matters and parking**

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

Buckinghamshire Countywide Parking Guidance (BCPG)

- 3.5 Deanfield Close is an unclassified, residential cul-de-sac subject to a speed restriction of 30mph, parking and waiting restrictions are not present within the vicinity of the site. The road benefits from pedestrian footways, as well as street lighting.
- 3.6 When considering trip generation, there are no residential garage courts in the TRICS database; however, for the purpose of this assessment, the daily trip rate of each garage is deemed to be half the residential trip rate. Based on this assumption, the Highways Officer would expect the proposed development to result in a reduction in vehicular movements when compared with that of the historical/lawful use of the site.
- 3.7 As this development leads to a reduction in vehicular movements from the site, the Highway Authority has no objections to the access arrangements as the proposed development would be considered an improvement compared to the current use. Nonetheless, the access point onto the public highway serving the development will be assessed in order to determine its suitability to accommodate the additional vehicular movements.
- 3.8 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 submitted plans, the Highways Officer is satisfied that sufficient visibility splays onto Deanfield Close can be achieved within the publicly maintained highway.
- 3.9 The Highway Authority requests that gates be set back a minimum of 5m from the carriageway edge, to allow vehicles to draw clear of the public highway whilst gates are opening and closing. It is noted from the submitted plans this distance has not been met. However, in consideration of the residential, unclassified nature of Deanfield Close, the Highways Officer is satisfied that the waiting of vehicles on the highway whilst gates are opening or closing would not result in a detrimental impact to highway safety.
- 3.10 The applicant has submitted information in regard to the current use of the garages. It is stated that the garages are empty and not in use. Furthermore, it is common for the internal dimensions of garages to fall below current standards and it is acknowledged that they would be more likely used for storage. Therefore, it is accepted that the loss of garages would be unlikely to result in a loss of parking and displace vehicles onto the adjacent highway.
- 3.11 In accordance with the Buckinghamshire Countywide Parking Guidance policy document, the proposed dwelling, which is situated in Residential Zone B, will require 3(no) parking spaces. Having assessed the submitted plans, the Highways Officer is satisfied that the garage, as well as the level of hardstanding provided is sufficient to provide the optimum level of parking needed for the development.
- 3.12 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 development site is located less than 200m walking distance from a bus stop on Marlow Road providing regular services to High Wycombe. In addition, 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.

- 3.13 Concern has been expressed by Marlow Town Council regarding the loss of the garage parking facilities. However, the existing garages have now been closed and are no longer available for use by local residents.
- 3.14 In a recent appeal decision for a similar form of development at Marefield Road, Marlow, (Reference 20/07701/FUL), the Planning Inspector concluded that there was no planning provision which restricted the use of the garages for parking purposes only and that the size of the structures now fell below current standards...

"The appeal site was most recently used as privately owned lock up garages until the site was closed in March 2020. I understand that previously the units were let to local residents and this reduced on street parking nearby. However, I am not aware of any requirement that the garages must only be used for parking by occupiers of neighbouring properties. Indeed, it appears that the site has been used as a compound for contractors completing work nearby. Furthermore, the highways department points out that the garages are small for modern cars. Therefore, the site does not currently provide parking for nearby residents and I find that there is not a real prospect of it doing so in the future"

- 3.15 Although the Planning Inspector ultimately refused permission for the proposed development, the reason for refusal centred upon the safety of the access point into the application site alone, and not for the loss of parking facilities.
- 3.16 In light of the above, there are no supportable highway objections to this proposal, subject to a planning condition requiring the provision and retention of parking for the proposed dwelling.

#### **Raising the quality of place making and design**

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM32 (Landscape character and Settlement Patterns), DM35 (Placemaking and Design Quality)

Housing Intensification SPD

Adopted Residential Design Guidance

- 3.17 Deanfield Close is characterised by a close knit ribbon of existing dwellings which line both sides of this narrow residential close. On the south western side of the road, the dwellings are predominantly two storey, with space at the side of on the frontage for off street parking. By contrast, dwelling on the north eastern side are predominately single storey with no off street parking provision.
- 3.18 The removal of existing garage court and its replacement with a single dwelling will improve the visual appearance of the application site. The new dwelling itself has been designed to reflect the style and appearance of other two storey dwellings in the Close. Although the new structure will be sited adjacent to the single storey row of dwellings, it is considered that there is sufficient separation between the existing and proposed dwellings for a compatible form of development to be achieved.
- 3.19 The proposed layout of the application site is considered to be acceptable in the existing street scene and the proposed use of brick and tile as building materials is also



compatible with adjacent dwellings. However, as these details have not been specified in detail, a planning condition should be imposed requiring their prior submission and approval.

- 3.20 The application site does contain a large mature Cherry Tree which makes a significant contribution to public amenity in the surrounding area. Its loss would be significantly detrimental to the character of the wider area and the street scene.
- 3.21 However, the applicant has submitted arboricultural details, together with tree protection measures which demonstrate that the tree will not be harmed and will be protected satisfactorily during the construction process.
- 3.22 The Council's Arboricultural officer has reviewed the details of this application and is satisfied that sufficient protection measures have been demonstrated. However, a planning condition should be imposed requiring that the development shall only take place in strict accordance with the submitted Arboricultural Report and Tree protection details.

#### **Amenity of existing and future residents**

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

Adopted Residential Design Guidance

- 3.23 This proposal will provide a good standard of accommodation for future residents, with sufficient provision of private amenity space, outlook and room sizes.
- 3.24 With regard to the amenities of adjacent residents, this proposal will have no adverse effect. No 32 is the closest dwelling to the proposal site and lies directly to the south east of the new structure. Although, No 32 is a single storey dwelling, it is considered that there is sufficient space between the existing and proposed structures for no loss of light or outlook to result.
- 3.25 The submitted plans show that there would be no windows in the side elevation of the new dwelling which face onto No. 32 and there are no windows or balcony features which would overlook other adjacent properties.
- 3.26 However, given that the application site is situated at a slightly higher level than adjacent properties it is considered appropriate to impose a planning condition requiring that there should be no raising of ground levels across the site, in order to safeguard the amenities of adjacent residents.

#### **Environmental issues**

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

- 3.27 In accordance with the Council's air quality SPD, one electric vehicle charging point with a minimum rating of 32 amps must be provided prior to the occupation of the development. This can be secured by means of a condition.

#### **Flooding and drainage**

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

- 3.28 The application site is situated within Flood Risk Zone 1, in an area with no known ground or surface water issues and no watercourse crosses the site.

- 3.29 The applicant has submitted surface water drainage strategy for the proposed development which demonstrates that a practical and sufficient scheme can be achieved on this site.
- 3.30 In light of the above, it is considered that this proposal is not at risk from flooding and will not increase the risk of flooding elsewhere. However, a planning condition should be imposed which requires the development to be undertaken in accordance with the submitted drainage strategy.

### **Ecology**

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

- 3.31 The applicant has submitted a Preliminary Ecological appraisal in support of this application. The submitted details demonstrate that this development will not harm the ecology of the area or any protected species. The report also provides details as to how biodiversity can be enhanced on the site.
- 3.32 The Council's Ecologist has reviewed these details and has raised no objection. However, it is considered necessary to impose a planning condition requiring the development to be undertaken in accordance with the submitted details; that the proposed hedges be of a mixed native variety and that two integrated bird boxes be installed with a northerly orientation.

### **Building sustainability**

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

- 3.33 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)

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

## **4.0 Weighing and balancing of issues / Overall Assessment**

- 4.1 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.
- 4.2 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

- 4.3 As set out above it is considered that the proposed development would accord with the development plan policies.
- 4.4 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.

## **5.0 Working with the applicant / agent**

- 5.1 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.
- 5.2 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applicants/agents of any issues that may arise in the processing of their application.
- In this instance was provided with pre-application advice. The application was acceptable as submitted and no further assistance was required. However, the application was referred to the Planning Committee for determination at the request of the Town Council.

## **6.0 Recommendation**

- 6.1 Grant planning permission subject to the following conditions
- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).
  - 2 The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers 1401-P02; 1403-P03; 1400-P06; 1500-P04; 1501-P02; 1503; 1676-01B; 1676-02; BC1 and H0120-DFC-T; 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 Unless otherwise first agreed in writing by the Local Planning Authority there shall be no building-up or increase of the existing ground levels on the site  
Reason: To ensure that the proposal is constructed at an acceptable level with regards to the surrounding area.
- 6 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.
- 7 A fully detailed landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority before any development, above damp proof course, takes place.  
The scheme shall include provision for:
- \* Additional planting to maximise tree canopy cover on the site
  - \* Native trees to reflect the rural context of the site
- The development shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.  
Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.
- 8 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees, plants or areas of turfing or seeding which, within a period of 3 years from the completion of the development, die are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority first gives written consent to any variation.  
Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.
- 9 The development, hereby permitted shall be undertaken in strict accordance with the submitted Arboricultural Impact Assessment, by SJ Stephens Associates, dated 12th April 2022 and the Tree Protection Plan 1676-02, unless otherwise agreed in writing by the Local Planning Authority.  
Reason: In order to ensure that existing trees and hedges on site are protected and retained, in the interests of visual amenity and the biodiversity opportunities on the site.

- 10 The development, hereby permitted, shall be implemented in accordance with mitigation, enhancements and monitoring presented in Sections 4 and 5 of the Ecological Impact Assessment - Enzygo Environmental Consultants, submitted with the application. Any variation to the agreed plan shall be agreed in writing with the local planning authority before such change is made. In addition to the points outlined in the Ecological Impact Assessment the new hedges should be a mix of native species and at least two integrated bird boxes should be installed in the new dwelling positioned with a northerly orientation.  
Reason: In order to ensure that there is a net gain in biodiversity in accordance with Policy DM34 of the adopted Wycombe District Local Plan (2019).
- 11 Prior to the first occupation of the dwelling, hereby permitted, electric car charging point, with a minimum rating of 32amp, shall be installed at a point adjacent to the approved car parking area. Thereafter, the electric car charging point shall be retained for the lifetime of the development.  
Reason: In order 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.
- 12 The development, hereby approved shall be undertaken in strict accordance with the details specified in the submitted Drainage Strategy Report, by SOLID Structure and Infrastructure, dated 4th April 2022, unless otherwise agreed in writing by the Local Planning Authority.  
Reason: In order to ensure that a sustainable drainage strategy is implemented in accordance with the requirements of Policy DM39 of the adopted Wycombe District Local Plan and Section 14 of the National Planning Policy Framework 2021
- 13 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.

## **APPENDIX A: Consultation Responses and Representations**

### Councillor Comments

None received

### Parish/Town Council Comments

#### **Marlow Town Council**

Comments: Due to the loss of parking facilities we request that this be heard at the next West Buckinghamshire Area Planning Committee.

### Consultation Responses

#### **Highway Authority:**

Comments: No objection subject to conditions regarding parking.

#### **Environmental Health:**

Comments: no objection raised subject to provision of electric car charging points.

#### **Arboricultural Officer**

Comments: 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.

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.

#### **Ecology Officer**

Comments: The application is supported by the following documents:

- Ecological Impact Assessment - Enzygo Environmental Consultants, 29/03/2022

The assessment of the impacts on protected species and habitats are considered to be appropriate.

The planning approval is subject to the following conditions:

The development shall be implemented in accordance with mitigation, enhancements and monitoring presented in Sections 4 and 5 of the above document. Any variation to the agreed plan shall be agreed in writing with the local planning authority before such change is made. The condition will be considered discharged following a written statement from the ecologist acting for the developer testifying to the plan having been implemented correctly.

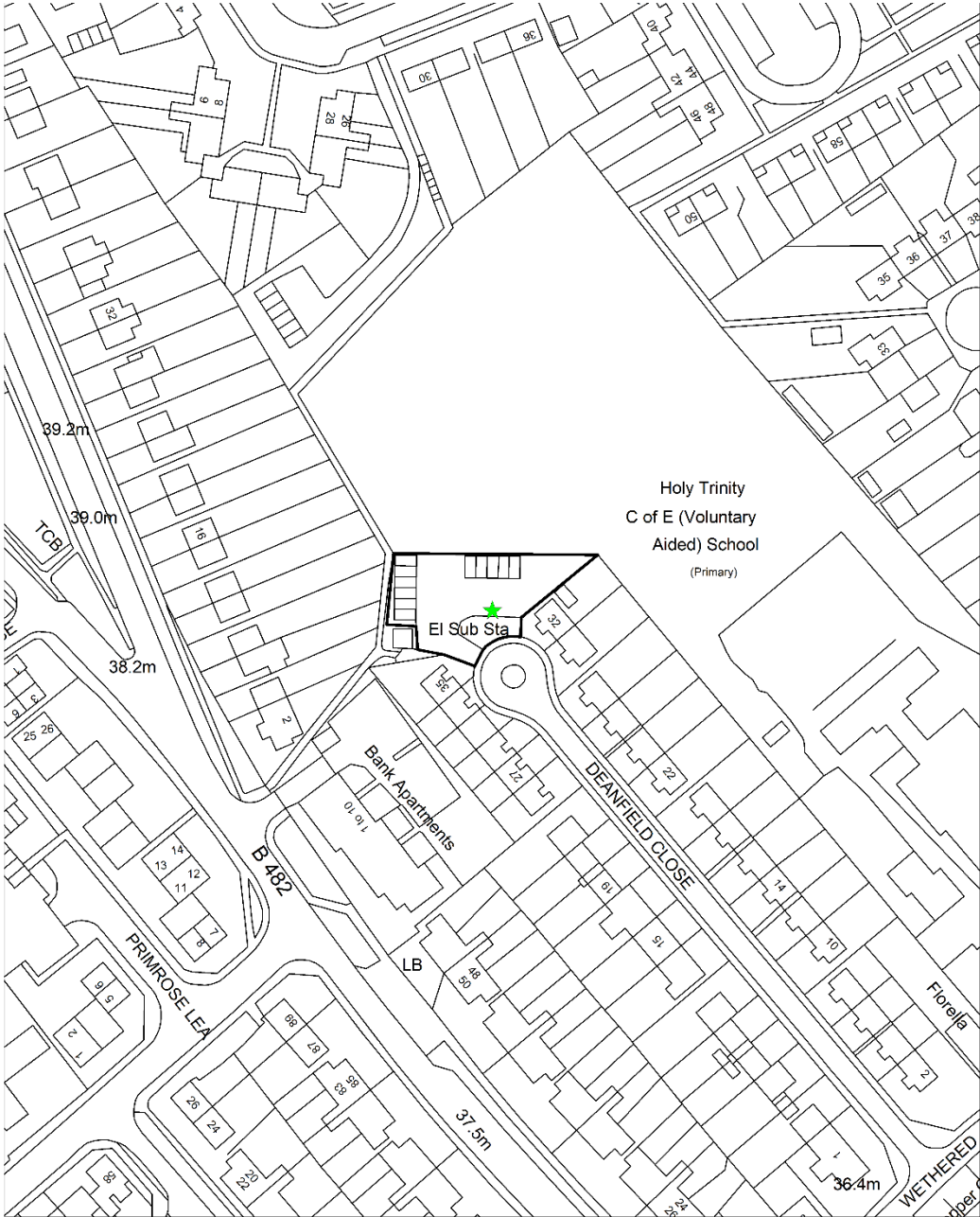
In addition to the points outlined in the Ecological Impact Assessment the new hedges should be a mix of native species and at least two integrated bird boxes should be installed in the new dwelling positioned with a northerly orientation.

### Representations

One letter of representation has been received from a neighbouring resident. The letter states that the proposed development would improve the character of the area, but concern is raised that the people living at the end of the road may have nowhere to park.

# APPENDIX B: Site Location Plan

22/06088/FUL  
Scale 1/1250



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Ordnance Survey 100062456

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## Report to West Area Planning Committee

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<b>Application Number:</b>	22/08240/FUL
<b>Proposal:</b>	Development of a car park to provide 271 spaces, including associated works and improvements to the pedestrian access and cycleway at land to the east of Globe Business Park, Fieldhouse Lane, Marlow (part retrospective)
<b>Site Location:</b>	Car Park East Of A404 Globe Business Park Fieldhouse Lane Marlow Buckinghamshire
<b>Applicant:</b>	Folbro Y Limited
<b>Case Officer:</b>	Declan Cleary
<b>Ward(s) affected:</b>	Flackwell Heath, Little Marlow & SE
<b>Parish-Town Council:</b>	Marlow
<b>Date valid application received:</b>	6 <sup>th</sup> December 2022
<b>Statutory determination date:</b>	7 <sup>th</sup> March 2023
<b>Recommendation:</b>	Refuse

### 1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 Full planning permission is sought for the change of use of a land to create a permanent car park comprising 271 car parking spaces. The primary function of the car park would be to serve the adjacent Globe Business Park. The proposal also includes the provision of a pedestrian and cycle way.
- 1.2 This application is being reported to Planning Committee at the request of members.
- 1.3 The application site lies within the Green Belt, where there is a presumption against inappropriate development. A material change of use of land and/or engineering operations can be a form of development which is appropriate in the Green Belt, subject to the development preserving the openness of the Green Belt and not conflicting with one of the purposes of including the land in the Green Belt. In this instance, it is considered that the proposed development would fail to the preserve openness of the Green Belt and would also conflict with the purposes of including the land in the Green Belt through urban sprawl and encroachment into the countryside. Therefore, it is considered that the development amounts to inappropriate development within the Green Belt. Inappropriate development is harmful to the Green Belt, by definition, and

attracts substantial weight against the proposals. Inappropriate development should only be approved where there are very special circumstances which clearly outweighs the harm identified.

- 1.4 In this instance, additional harm would arise through the conflict with the Little Marlow Lakes Country Park, with the development not providing a meaningful contribution towards the recreational function of the allocation, and failing to facilitate appropriate access to the Country Park. The development would also cause harm to the character and appearance of the area due to the design, layout and nature of the proposed development, including delivering a safe and attractive environment for its users. Furthermore, there is insufficient information to demonstrate that the proposed development would not have an adverse impact on existing trees, including those covered by TPO, protected species and their habitats, that the development would deliver a net gain in biodiversity, and the delivery of a satisfactory surface water drainage strategy.
- 1.5 Consideration has been had to the other considerations raised by the applicants, however it is considered that these would not amount to very special circumstances to clearly outweigh the harm which would arise from the proposed development.
- 1.6 For the reasons set out above, and as expanded upon below, it is recommended that the proposals are refused.

## **2.0 Description of Proposed Development**

- 2.1 The application site relates to a parcel of land which is located within the Green Belt as defined by the Local Plan policies map. The site is also allocated within the Local Plan for recreational uses associated with the Little Marlow Lakes Country Park as defined by RUR4.
- 2.2 The site lies within Flood Zone 2 and 3. Part of the land is currently in use as a car park, which had a temporary consent to 31<sup>st</sup> January 2023, and as such has now expired. The existing car park is therefore unauthorised. The remainder of the site has been largely cleared of vegetation and includes an area of hardstanding which appears to have been laid without the benefit of planning permission. Access to the site is via Fieldhouse Lane. The site is located to the east of the settlement of Marlow, adjacent to the A404. Globe Business Park is located to the west within Marlow.
- 2.3 The application proposes the change of use of land to create a permanent car park on the land. The proposals relate to the land which previously has temporary consent, and an additional parcel of land to the east of this to create larger car park to that which temporary consent has been given. A total of 271 spaces are proposed. The proposal would create two separate parking areas each with their own access from a road off Fieldhouse Lane, access to the water ski club would be retained. The scheme includes the regrading of parts of the land and the earth embankments to the south and east. Associated infrastructure including fencing, barriers, CCTV and lighting would be provided. The surfacing of the car park would be finished in hoggin.
- 2.4 A pedestrian/cycle route is proposed to link Fieldhouse Lane towards the PROW network to the north. The route proposes to cut through the existing embankment adjacent to Fieldhouse Lane, between the two car parks and traverse to the west of the lake through the existing trees. The scheme also includes landscaping, biodiversity enhancements and SUDS features.

2.5 The application is accompanied by:

- Planning and Design Statement (prepared by Savills dated November 2022)
- Parking Needs Assessment (prepared by DTA dated November 2022)
- Letter from Softcat
- Flood Risk Addendum Strategy (prepared by RGP Design dated February 2020)
- Ecology and Tree Checklist
- Canopy Calculator
- Biodiversity Net Gain Assessment (prepared by JBA Consulting dated October 2022)
- Arboricultural Impact Assessment & Tree Survey (prepared by Sapling Arboriculture dated March 2020)
- Preliminary Ecological Appraisal Report (prepared by JBA Consulting dated July 2022)

### **3.0 Relevant Planning History**

- 3.1 20/06165/FUL - Creation of a car park and perimeter fencing, re grading of East & South embankment & Eastern boundary & creation of attenuation pond and associated access and landscaping (Part Retrospective) – Refused – 30/07/21
- 3.2 19/06567/FUL - Change of use from Agricultural for creation of temporary car park with 98 additional parking spaces and perimeter fencing, re grading of East & South embankment & Eastern boundary & creation of attenuation pond – Withdrawn – 26/09/2019
- 3.3 17/06833/FUL - Creation of car park providing 200 spaces with associated lighting, landscaping and access for a temporary period of 5 years – Approved – 17/01/2018 – Temporary consent to 31/01/2023

Other permissions of note:

- 3.4 18/06215/FUL - Change of use of land used as an ancillary car park for Marlow Rugby Club to allow the car park to be used by Globe Business Park Monday to Friday (8am-6pm) and solely by Club Members outside of these times with new cycle parking for Marlow Rugby Club – Approved 16/01/2020 - Temporary consent to 31/01/2025
- 3.5 16/08396/FUL - Change of use of land to a car park providing 102 spaces with 8 x 6m high single lighting columns and 9 x 6m high twin lighting columns, associated drainage and alterations to access at Site Of Former Chelton Building, Thames Industrial Estate, Fieldhouse Lane, Marlow – Approved – 22/03/2017

### **4.0 Policy Considerations and Evaluation**

#### **Principle and Location of Development**

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development); CP2 (Overall Spatial Strategy); CP5 (Delivering Land for Business); CP8 (Protecting the Green Belt); RUR4 (Little Marlow Lakes Country Park); DM33 (Managing Carbon Emissions, Transport and Energy Generation); and, DM42 (Managing Development in the Green Belt)

Wycombe District Adopted Delivery and Site Allocations Plan (July 2013): DM1 (Presumption in favour of sustainable development)

SPG: Little Marlow Gravel Pits (2002)

## Green Belt

- 4.1 The application proposes the change of use of land to create a permanent car park, along with the regrading of land, access, associated paraphernalia and landscaping. Temporary planning consent has previously been granted for part of the site to be used as a car park which expired in January 2023. This application seeks permission for a larger car park, comprising 271 spaces, extending further to the east to that previously approved on temporary basis.



*Above: Temporary planning permission 17/06833/FUL approved layout*



*Above: Current planning application submitted layout.*

- 4.2 The application site is located within in the Green Belt, Policy CP8 states that the Council will protect the Green Belt from inappropriate development, while Policy DM42 confirms that development in the Green Belt is inappropriate, unless it is classified as not being inappropriate in the NPPF or in accordance with a Neighbourhood Plan. Paragraph 149 of the NPPF confirms that the construction of new buildings in the Green Belt should be regarded as inappropriate development. However, paragraph 150 states that other forms of development in the Green Belt are not inappropriate development, provided that the development preserves openness and do not conflict with the purposes of including the land within it. Paragraph 150 provides a closed list of other forms of development which includes b) engineering operations; and e) material changes in the use of land. It is considered that the proposed development could be considered against either criteria b) or e).
- 4.3 The applicants have suggested that the proposed development relates to development under 150c) "local transport infrastructure which can demonstrate a requirement for a Green Belt location". In that instance the application needs to demonstrate that the

development is required in a Green Belt location. The LPA have previously taken the view that this is not 150c) development. The requirement for such development being provided within this location is considered later in the report. In any event, the Green Belt test remains the same as development under 150b) or 150e) which requires development to preserve openness and not conflict with any of the purposes of including the land within the Green Belt.

- 4.4 Therefore, while such development could be appropriate in the Green Belt, it is necessary to consider the impact that the development would have on the Green Belt in the first instance.

#### Impact on Openness of Green Belt

- 4.5 There is no national or local definition of “openness”, however it is generally accepted that openness has both a visual and spatial context. The existing development on the site, includes an unauthorised car park, which was required to be returned to an undeveloped condition following the expiration of the temporary consent. The land further to the east has previously been cleared and hardstanding placed. This appears to be an unauthorised hardstanding, however it is known that the land was previously largely undeveloped with the exception of access arrangements to the adjacent water ski club. The impact on openness should therefore be assessed against the undeveloped and lawful condition of the site.
- 4.6 The proposed development would introduce a significant amount of hardstanding to facilitate the parking of cars on the site. Further the scheme includes the introduction of 2m high paladin fencing, lighting columns, CCTV columns, and access barriers all of which would seek to erode the spatial openness of this parcel of land. Visually, views of the site are available from the site entrance at Fieldhouse Lane and also passing views from the A404. It is clear from the existing development which has been carried out that the site erodes the openness of the Green Belt in visual terms. This impact would be exacerbated by the larger scale of development now sought, and on a permanent basis.
- 4.7 In addition to the operational development and its impact on openness, it is also considered that the use of the site for car parking would also have a negative impact on openness by reason of the extent of activities and the physical presence of cars, and associated movements, which would not ordinarily be present within this Green Belt location. While it is accepted that the siting of cars would be transient in nature, given that the primary function is for use of employees at the Business Park it is likely that the cars would be present throughout the working day.
- 4.8 When considering the temporary permission, it was concluded by the LPA that the lesser scheme would reduce the openness of the Green Belt. Therefore, for the purposes of the Development Plan and NPPF tests the development would fail to preserve the openness of the Green Belt, and as such is considered to be inappropriate development for this reason.

#### Purposes of including land in Green Belt

- 4.9 The NPPF at paragraph 138 sets out the purposes of including the land in the Green Belt, this includes, inter alia, to check the unrestricted sprawl of large built up areas, and assisting in safeguarding the countryside from encroachment. As set out above, the proposals should be assessed against its undeveloped and lawful condition in this regard.

- 4.10 The proposals seek the permanent creation of hardstanding for car parking purposes, along with the associated paraphernalia and installations. The site is located immediately to the east of the A404 which provides a clear defined physical boundary to Marlow. The town of Marlow has a settlement boundary and lies outside of the Green Belt. It is considered that the proposals would lead to a significant urban sprawl and encroachment into the countryside through the urbanisation of the land to the east of the A404. Furthermore, the proposed lighting of the site would exacerbate the degree of encroachment into the countryside at night time. Therefore, the development clearly conflicts with the purposes of including the land within the Green Belt.
- 4.11 The applicants consider that the location of the site between Marlow and the hotel to the east would mean that the site does not encroach into the countryside as the proposal does not sprawl beyond the hotel. It is considered that this is not an accurate or realistic assessment of encroachment given that the hotel is located some 230m to the east, which the applicants acknowledge.
- 4.12 The assessment of Officers is consistent with the previous position of the LPA, albeit in this instance, the extent of sprawl and encroachment would be greater than that previously identified in the temporary consent.

#### Green Belt conclusion

- 4.13 Officers are of the opinion that the proposed development would represent inappropriate development in the Green Belt as the proposals would fail to preserve openness and would also conflict with the purposes of including the land in the Green Belt. This amounts to substantial weight weighing against the development in accordance with paragraph 148 of the NPPF.
- 4.14 In such circumstances the development should only be allowed where there are other considerations which amount to very special circumstances which clearly outweigh the harm to the Green Belt and any other harm arising. It is therefore necessary to consider whether any other harm would arise before exploring matters which may weigh in favour of the development.

#### Little Marlow Lakes Country Park

- 4.15 In addition to the site falling within the Green Belt, the site also lies within the Local Plan boundary for the Little Marlow Lakes Country Park, which is an area of land allocated within the Wycombe Local Plan for outdoor recreation.
- 4.16 Policy RUR4 confirms that the site is allocated for outdoor recreation. The application proposes the delivery of car parking which would primarily be used for business purposes associated with Globe Business Park. The proposals primary employment function rather than a recreational function as allocated which requires development to provide inter alia, publicly accessible open space, and contribute to the continued development and long term management of the Country Park.
- 4.17 The Planning Statement suggests that 76 of the parking spaces would be used for recreational users of the country park in the evenings and at weekends. However, there is no indication of how this would be managed or facilitated, or controlled in perpetuity.
- 4.18 Buckinghamshire Council are progressing plans to create a Suitable Alternative Natural Greenspace (SANG) at Little Marlow Lakes. The SANG would function as an alternative to Burnham Beeches as an outdoor space for residents. The initial phase would be concentrated on Council owned land further to the east around Spade Oak. This is some

1.6km to the east of the application site (as the crow flies). The benefit of this car park serving the SANG is therefore questionable. In any event, the car park would not be permanently available and accessible for recreational users, as the primary function of the car park is to provide parking for businesses. Therefore, its use and benefit for recreational purposes would be limited.

- 4.19 Further to the above, the wording of Policy RUR4 identifies that the parking requirement for the Country Park should be provided at the east side of the Country Park area, i.e. close to Spade Oak. The application site lies at the western most point of the Park, while it is acknowledged that the justification to Policy RUR4 states that parking to the west is likely to be “dual use”, shared with the Globe Business Park, the reality of such dual use would not be realised in these proposals. Additionally, as detailed in the design section of this report, it is considered that the proposed car park would not provide for an attractive environment for such recreational users that could be expected for such a recreational site.
- 4.20 Policy RUR4 requires any development to provide safe, convenient and direct access to Marlow and Bourne End for pedestrians, cyclist and disabled users. It is acknowledged that the application proposals include the provision of a pedestrian and cycle route through the development site and between the A404 and lake to north. It is not clear how this fits in with the strategy for the wider country park while there are also concerns with regard to whether such provision as proposed would be fit for purpose.
- 4.21 The proposed route of the footpath/cycleway is proposed to be retrofitted around the existing unauthorised development, and as such does not provide for a legible or direct route from Fieldhouse Lane to the north. Furthermore, the alignment does not correspond with the draft route of a definitive map modification order [DMMO] application for the area as confirmed by the Strategic Access Officer. There are also matters of land ownership which need to be addressed. Finally, it has not been demonstrated that the route would be fit for purpose as a genuine footpath/cycleway in terms of its width and surfacing.
- 4.22 It is therefore considered, in terms of the nature of the development proposed, that the proposed development is contrary to the requirements of Policy RUR4 and the Little Marlow Gravel Pits SPG, which is additional harm which weighs against the proposed development. There is further conflict with regard to the other requirements of RUR4, as explored further below.

### **Employment Issues**

Wycombe District Local Plan (August 2019): (CP5: Delivering Land for Business); MR7 (Globe Park); and DM28 (Employment Areas)

- 4.23 The application site does not fall within the defined boundary for Globe Business Park, however it is a form of development which seeks to support the economic purposes of that site. CP5 states that strategic and local employment areas shall be safeguarded while encouraging and facilitating their ongoing regeneration and redevelopment for economic purposes. Policy MR7 states that support will be given to proposals which deliver improvements to access and egress from Globe Park and facilitate its regeneration. MR7 goes on to state that these improvements include the provision of new car parking to serve Globe Park. However, there is no suggestion in Policy MR7 or its supporting text that such car parking should be located in the green belt. In the past there have been ideas about decked car parking within the estate.

- 4.24 Policy MR7 identifies that there has historically been inadequate on-site parking within Globe Business Park. Clearly the development proposals seek to serve a parking function for Globe Business Park, and at face value, the application proposals are supported by CP5 and MR7.
- 4.25 Notwithstanding the above, the existing unauthorised car parking only serves a single occupier within the business park and does not appear to be available for wider use of the businesses. It is not clear whether the application proposals for the larger car park now proposed would be available for multiple businesses or a single occupier.

#### **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)

Wycombe District Adopted Delivery and Site Allocations Plan (July 2013): DM2 (Transport requirements of development site)

- 4.26 Access to the site would be via the existing point of access from Fieldhouse Lane, which has been upgraded to serve the existing temporary car park. The proposed access arrangement would serve the proposed car park and existing water ski club adjacent to the site. BC Highways have confirmed that there is no objection to the access arrangements to the site.
- 4.27 With regard to the parking, BC Highways note that parking spaces are below parking standard in terms of size, however they remain satisfied that the spaces are acceptable due to the layout and configuration.
- 4.28 The Highway Authority have advised that the proposed development would result in benefits through the delivery of parking to serve Globe Business Park.

#### **Raising the quality of place making and design (including Landscape considerations)**

Wycombe District Local Plan (August 2019): CP9 (Sense of place); CP10 (Green Infrastructure and The Natural Environment); RUR4 (Little Marlow Lakes Country Park); DM32 (Landscape character and Settlement Patterns); DM34 (Delivering Green Infrastructure and Biodiversity in Development); and DM35 (Placemaking and Design Quality)

Wycombe District Adopted Delivery and Site Allocations Plan (July 2013): DM11 (Green networks and infrastructure)

- 4.29 The SPG identifies that this is an area which is to be enhanced. The proposed car parking layout is regimented rather than providing for a more naturalistic layout. The layout clearly seeks to maximise the quantum of parking on the site. Furthermore, the scheme includes high paladin fencing, lighting and other installations which add to the urban clutter presented by the site. Views into the site at present from Fieldhouse Lane appear quite urban as a result of the existing installations and engineering operations which have been carried out.
- 4.30 The proposal essentially seeks to create two separately contained car parks on the site, rather than a single entity. The consequence of such is that this increases the extent and presence of associated installations including barriers and fencing, which contributes further to the urbanising effect that the development would have on the rural area. This is further exacerbated by providing the proposed footpath/cycleway route between the two car parks which increases the amount of fencing proposed.
- 4.31 It is proposed that the car park would be used, in the evening and at weekends, for recreational users. The design of the car park is such that it has a defensive urban appearance, rather than one which assimilates naturalistically into its environment as



would be expected for development proposed to serve the country park. Furthermore, the initial route of the footpath/cycleway would be sandwiched between 2m high paladin fencing on either side. This is not considered to represent an attractive environment and would be to the detriment of recreational users of the countryside.

- 4.32 While it is noted that a hoggin surfacing material is proposed, and that landscaping would be proposed within the scheme, it is not considered that these measures would be sufficient to ensure that the development would harmonise sympathetically within its rural context.
- 4.33 It is noted that the proposed layout seeks to bring development closer to Fieldhouse Lane to the west of the site entrance. This was previously approved as an area for landscaping. Additionally, the scheme includes the removal of part of the bunding along Fieldhouse Lane to facilitate the proposed footpath. This would open up views of the site, be more urbanising and lessen the degree of the screening afforded to the site.
- 4.34 In considering the temporary consent the LPA observed that the scheme was acceptable, on balance, and if the car parking was required in the longer term then the design concerns identified at that time would become more significant.
- 4.35 The proposals therefore fail to achieve appropriate high quality design standards as advocated within the Development Plan and NPPF, neither would the development achieve the environmental improvements required by Policy RUR4.

#### **Amenity of existing and future residents**

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

- 4.36 The nearest residential property is in excess of 200m from the entrance to the site. This is sufficient separation to ensure that the occupants of that property, or other properties in the area, would not be unduly affected by the proposed development. In the context of the A404 the proposals are unlikely to give rise to any significant issues with regard to noise and disturbance.
- 4.37 It is unlikely that the proposed lighting of the development would result in adverse amenity impacts on residential properties.

#### **Flooding and drainage**

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP12 (Climate Change); DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 4.38 The application site lies within Flood Zones 2 and 3 as confirmed by the Environment Agency's flood map for planning. Annex 3 of the NPPF (2021) confirms that a car park is a less vulnerable land use in the flood risk vulnerability classification. In accordance with Footnote 56 of the NPPF, as the proposal is for the change of use of land, it is not necessary to apply the sequential test to this development with regard to flooding. Additionally, it is noted that a sequential test had been applied previously under the temporary permission, and found that the test was passed. In the event of an approval, it would be necessary to secure an emergency Flood Plan due to the risk of surface water flooding, which could be secured via condition.
- 4.39 The scheme has been accompanied by an FRA and drainage strategy as required for a development of this nature. The submitted information has been reviewed by the Lead Local Flood Authority who have determined that there is insufficient information provided to demonstrate that the surface water drainage strategy is appropriate.

Furthermore, it is noted that the drainage scheme and submitted information is that which was submitted with the previously refused application, and has not been updated in any way to reflect the layout now proposed.

- 4.40 Therefore, there is insufficient information submitted with this application to demonstrate the delivery of an appropriate surface water drainage scheme.

#### **Ecology and Trees**

Wycombe District Local Plan (August 2019): CP10 (Green Infrastructure and the Natural Environment); CP12 (Climate Change); DM34 (Delivering Green Infrastructure and Biodiversity in Development)

Wycombe District Adopted Delivery and Site Allocations Plan (July 2013): DM11 (Green Network and Infrastructure); DM13 (Conservation and enhancement of sites, habitats and species of biodiversity and geodiversity importance); DM14 (Biodiversity in development)

#### Impact on Protected Species and Habitats

- 4.41 The Ecology Officer has raised concerns with regard to the level of detail submitted to support the application, which is insufficient for the LPA to determine the impact upon protected species and their habitats.
- 4.42 The impact that the development would have upon bats is unclear. The submitted information indicates that existing trees will be removed to facilitate the development. This does not include the area of land where the footpath/cycle path would be located, which is well vegetated. The submission references earlier Preliminary Bat Roost Assessments but have not been provided with the application. Further updated surveys will be required to demonstrate the impact on bats and which reflects the development as proposed in its entirety.
- 4.43 The Ecology Officer has states that if lighting is required then further bat activity surveys are likely to be required to assess the impact of increased lighting on the use of this site by bats. Given that this information is not provided the impact upon bats cannot be ascertained.

#### Biodiversity Net Gain

- 4.44 A biodiversity impact assessment has been provided which demonstrates that a net gain can be achieved. However, the base line of the assessment is incorrect as it does not take into consideration the requirements of the temporary consent, which require the existing land to be restored. Furthermore, the eastern section of the site has been cleared of vegetation, the baseline for this section should be the site condition before the clearance took place. The suggested net gain delivered by the proposals, as suggested by the submitted information cannot be relied upon as accurate.

#### Impact upon Trees

- 4.45 The application site includes trees which are covered by a Tree Preservation Order, while there are other trees within/adjacent to the site which could be affected by the development. The submitted arboricultural information is outdated and relates to an earlier layout and does not reflect the proposals submitted. Furthermore, the submission provides no detail or assessment of the proposed footpath/cycle route beyond the car park which would presumably require hardsurfacing to be accepted as a cycle route. The submitted information is therefore inaccurate, insofar as it relates to the application proposals, and cannot be relied upon. Therefore, the extent of any impact upon trees, including those covered by a TPO, cannot be established.

## Canopy Cover

- 4.46 The application has been supported by canopy cover calculations. However, there are numerous inaccuracies with the information presented. The retained canopy page notes that there would be no removals, while the AIA indicates the loss of trees on site. Furthermore, as the cycle/footway route has not been considered, it is not clear whether further tree removal would be necessary to facilitate the route.
- 4.47 The canopy cover information refers to information which has not been provided with the application. Furthermore, there are significant inconsistencies between the landscaping species within the car park layout, and the information within the canopy cover document. The trees selected require between 15 and 25 cubic metres of soil and as such tree pit designs would be necessary.
- 4.48 The proposed landscaping is limited in species selection and as such would be of lesser ecological benefit than a varied palette of trees. Furthermore, the limited species would raise concern with regard to resilience to disease, drought and waterlogging.

## **5.0 Weighing and balancing of issues / Overall Assessment**

- 5.1 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
- 5.2 As set out above it is considered that the proposed development represents inappropriate development within the Green Belt which is, by definition, harmful and should not be approved except in very special circumstances.
- 5.3 When considering planning applications substantial weight should be given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt, by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 5.4 In addition to the inappropriate development in the Green Belt arising from loss of openness and conflicting with the purposes of including the land in the Green Belt, additional harm has been identified in respect of:
- a) Conflict in land use terms with Policy RUR4 (Little Marlow Lakes Country Park) by failure to provide a meaningful recreational function, and insufficient pedestrian, cycling access to the park;
  - b) Harm to the character and appearance of the locality arising from the unsympathetic design and features of the development;
  - c) Failure to demonstrate that the proposed development does not have an adverse impact on protected species and/or their habitats;
  - d) Failure to demonstrate a measurable net gain in biodiversity;
  - e) Failure to demonstrate the impact on trees;

- f) Failure to demonstrate that an appropriate level of canopy cover can be achieved; and,
- g) Failure to demonstrate that a satisfactory surface water drainage scheme could be delivered.

5.5 The additional harms, individually, amount to significant weight against the proposed development.

#### Other Considerations

5.6 The supporting planning statement sets out “Very Special Circumstances” at paragraphs 6.23 to 6.31. These are set out below.

#### Serving existing business and help economic growth

5.7 It is advanced that the development would serve existing local businesses at Globe Business Park, and would help economic growth of the business, in line with the aims of paragraph 81 of the NPPF.

5.8 The support that the proposals would have for local businesses is noted, however the application identifies that 195 of the spaces would be used by a single business. The remainder would be “available to other users”. It is not clear whether this would be to all users of the business park or not, or another individual business. Further, it has not been demonstrated how the proposal would help economic growth and to what degree. Moderate weight can be attached to this.

#### Minimal Impact on openness of Green Belt

5.9 The supporting statement advances that the site is visually contained by existing boundary treatments, supplemented by new planting, and therefore the site would be largely screened and the visual impact would be limited. It is further stated that the context of the site is not one of openness as the site abuts the A404, Fieldhouse Lane, and the Crown Plaza hotel. It is advanced that the proposals do not contain any significant built form and due to the transient nature of the development, along with additional planting the impact would not be significant. It is suggested that the minimal impact must be weighed in the balance.

5.10 It is suggested that the landscaping scheme would provide sufficient planting to present a loss to visual openness.

5.11 For the reasons set out earlier in this report, the assessment of the applicants in this regard is not agreed with. As such no weight can be attached to this argument.

#### Little Marlow Lakes Country Park Access

5.12 It is suggested that the proposed car park and improvements to pedestrian and cycle routes would be available for visitors of the Little Marlow Lakes Country Park and would be compliant with Policy RUR4.

5.13 It is considered that the development proposals would not be wholly compliant with the requirements of RUR4. While it is acknowledged that some of the parking may be available to use for the country park, its level of availability and proximity to Spade Oak, along with its physical attractiveness, lessens this benefit. Furthermore, there are reservations over the effectiveness of the cycle/footpath route in terms of alignment, width and wider connectivity as detailed earlier. Limited weight can be attached to this as presented.

### Loss of Car Parking since 2017

- 5.14 The statement advances that there have been a number of changes within Globe Business Park resulting in the loss of car parking. This includes the introduction of EV charging at Softcats premises, and the introduction of double yellow lines within the Business Park

### Clear Need for Additional Car Parking to serve Globe Business Park

- 5.15 It is suggested that the submitted Parking Needs Assessment demonstrates the clear need for additional car parking spaces. It is also suggested that the BID Board has made efforts to find alternative locations, but there are no appropriate sites available.
- 5.16 The above two matters ought to be considered together as they relate to the lack of car parking within Globe Business Park.
- 5.17 The Parking Needs Assessment includes parking surveys, which indicate that there was some limited spare on-street capacity within Globe Business Park on the days of the survey. On the day of the survey around 130 spaces at the existing unauthorised car park were in use. The report suggests that if the existing car park was lost then there would be a shortfall of spaces of between 110 spaces and up to 180 spaces. The report goes on to state that if the vacant buildings were to become occupied then there would be a shortfall of 400spaces, when assessed in line with parking standards.
- 5.18 There is a clear historic parking issue at Globe Business Park, which is a matter which is known. Significant weight can be attached to this at face value. However, it is noted from the submitted parking surveys that, on the day of survey, the existing parking at the application site is under utilised by the sole occupant. Furthermore, the proposed development would provide 195 spaces for a single business, while only 76 spaces would be made available for other businesses. The reliance of the proposed car park to serve the needs for unoccupied units, due to the heavy leaning towards one business, would not appear to be fulfilled.
- 5.19 The submission suggests that there are no appropriate sites available. However, this has not been demonstrated through any robust evidence to suggest that there is a “lack” of non-Green Belt sites which are suitable and available. It remains the LPA’s position that all options should be explored and exhausted. This includes options to reduce car travel (e.g. adoption of travel plans by companies on the estate to encourage car sharing and sustainable travel modes, employee work at home schemes etc.), options to increase car parking within the site and its vicinity, options to secure car parking in the wider area, and other parking initiatives that may be applicable, before new car parking sites within the Green Belt are considered. Car parking in the green belt should be a last resort and no speculation can be made at this time whether any new employment car park would be considered to be acceptable by the planning authority having regard to its planning policies. This is also important in the context of paragraph 150c) of the NPPF.
- 5.20 It is also noted that temporary consent has been granted for car parking within the existing Marlow Rugby Club car park to provide 136 spaces to be used by the Globe Park businesses. This permission has been granted and the site would serve a purpose for car parking to serve the general parking needs of businesses at Globe Business Park (i.e. not a sole business). It should be noted that this approval utilised existing areas of hardstanding and in terms of the impact on openness and sprawl/encroachment, was less harmful to the Green Belt than the current application site.

5.21 As it has not been demonstrated that all options within the business park, and other sustainable travel initiatives, have been exhausted, little weight can be attached to any argument regarding lack of available alternative sites.

### Conclusions

5.22 It is acknowledged that there are considerations and benefits of the proposed development which weigh in favour of the proposals, relating to highways/parking provision and the economic benefits of the scheme. The weight attached to these is lessened, to some degree, by the lack of evidence to demonstrate that no alternatives are available.

5.23 The approval for the temporary car park at this site in 2018 was finely balanced and hinged on the temporary nature of the development to allow time for permanent solutions within the park to be explored. The application proposals represent a larger scheme than that initial approval resulting in greater loss of Green Belt openness, sprawl and encroachment into the countryside. It is not considered that the case presented is sufficient to justify the approval of this larger, more harmful and permanent development.

5.24 Therefore, the LPA consider that the very special circumstances do not exist which clearly outweigh the totality of harm identified. Consequently, in accordance with the Development Plan and NPPF, the application should be refused.

## **6.0 Working with the applicant / agent**

6.1 In accordance with paragraph 38 of the NPPF (2019) 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, given the extent of issues with the supporting documentation the applicant was advised to withdraw the scheme and to engage with the LPA through pre-application discussions.

## **7.0 Recommendation**

7.1 It is recommended that the application be refused for the following reasons:

1. In the opinion of the Local Planning Authority, the proposed development, by reason of its size, siting, design and nature of use, would fail to preserve the openness of the Green Belt, and would conflict with the purposes of including the land in the Green Belt through urban sprawl and encroachment into the countryside. The proposals would therefore be inappropriate development in the Green Belt which attracts substantial weight against the development. Further harm would arise as identified in reasons for refusal 2, 3, 4, 5 and 6 which attract additional weight against the proposed development. While it is acknowledged that there are some benefits associated with the proposed development, it is not considered that these attract such weight which amounts to very special circumstances which would clearly outweigh the harm identified. The proposed development is therefore contrary to Policies CP8 (Protecting the Green Belt) and

DM42 (Managing Development in the Green Belt) of the Wycombe Local Plan 2019 and guidance contained within the National Planning Policy Framework.

2. The site is located within Little Marlow Lakes Country Park which is allocated for outdoor recreational purposes. In the opinion of the Local Planning Authority the proposed development would fail to meet the aspirations of the Little Marlow Lakes Country Park by failing to provide a development which meaningfully contributes towards the recreational function of the park, or provide safe, direct and convenient access. The proposals would therefore be contrary to Policies CP7 (Delivering the Infrastructure to Support Growth) and RUR4 (Little Marlow Lakes Country Park) of the Wycombe Local Plan (2019), the Little Marlow Gravel Pits SPG (2002), and guidance contained within the National Planning Policy Framework.
3. The proposed development, by reason of its size, layout, nature of use and the design and number of associated installations, would result in an incongruous form of development which would fail to enhance or integrate satisfactorily into the countryside setting and provide the necessary environmental improvements to the site. Furthermore, it is not considered that the proposals would provide an attractive environment for recreational users of the area. The proposals would be contrary to Policies CP9 (Sense of Place), DM35 (Placemaking and Design Quality), RUR4 (Little Marlow Lakes Country Park) of the Wycombe Local Plan (2019), the Little Marlow Gravel Pits SPG (2002), and guidance contained within the National Planning Policy Framework.
4. Insufficient information has been provided to demonstrate that the development of the site would not have an adverse impact upon protected species and/or their habitats. Furthermore, insufficient information has been provided to accurately demonstrate that the development would lead to a measurable net gain in biodiversity. The proposed development is contrary to Policies CP10 (Green Infrastructure and the Natural Environment), RUR4 (Little Marlow Lakes Country Park), and DM34 (Delivering Green Infrastructure and Biodiversity in Development) of the Wycombe District Local Plan (adopted August 2019); Policies DM11 (Green Networks and Infrastructure); DM13 (Conservation and Enhancement of Sites, Habitats and Species of Biodiversity and Geodiversity Importance); and, DM14 (Biodiversity in Development) of the Adopted Delivery and Site Allocations Plan (July 2013); and, the guidance contained within the NPPF.
5. Insufficient information has been provided to demonstrate that the development of the site would not have an adverse impact upon existing trees, including those covered by Tree Preservation Orders. Furthermore, the application provides conflicting and insufficient information with regard to delivering the necessary canopy cover enhancements. The proposed development is contrary to Policies CP10 (Green Infrastructure and the Natural Environment), RUR4 (Little Marlow Lakes Country Park), and DM34 (Delivering Green Infrastructure and Biodiversity in Development) of the Wycombe District Local Plan (adopted August 2019); Policies DM11 (Green Networks and Infrastructure) of the Adopted Delivery and Site Allocations Plan (July 2013); and the guidance contained within the NPPF.
6. Insufficient information has been provided to demonstrate that the proposed surface water drainage strategy is acceptable. In the absence of acceptable surface water drainage the proposed development is contrary to Policies CP7 (Delivering the Infrastructure to Support Growth); CP12 (Climate Change); and DM39

(Managing Flood Risk and Sustainable Drainage) of the Wycombe District Local Plan (adopted August 2019); and, the guidance contained within the NPPF.



## **APPENDIX A: Consultation Responses and Representations**

### Councillor Comments

**Clr Neil Marshall** – As this application is controversial (in the Green Belt) but has impacts on Local Cycling Walking infrastructure I request that it be referred to the planning committee to allow public input and scrutiny.

**Clr David Johncock** - There is serious local concern about this application not least of all because the proposal site is located in the Green Belt and in an area within the WDC allocated Marlow Lakes Country Park. It therefore goes against policies contained within the currently adopted Wycombe Local Plan. As I understand it, permission for the current car park was agreed on a temporary basis whilst the Council explored and implemented other parking schemes. In that regards, I note that the planning permission for car parking at the rugby club has still not been implemented. I also understand that enforcement action has been taken on this site because, for example, hard-standing has been laid without permission and because of other infringements to the original temporary permission. I therefore believe that there needs to be an overall review of long term parking for Globe Park before any decision is taken on any of the sites in this general location. In view of this, if officers are minded to approve this application, I request that the application be brought before the Planning committee for determination.

### Town/Parish Council Comments

#### **Marlow Town Council**

We welcome the additional parking for Globe Business Park and the walking and cycling route. This is also a benefit for weekend recreation

#### **Little Marlow Parish Council**

Little Marlow Parish Council object on the grounds that they have opposed prior planning applications and that the proposed development represents inappropriate development within the Green Belt. There are no Very Special Circumstances present which outweigh the significant potential harm this proposed development would cause to the Green Belt

### Consultation Responses

**Buckinghamshire Council Environmental Health** – As per the air quality SPD, electric vehicle charging points with a minimum rating of 32 amp should be provided prior to the occupation of the development.

- Electric Vehicle Charging Points
  - Advisory, unless following conditions imposed
- Condition - Electric Vehicle Charging Points

Prior to the occupation of the development hereby permitted, 20 electric vehicle charging points with a minimum rating of 32amp must be installed.

**Buckinghamshire Council Arboricultural Officer** - Retained canopy page of the spreadsheet notes no removals, but the AIA notes 4 trees to be removed due to their poor condition. If the trees are to be removed, they should be excluded from the calculations and the group areas recalculated. Equally, if additional trees require removal for the cycle/footway (which appears to be excluded from the AIA.)

The C.C.C refers to a 'Retained Tree Canopy Plan' but I'm not clear what document this refers to. It also refers to a draft landscape layout by Draffin Associates?

The car park layout 2738 PL200 shows 28 new Acer campestre and 13 willow, whereas the C.C.C refers to 18 Salix alba & 17 Acer campestre?

It should be considered that these species require circa 25 and 15 cubic metres of soil respectively and so the tree pit designs, particularly in the hard landscaped areas, need to show how this is being achieved below ground.

If it can't be achieved, particularly in the existing hardstanding, fewer or alternative species may be better suited to these locations and the new planting being secured elsewhere. It may be appropriate to consider hedgerow with standards in the existing hard standing if no other options exist.

The limited species raises some concerns regarding collective resilience to disease, drought or water logging. A more diverse selection of species is preferable from this perspective.

A limited palette may also have less ecological merit. Please defer to ecology regarding biodiversity potential and habitat creation.

The details relating to timing, supervision and reporting in areas requiring no-dig construction are a bit ambiguous.

It would be preferable to have clarification regarding the C.C.C /the other documents referenced ahead of a decision. However, subject to discussion with the case officer, it may be possible to secure updated canopy cover calculations and an amended landscape scheme by condition (including tree pit design where required).

If there is resurfacing planned for the foot/cycle way, the impact of this needs to be considered in an AIA (or as an addendum) prior to a decision.

If no insurmountable concerns arise, an updated/fully detailed AMS/TPP to include more specific information regarding supervision, reporting and escalation of issues should they arise could be secured by condition.

**Buckinghamshire Council Ecology Officer** – The site is part of an identified Biological Notification Site known as Marlow Gravel Pits which are thought to have interest for wintering wetland birds.

#### Biodiversity Net Gain Assessment

The Biodiversity Net Gain Report (JBA Consulting, Oct 2022) has been reviewed. An updated Biodiversity Net Gain report (and metric submitted in Excel) is requested with the following revisions made:

#### Incorrect Baseline Used

The site has a restoration plan that would be enacted in the absence of this development; the permission for the temporary car park was on the condition that the site was restored after use. The baseline against which Biodiversity Net Gain should be assessed should therefore be the 'restored' vegetated site. Where no suitable survey exists to evidence which habitat types were present the precautionary principle should be used.

The eastern section of the site has been recently cleared of vegetation. As per page 23 of the Biodiversity Metric 3.1 User Guide the baseline for this section should be the habitats present before

this clearance took place. Where no suitable survey exists to evidence which habitat types were present the precautionary principle should be used.

#### Bats

The Arboricultural Impact Assessment (March 2020) lists 9 trees (or tree groups) that will either be removed or cut back to facilitate the development. This assessment did not include the areas for the cycle path.

The PEA references previous preliminary bat roost assessments but none are available to view in relation to this application.

An up-to-date preliminary roost assessment is required to be submitted with this application. The survey must be completed by a suitably qualified ecologist and carried out in accordance with Bat Surveys for Professional Ecologists: Good Practice Guidelines (Bat Conservation Trust, 3rd Edition), CIEEM Guidelines for Ecological Report Writing (CIEEM, 2017) and the British Standard BS42020:2013 Biodiversity —Code of practice for planning and development.

The results of which will need to be provided within a detailed report and passed onto the LPA for review before planning permission can be determined.

#### Lighting

No lighting is proposed as part of this application. If lighting is required then further bat surveys (activity) are likely to be required to assess the impact of increased lighting on the use of this site by bats.

#### Invasives

Japanese Knotweed recorded throughout the site and Buddleia in large quantities. These can be addressed via a condition for an invasive species management plan.

**Buckinghamshire Council Lead Local Flood Authority** – The LLFA objects to the proposed development due to insufficient information regarding the proposed surface water drainage scheme.

#### Flood Risk

The Flood Map for Surface Water (FMfSW) provided by the Environment Agency shows that the site lies in an area of low risk of surface water flooding (meaning there is less than 0.1% / 0.1% and 1% (1 in 1000) likelihood of flooding occurring in a given year). An online version of this mapping data is available to view through the Environment Agency's Long term flood risk information mapping.

The Groundwater Flood Map (Jeremy Benn Associates, 2016), shows the groundwater level in the area of the proposed development to be at within 0.025m of the ground surface for a 1 in 100 year return period. This means that there is a risk of groundwater flooding to both surface and subsurface assets. Groundwater may emerge at the ground surface and has the capacity to flow overland and/or pond within any topographic low spots.

The Infiltration SuDS Map provided by the British Geological Survey 2016, indicates that the water table is anticipated to be within 3m of the ground surface. This means that there is a high risk of groundwater flooding.

However, the car parking areas are located adjacent to a lake and groundwater profiles are likely to flow towards the lake. We don't think that groundwater is going to be a significant issue.

#### Surface water drainage Car Park 1

A detailed summary of existing Car Park 1 drainage details has not been provided. Applicant is submitting for full planning for both Car Parks 1 and 2. Applicant to provide sufficient information to demonstrate that flood risk and water quality is managed for the lifetime of development including climate change.

#### Drainage details

There are no details on the proposed outlets from the swale/ditch to pond, and from pond to the downstream swale/ditch. Similarly, outfall details for Car Park 1 have not been provided. There needs to be continuity of approach for both car parks in terms of water quality justification. Further to this, maximum water levels and freeboard including interactions with lake water levels have not been shown on the provided drainage layouts and cross sections.

An Exceedance Flow Plan has not been provided.

#### Maintenance

It is not clearly identified in the submitted report who will manage and maintain the proposed SuDS features for the lifetime of the development including climate change.

There does not appear to be clear access to the pond and downstream ditch (Car Park 2) for future maintenance. The Maintenance Plan should also include for erosion and reinstatement of the proposed ditch line for the lifetime of development including climate change. Confirm what maintenance has been undertaken for the Car Park 1 system.

#### Water quality

Whilst the submitted report identifies water quality measures in accordance with C753 The SuDS Manual, the need for gravel traps, catchpits and oil interceptors does not appear to have been fully considered.

I look forward to receiving the additional information requested above. I request that the Local Planning Authority consults the LLFA when they are in receipt of this information so that I can review our position in relation to the above proposals.

#### Advice to LPA

If you are minded to approve the application contrary to this advice, we request that you contact us to allow further discussion and/or representations from us.

## Informatives

1. Given that any pollution incident would quickly enter the lake system, an oil interceptor could be considered despite the risk being relatively low.
2. Applicant is proposing 1 in 2 side slopes for the V-sloped drainage ditch. In accordance with C753 The SuDS Manual for swales, these should have maximum side slopes of 1 in 3, and a base width of between 0.5-2m to prevent channelling and erosion. This does not comply with SuDS requirements for swale design. We note that the applicant is using C753 water quality benefits of swales in their assessments.
3. In accordance with the Council's Planning Conditions for 17/06833/FUL, the following Conditions need to be met for Car Park 1 and based on this, we are assuming Car Park 2 proposals as well. These requirements have not been demonstrated. The FRA identifies that unrestricted discharge from Car Park 2 results in a 4mm increase in lake water levels. Applicant to demonstrate cumulative impacts including Car Park 1 and any receptors. Applicant to confirm that all permeable material has been removed from Car Park 1 and 2 areas. Applicant to confirm how Car Park 1 (and similarly Car Park 2) complies with the previous Planning Condition 6

**Buckinghamshire Council Highways** – I note that the Highway Authority has commented a number of previous planning applications for this site. Most recently in a response dated 20<sup>th</sup> July 2020, no objections were raised to the creation of a car park providing 273 spaces (application reference 20/06165/FUL). Additionally, I note that this authority raised no objection to planning application 19/06567/FUL for 98 parking spaces, and for planning permission 17/06833/FUL, a scheme for 200 parking spaces on this site.

This application proposes to provide a total of 271(no) parking spaces on this site. The proposed parking spaces would utilise the site access which appears to be unchanged from the aforementioned previous application and was deemed acceptable by this Authority. The application also proposes improvements to the existing footpath/cycleway that links the car park to the Parkway footbridge. This footpath/cycleway will also be extended through the proposed car park to a new access onto Fieldhouse Lane.

It would appear that the sizes of the spaces adhere to previously used dimensions (2.4m x 4.8m) rather than those recommended within the Council's *Buckinghamshire Countywide Parking Guidance* policy document (2.8m x 5m). However, the majority of spaces are shown in a double-row 90° configuration that has a longitudinal tolerance area between the back-to-back spaces.

The additional off-street parking spaces that would be provided by this scheme would further benefit the network by the removal of displaced parking, improving the safety and efficiency of the highway. Furthermore, surrounding roads should not experience an intensification of use as the car park will only accommodate vehicles that are already traversing through on a weekday basis.

Proposals include a new pedestrian footpath/cycle link from Fieldhouse Lane, I note this section of road is private and not maintained by Buckinghamshire Council. This link then connects to the existing footpath/cycleway which joins with a Public Right of Way (MAW/16/2). According to the submissions, improvements will be made to this footpath/cycleway. Whilst it does not appear to show the extent of these improvements on plans, improvements would be considered beneficial, as it would provide a clear and improved link between the car park and northern part of Globe Business Park.

Nonetheless, I trust that the Strategic Access Officer has been consulted regarding this application, who will be able to comment further on the improvements to this footpath/cycleway.

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

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

**Environment Agency** – None received

**Natural England** – None received

**Thames Valley Police Crime Prevention Design Advisor** – The National Planning Policy Framework 2021 demonstrates the government's commitment to creating safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. (Ref. paragraphs 92b, 112c and 130 f)

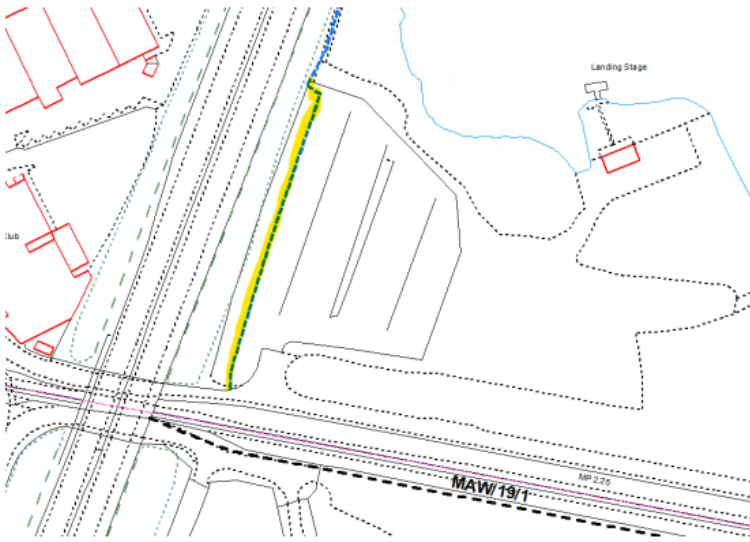
With this in mind it is important to consider all appropriate crime prevention measures when viewing the proposals. I make the following comments to safeguard users, their vehicles and prevent the development negatively impacting police resources.

Further information needs to be provided on the following prior to any planning permission being granted. As a minimum a suitably worded condition relating to the security and access of the site would address the concerns however this must cover the following areas.

- The presence and positioning of formal surveillance. Details regarding the camera type, image capture quality, storage/retrieval and monitoring.
- Lighting – ensuring that the lighting provided does not create pooling and shadowing and supports the formal surveillance strategy proposed.
- Landscaping – ensuring it does not obscure sight lines across the development or hinder the lighting and formal surveillance strategy creating security 'blind spots'.
- It is noted that an appropriate perimeter is proposed preventing the site from excessive permeability. However no further details are included relating to the proposed vehicle and pedestrian access. Consideration should be given to how unauthorised access and usage of this large area could be prevented, for example, additional physical security outside of usual operational time to address issues like unauthorised encampments etc.

**Buckinghamshire Council Highways and Technical Services** – Further Comments - Since my comments dated 25th January 2023, some omissions / corrections have been highlighted to me.

No. 1 - Regarding the definitive map modification order [DMMO] application, received by the council 15th November 2021, this was updated on 15th July 2022 to include the missing link to the adopted part of Fieldhouse Lane, but not shown in my earlier comments. The draft route annotation has now been updated through the car park and I have highlighted this yellow on Plans 1 & 2.



Plan 1

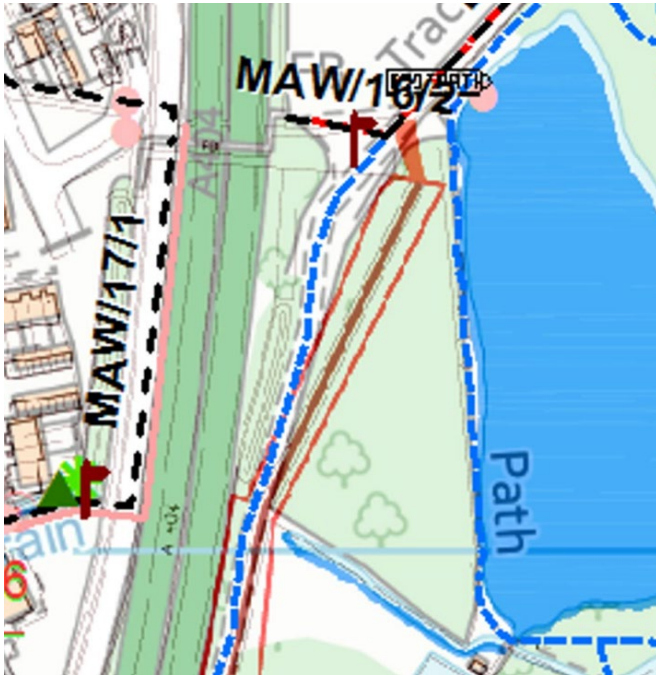


Plan 2

To note, the application is still to be investigated, evidence scrutinised, and claimant interviews undertaken. This may result in the application being rejected, accepted as claimed, or the route accepted with amendments [either the alignment or the width].

Due to the remaining uncertainty, and considering the claimed route now passes within the red edge, an informative is recommended. This uncertainty could be overcome by the applicant dedicating a bridleway along the claimed route, on land within their control, under s25 Highways Act 1980.

No. 2 - my attention has also been drawn to the proposed route near the Volvo Footbridge. While not having been on site, but having looked in greater detail, it appears the route proposed passes through some mature trees, rather than along the alignment currently being walked. I have enclosed an overlay of the claimed route [blue - to the west] and the route proposed in the application [brown - to the east] – see Plan 3. I have also enclosed an aerial photo to indicate the worn routes in this area [Plan 4].



Plan 3



Plan 4 - 2006 aerial photo

Therefore, the applicant may need to revisit their proposed alignment to ensure, for example, there wouldn't be any ecological implications [removing mature trees] in providing the proposed route. Also, as I mentioned in my previous response, the route doesn't quite connect to the existing rights of way network [see orange/red rectangle on Plan 3]. To resolve the matter, I would recommend the red edge is relocated to align with the existing 'worn' path.



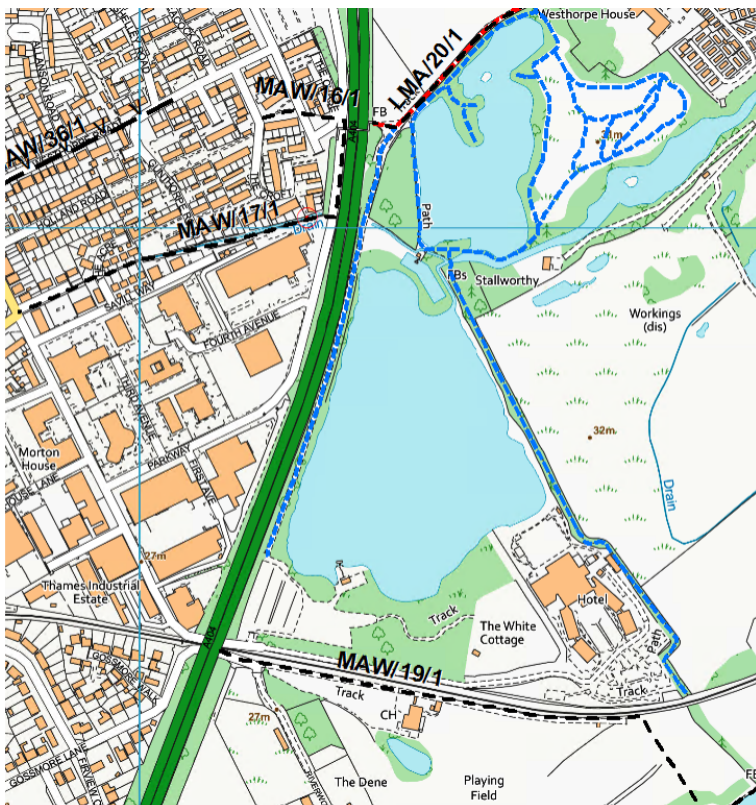
No. 3 - finally, and you are probably aware, but for the avoidance of doubt, the Marlow Studios application does not 'include' a walking and cycling through the car park – as I my earlier response suggested – but a walk/cycle route is indicated as a 'potential cycling connection'.

### Informative

A claim under Section 53 of the Wildlife & Countryside Act 1981 passes through land forming part of the current application. This claim could lead to a modification to the definitive map of public right of way to record a public footpath, which could affect the implementation of the proposal. The applicant is advised that any construction undertaken in advance of the completion of the modification order process is at their own risk.

**Buckinghamshire Council Strategic Access Officer – Initial Comments –** I've been asked to comment on the above application by Highways Development Management.

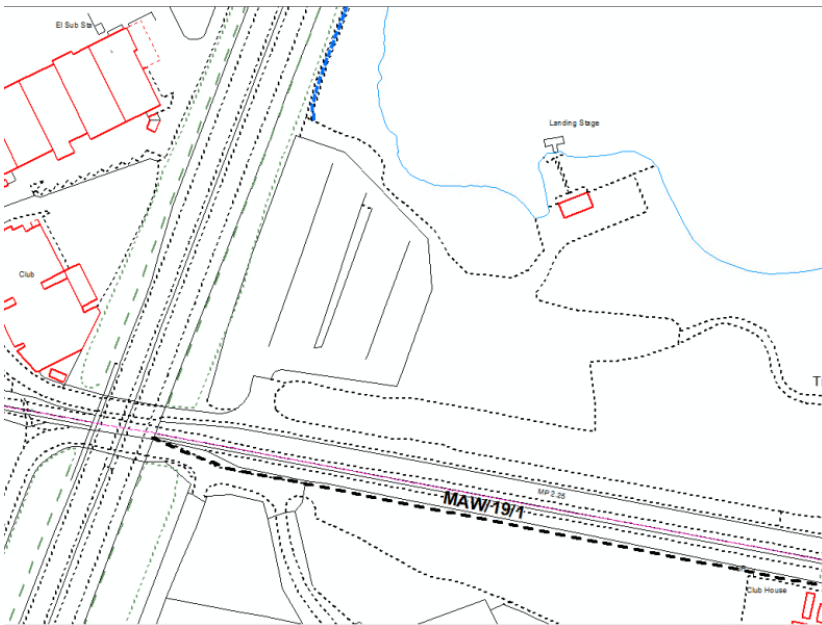
The local rights of way network is shown in Plan 1.



Plan 1

The red-dashed line along LMA/20/1 on Plan 1, sitting against the black-dashed line, indicates the council is in receipt of a definitive map modification order under Section 53 Wildlife & Countryside Act 1981 to record a public bridleway along the existing footpath alignment. This claim continues to Little Marlow and has not yet being investigated.

The blue-dashed lines on Plan 1 indicates the council is in receipt of a definitive map modification order under Section 53 Wildlife & Countryside Act 1981 to record public footpaths along alignments where no rights of way currently exist. You'll note the claimed path, running parallel with the A404, falls short of the publicly maintained highway along Fieldhouse Road and doesn't pass through the proposed car park – see Plan 2. The application confirms this path is unavailable as a through-route. The claim has not yet being investigated.



**Plan 2**

Footpath MAW/19/1 passes south of Fieldhouse Lane through the rugby club car park and is unaffected by this application.

You'll perhaps be aware the Marlow Film studios application [22/06443/FULEA] includes a walking and cycling route through this car park – see my blue highlighting on Extract 1 – and indicates connections to the film studios site for employees and visitors from Marlow and Marlow train station via the proposed walking and cycling route proposed in this application, albeit on a different alignment.



**Extract 1**

On Drawing 2738 PL 201 a brown line is annotated 'proposed public footpath and cycling link' from Fieldhouse Road to land near the eastern steps of the Volvo Footbridge. I've included this below in Extract 2. The bright orange shading at the northern extent sits outside the red edge.



KEY



PROPOSED PUBLIC FOOTPATH AND CYCLE LINK



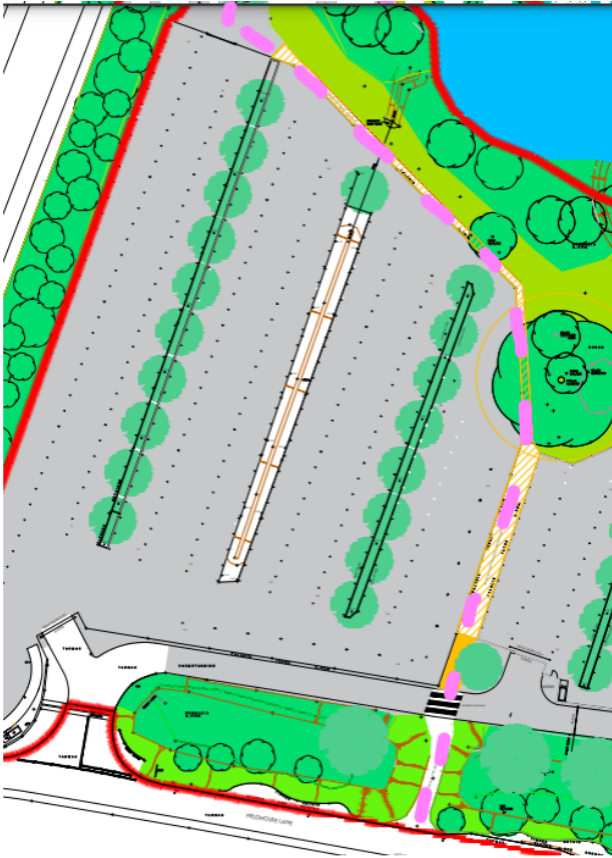
PROPOSED PUBLIC FOOTPATH AND CYCLE TRACK  
TO LINK TO EXISTING PEDESTRIAN CROSSING  
OVER THE A 404

Extract 2

At a strategic level, the proposed cycling and walking connection is supported. The route would facilitate improved connectivity between Marlow, Little Marlow, Bourne End and the proposed Little Marlow Country Park. For cyclists this is currently absent due to the A404 acting as a barrier, save for carrying bikes over the Volvo footbridge or braving the Westthorpe Interchange. You'll be aware some de facto cycling use of the Thames Path exists. Moreover, if the connection situated parallel to the A404 and beside the film studios is also provided through 22/06443/FULEA, this creates an additional strategic cycling connection from Fieldhouse Road to Flackwell Heath and High Wycombe via Winchbottom Lane.

To achieve the desired public walking and cycling rights in perpetuity, I would recommend a condition to secure a bridleway dedication by the landowner under s25 Highways Act 1980. I have recommended a condition to secure these rights across the land, subject to further detail being provided. Any dedication of rights atop the claimed route under Section 53 Wildlife & Countryside Act 1981 negates any need to investigate the claimed rights.

A Car Park Layout Drawing is provided indicating a walking and cycling route from Fieldhouse Way to a point north of the car park. I've annotated this with pink-dashed lines in Extract 3.

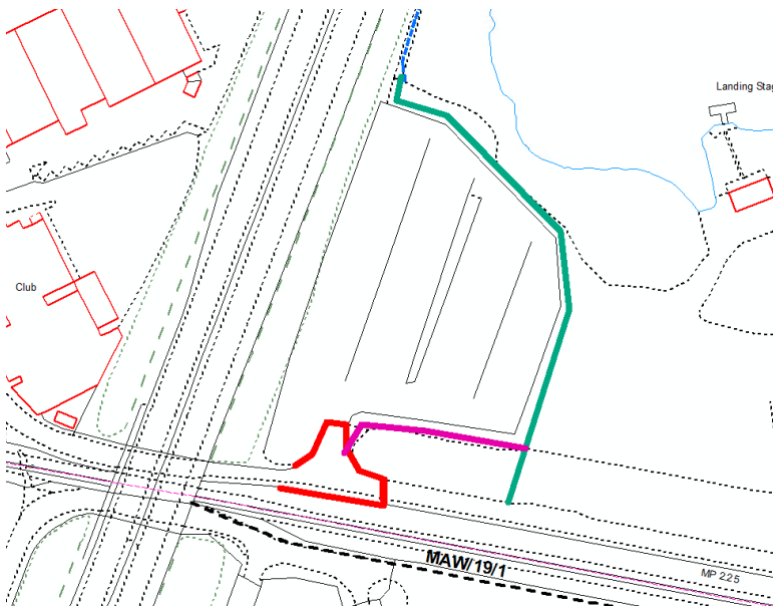


Extract 3 from Drawing 2738 PL 200

Two surfaces are proposed: a short section [orange] is marked 'bound surface' and the remainder [hatched orange] annotated as 'bound recycled wearing course'.

The first stretch north of the access road is 3m wide between paladin fences with a 3m wide surface. Once the route leaves the car park the surfacing reduces to 1m, but appears to be unfenced on the northern side.

I have annotated the proposed walking and cycling route green on the OS base plan; and marked the publicly maintained vehicular highway in bold red.

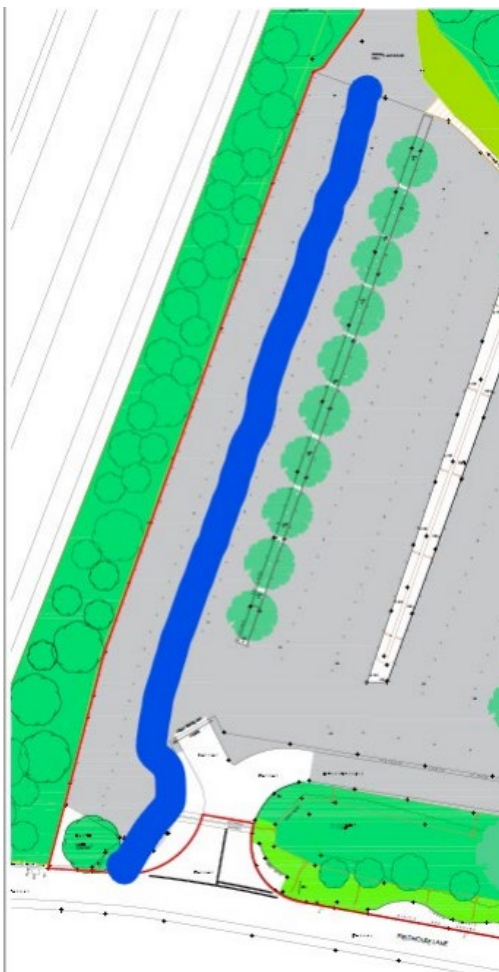


Plan 3

The first issue is that the proposed walking and cycling route emerges onto a privately maintained part of Fieldhouse Road outside the red edge. It is important the route connects to the publicly maintained part of Fieldhouse Road to avoid 3rd party ownership. I've annotated a suggestion in pink that could resolve this issue.

The risk with emerging onto 3rd party land is that the route could be gated or otherwise rendered inaccessible unless bridleway rights are extended to the adopted part of Fieldhouse Road. An alternative resolution is to gain 3rd party permission [from the owner of Fieldhouse Lane] to dedicate a bridleway along the currently unadopted section, thus making the connection from green to red in my sketch [Plan 3]. A written undertaking and/or extension of the red edge would be required.

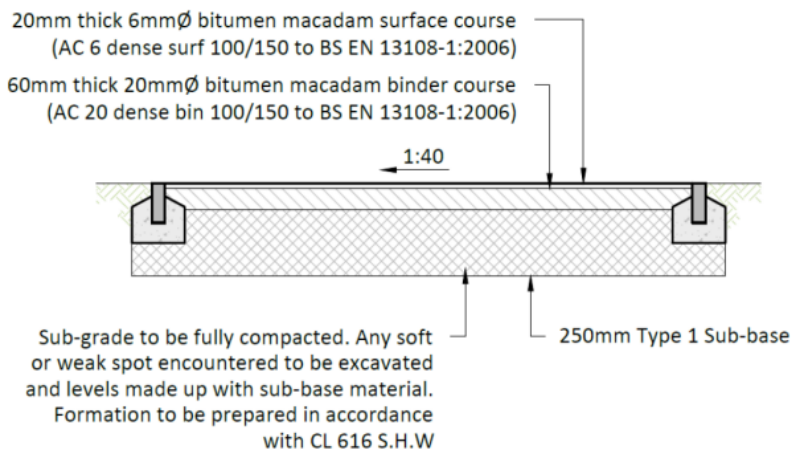
Notwithstanding the pink annotation above, my preference would be to accommodate a shorter desire line route, directly north to south through the car park from the vicinity of the existing pedestrian entrance onto Fieldhouse Road [bold blue in plan 4]. Alternatively, if security precludes this option, some thought could be given to a similarly direct corridor north to south, bounded on the west side by National Highways ownership at the foot of the A404 embankment, which closely aligns with the Film Studios suggested route as shown above [Extract 1]. This allows for the segregation of uses [private car park vs public bridleway] which appears important for site security.



Plan 4

As mentioned above, the 3m wide surfacing reduces to 1m on the north side. With the route being shared between pedestrians and cyclists 3m is the minimum standard. I would also recommended a bitumen surface throughout the vicinity of the car park, as the highway authority would ultimately inherit maintenance responsibility and insurance liability. An example specification is provided

below [where a 200mm sub-base would be sufficient with concrete edging]. If a recycled or low carbon material is preferred, I would recommend KBI Flexipave [a rubber crumb material made from recycled tyres] above a similar depth of sub\_base.



With regard to the surface specification, there isn't enough detail in the application for me to be confident an appropriate surface will be provided. However, this matter could be covered by a condition

### Representations

#### **Marlow Society**

It is pleasing to see that the applicants have at last included the proposed shared cycle/foot path first included in the 2002 SPG and requested by the Community Partnership and others in response to all Harleyford/Folbro applications since! There is a significant potential to make those areas adjacent to the shared path an extremely attractive asset for country park visitors with carefully planned lakeside access

#### Concerns

The existing Carpark is/was on a five-year lease. Making this permanent feature is a concern for the future of the Country Park and the Green Belt. Another fixed term lease should be considered rather than a permanent car park.

The Car park is being expanded from 200 to 271. In view of the long-term trend for at home working and less Car usage a permanent Car Park seems inappropriate.

At the northern end the path crosses a short stretch of land, ownership of which we understand to have been transferred from Mash to Dido. No doubt that accounts for the reference to MFS in para 3.3 of the planning statement. The planners have to watch out for any attempted leverage from Dido to support their MFS case.

If BC are minded to approve, there should be a condition that requires the new public shared path to be completed and open to the public by a specified date.

BC are minded to approve, then the car park should be made fully available to the public, say at weekends, to encourage usage of the Country Park.

There are a number of ambiguities within the documentation that will need to be clarified. For example, how much of the so called "amenity grassland" and "enhanced mixed scrub/woodland" would be accessible to the public.

## **Transition Town Marlow Cycling & Walking Group**

Neutral comments:

We welcome that a public right of way would be created that allows pedestrians and cyclists to go from Fieldhouse lane to the A404 pedestrian bridge, and that pedestrians and cyclists would be segregated from cars in the car park. As well as enabling inclusive access to the Country Park, both these aspects should encourage parents to let their children learn to cycle in this area. We welcome that there would be provision of a zebra-style crossing and a cut-through of the bank to Fieldhouse Lane, as this new proposed exit would allow for greater traffic visibility than the current exit.

Our response stance is currently neutral, but we would support the proposal if the plan included:

- Appropriate shared-use path widths, surface type and maintenance level
- A raised platform for the zebra-style crossing of the shared-use path at the point where it crosses the Ski Club entrance route
- The paths being put in place by an agreed time. We know that for previous applications which have had public access paths as part of the approval (e.g. the Athletics track on the A4155), the paths have not materialized despite the planning application being approved.
- The application approval being for a fixed duration. In 5 or 10 years' time the commuting methods may have changed and the car park might no longer be needed. Having a review date means that reassessment can take place.

### **Representations of Support**

11 representations from individuals and businesses in support of the proposal:

- Opportunity to enhance and open the area for walking and cycling
- Remove burden of inadequate parking
- Land has been a blight over the years
- Site has improved over the years by current owners
- Initial car park made improvement to the area
- Additional car park will continue benefits
- Additional path will allow people to safely enjoy walks
- Improved experience
- Special circumstance in Green Belt met through cycleway/footpath
- Will be the only safe access to Little Marlow
- Will make park more accessible to public
- Should not be a ransom strip by Volvo bridge, could be CPO's
- Shortage of parking at Globe Business Park, will be exacerbated if vacant buildings open
- No longer free park and ride at Handy Cross, with cost of parking there £700/annum
- No habitat loss since railway used as storage
- Proven to be needed as permanent
- Should be free to general users at weekend
- Sustainable travel and access to countryside
- Remains a significant lack of parking for those with limited travel options
- Lack of parking affects recruitment and retention of staff
- Significant return to office post pandemic
- Lack of parking options negatively impacts the contribution the park can make to local economy

- GBP is progressing with numerous projects to improve and add value to GBP, including those linked to improving access and egress and parking
- Remains a significant lack of available parking
- Recent parking amenities have assisted in the provision parking options, but there remains a significant shortfall which is expected to increase as vacancy rates decrease
- Disproportionate lack of other long term and sustainable modes of transport.
- With lack of parking success of economic area is severely compromised
- Pedestrian and cycle links will form part of the BIDs wider health and wellbeing plans for active travel strategy
- Demonstrable need for parking
- Reduce parking on residential streets and displace traffic movements
- Access to country park
- Safe route for cyclists
- Land has little environmental value
- Workers can park closer to where they work
- Will attract people to use footpaths along the river
- Parking will keep town thriving

### **Representations of Objection**

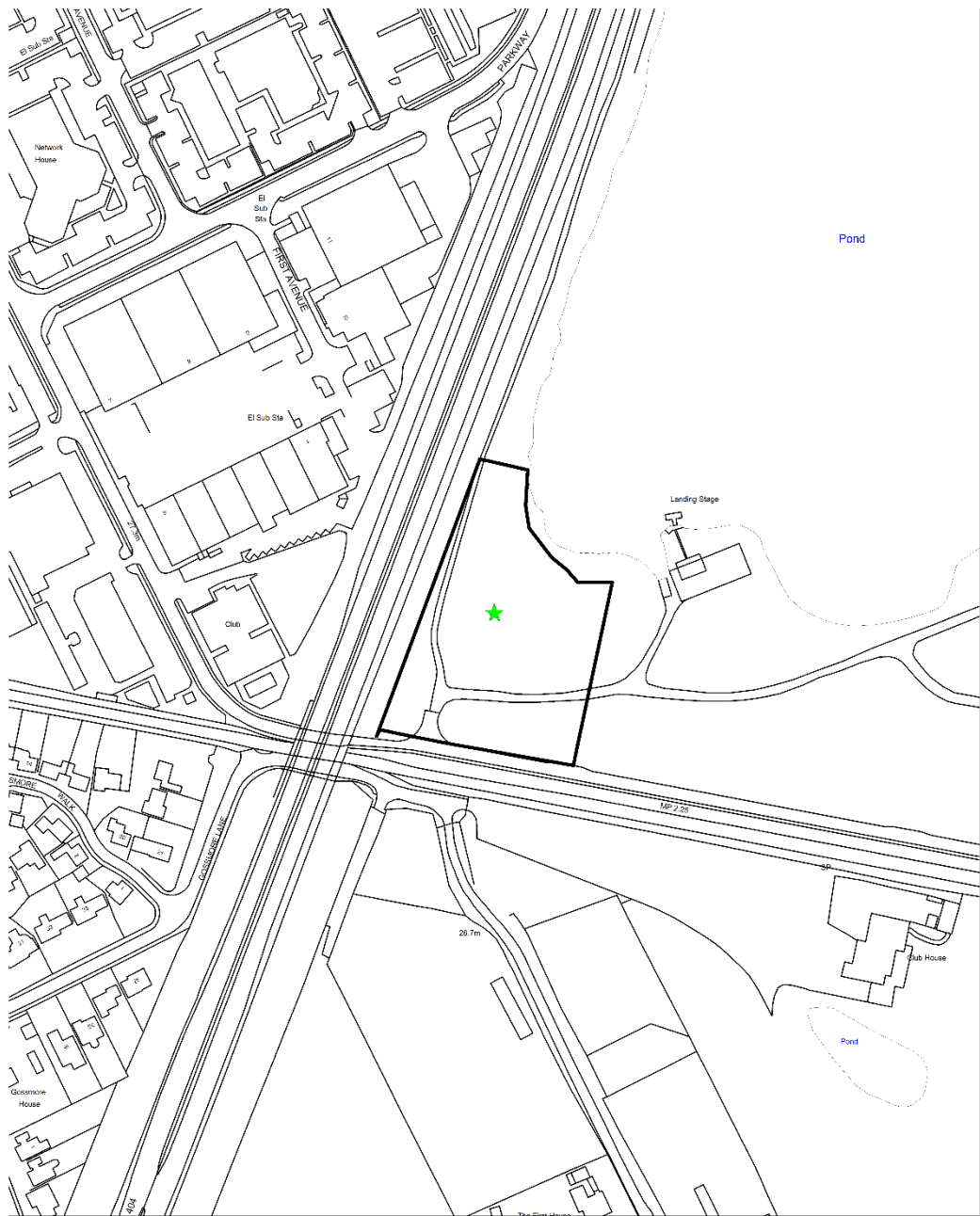
3 letters of representation have been received objecting to the proposal:

- Encroachment
- Loss of flora and fauna
- Temporary should be removed
- Inappropriate development in GB and country park
- Community benefits are vague and incomplete, and not viable
- Site cleared of valuable wildlife, ecological assessments and net gain calculations are not a true representation
- Marlow Gravel Pits Biological Notification Site, used by protected species and priority habitats
- Parking should be resolved within the business park itself
- Solution to concrete over greenspaces is unacceptable
- Acres of tarmac across the Business Park itself



# APPENDIX B: Site Location Plan

22/08240/FUL  
Scale 1/2500



Planning Committee  
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Ordnance Survey 100062456

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