



Report to East Buckinghamshire Area Planning Committee

Application Number:	PL/19/1409/FA
Proposal:	Demolition of existing garages and erection of 3 dwellinghouses with associated car parking and landscaping.
Site Location:	Garages Off Hearnese Meadow, Seer Green, Beaconsfield, Buckinghamshire, HP9 2YJ
Applicant:	Paradigm Housing
Case Officer:	Lucy Wenzel
Ward affected:	Chalfont St Giles
Parish Council:	Seer Green
Valid date:	24 April 2019
Determination date:	17 September 2019
Extension of time:	28 August 2020
Recommendation:	Defer subject to legal agreement

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 Permission is sought for the demolition of existing garages and the erection of three dwellings with associated car parking and landscaping.
- 1.2 The application is before Committee as the Local Member Councillor Patel has indicated that he would like the application heard before Committee should the Officers' recommendation be for approval.
- 1.3 The recommendation for the proposal is for approval; but is subject to the prior completion of a Legal Agreement in relation to a financial contribution towards Burnham Beeches Special Area of Conservation, as the site falls within the 5.6km buffer of this important site. The applicant has agreed to the S106.

2.0 Description of Proposed Development

- 2.1 Permission is sought for the demolition of existing garages and the erection of three dwellings with associated car parking and landscaping.
- 2.2 Plot 1 is a detached dwelling measuring approximately 8.1 metres to the ridge and 5 metres to the eaves. The maximum depth measured is 9.7 metres with the width measuring to 6.9 metres.
- 2.3 Plots 2 and 3 are a semi-detached pair measuring approximately 8.2 metres to the ridge and 5 metres to the eaves. The maximum depth of each dwelling is measured at 9.6 metres with the width measuring to 5.3 metres creating a built unit of width 10.5 metres.
- 2.4 All three dwellings are proposed to be constructed from brick with some level of detailing above openings.
- 2.5 The application is accompanied by
 - a) Design and Access Statement
 - b) Parking Survey
 - c) Environmental Report

3.0 **Relevant Planning History**

- 3.1 No planning history found on our records.

4.0 **Policy Considerations and Evaluation**

- National Planning Policy Framework (NPPF), February 2019.
- National Design Guidance, October 2019
- Core Strategy for Chiltern District - Adopted November 2011:
- Chiltern District Local Plan adopted 1 September 1997 (including alterations adopted 29 May 2001), consolidated September 2007 and November 2011.
- Draft Chiltern and South Bucks Local Plan 2036.
- Affordable Housing Supplementary Planning Document (SPD) - Adopted 21 February 2012
- Chiltern and South Bucks Community Infrastructure Levy (CIL) Charging Schedule

Principle and Location of Development

Core Strategy Policies:

CS1 (The spatial strategy),

CS2 (Amount and distribution of residential development 2006-2026),

Local Plan Saved Policies:

H3 (Provision of new dwellings in the built-up areas excluded from the Green Belt (other than in accordance with Policies H2, H4 & H7)),

- 4.1 The site is located in the built up area of Seer Green where, in accordance with Development Plan Policy H3, proposals for replacement dwellings are acceptable in principle, provided the proposed development is compatible with the

character of the area by respecting the general density, scale, siting, height and character of buildings in the locality and the presence of trees, shrubs, lawns and verges and the size, design and external appearance of the dwelling should be compatible with existing dwellings.

- 4.2 In addition, Core Strategy Policy CS20 also states that the Council will require that new development within the District is of a high standard of design which reflects and respects the character of the surrounding area and those features which contribute to local distinctiveness. All other relevant Development Plan Policies should be complied with.

Raising the quality of place making and design

Core Strategy Policies:

CS4 (Ensuring that the development is sustainable)

CS20 (Design and environmental quality)

Local Plan Saved Policies:

GC1 (Design of development throughout the district)

GC4 (Landscaping throughout the district)

H11 (Distance between flank elevation(s) of a proposed multi-storey dwelling and boundary of dwelling's curtilage throughout the district)

- 4.3 The two plots currently accommodate a number of garage blocks which are standard in their design and form with hardstanding separating the spaces. Surrounding these blocks are rows of terraced housing mixed with semi-detached dwellings creating a level of uniformity to the street design. These dwellings form natural constraints to development and create the two parcels of land set to be developed. The proposed siting of the dwellings will follow the linear pattern of existing development that exists around the site boundary. The dwellings have been sensitively designed and placed within the site constraints to ensure limited negative impacts to the existing street character. To ensure that the dwellings enhance the area in terms of visual impact; design features, forms and materials have been drawn from the surrounding locality. The dwellings reflect existing designs and forms and as such subtly blend into the locality without appearing at odds.

- 4.4 In relation to the dwellings themselves, they have been designed so as to fit compactly and without constraint into either parcel of land and to be viewed as a visual extension to the existing built form that surrounds the sites which as a result sit appropriately in the context of the site. The plots therefore do not appear visually cramped or confined and sit well within their respective plots. The parcels of land will house a semi-detached pair (plots 2 and 3) and a detached dwelling (plot 1) which are of a scale and form that reflects neighbouring dwellings. Given this, when viewing the dwellings in the context of

the locality, they have been sensitively designed so as not to damage existing character levels and provide a visual enhancement to the area. The overall design of the dwellings is a traditional hipped roof with both front and rear gabled elements of two storeys in scale. The materials proposed are red brick which maintains a traditional visual appearance but with modern elements proposed such as large scaled window openings.

- 4.5 Overall, having consideration of the above assessment, the proposed dwellings are considered to actively enhance the surrounding locality. They do not cause a resultant detrimental impact to Hearn's Meadow and the scheme is as such considered to be acceptable.

Amenity of existing and future residents

Local Plan Saved Policies:

GC3 (Protection of amenities throughout the district)

H14 (Safeguarding the amenities of neighbours)

H12 (Private residential garden areas throughout the district)

- 4.6 In terms of its impact upon residential amenities, there are a number of neighbouring dwellings sited to the north and south of either site. However, careful consideration has been given to ensure minimal impact is presented to existing occupiers. The northern plot that will be developed, will sit to the rear of gardens serving numbers 26 and 27 with the parking area sited to the rear of numbers 24 and 25. The southern plot and parking area will sit to the east of numbers 22a, 22b and 22c and to the south of number 23. Separation distances to these neighbour dwellings are considered to be appropriate and do not encroach negatively to these existing dwellings along Hearn's Meadow. First floor windows are proposed on both the semi-detached pair and detached dwelling but these are proposed to be obscurely glazed; a condition will be attached to the permission to ensure that these windows are constructed with obscure glazing; and they therefore do not pose negative impacts to neighbouring dwellings. Overall, the dwellings proposed are considered to respect separation distances to neighbouring dwellings ensuring that they don't appear as visually dominant and intrusive and therefore are not deemed to present negative implications to existing occupiers of dwellings along Hearn's Meadow.
- 4.7 In terms of amenities for future occupiers, each dwelling has been designed with a private rear garden which provides an area of private outdoor space for residents. Policy H12 states that garden depths should be adequate for and appropriate to the size, design and amount of living accommodation proposed. In line with this, the general standard depth expected is 15 metres. Where average garden depths in the vicinity of the development are significantly more

or less than 15 metres then the proposed garden depth should reflect this. From assessing the site plan, the garden depths are significantly less than 15 metres but this reflects a number of neighbouring dwellings in the locality and there remains to be adequate rear garden provision that is appropriate to and adequate for the scale of the dwellings. Therefore, no concerns are raised having regard to Policy H12.

- 4.8 In relation to bin storage, no specific details have been mentioned in relation to scale and design but it is mentioned that bin storage is provided for each individual dwelling which ensures that there is adequate and appropriate bin storage for each dwelling. A condition will be attached to the permission to submit details of the bin storage units to ensure that these are appropriate in scale and design. The Council's Waste Officer has raised no objections to the proposal and states that the bins serving the three dwellings shall be presented at the junction that the private drive meets with Hearn's Meadow.

Transport matters and parking

Local Plan Saved Policies:

TR2 (Highway aspects of planning applications throughout the district)

TR11 (Provision of off-street parking for developments throughout the district)

TR12 (Relaxation of parking standards throughout the district)

TR15 (Design of parking areas throughout the district)

TR16 (Parking and manoeuvring standards throughout the district)

- 4.9 In order to serve the proposed three dwellings, the existing access drive leading to replacement dwelling, a new access point is proposed which will feed onto Monument Lane and therefore an assessment is required to ensure that the adjacent highway can safely accommodate associated vehicular movements. The Highways Authority have stated that in line with the Manual for Streets Guidance, visibility splays of 2.4m by 43m would be required; however, these can be achieved at the right hand exist but not along the left. Whilst this is noted, a visibility splay of 34m can be accommodated. Although this is a noted shortfall, this is not a substantive reason for a refusal that could be sustained and upheld at appeal. Therefore, subject to conditions ensuring the creation of these visibility splays no concerns are raised.

- 4.10 Each dwelling is provided with two off road parking spaces; with two spaces sited to the west of plot 1 and to the south of plots 2 and 3. These spaces are positioned as such to ensure adequate manoeuvrability for vehicles. Additionally, pedestrian access is acceptable into the site and provides a sustainable option for future residents given the close proximity of the village centre.

Trees

Core Strategy Policies:

CS4 (Ensuring that development is sustainable)

CS24 (Biodiversity)

4.11 A number of amended plans were received which altered the level of vegetation retention on site; specifically, around the boundaries of each plot. Along the access drive to both sites, existing tree canopies are to be reduced in scale with some tree removal being proposed. However, a large level of the existing trees are set to be retained. With this, root protection zones are proposed to ensure provide protection throughout the construction process. The Council's Tree Officer overall raises no objection and welcomes the level of tree retention.

Burnham Beeches

Core Strategy Policies:

CS4 (Ensuring development is sustainable)

CS24 (Biodiversity)

Emerging Local Plan Policies:

NP3 (Burnham Beeches Special Area of Conservation)

4.12 Under new guidance from Natural England; a Habitats Regulations Assessment (HRA) is required should development proposing new dwellings be located within 5.6km from Burnham Beeches Special Area of Conservation (SAC). In addition to this, a financial contribution needs to be sought by securing a S106 to go towards the Burnham Beeches Access Management Scheme to mitigate against the likely significant effect that new development will bring to Burnham Beeches SAC. The applicant has agreed to enter into a S106 agreement along with a HRA.

5.0 Weighing and balancing of issues / Overall Assessment

5.1 This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.

5.2 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:

a. Provision of the development plan insofar as they are material,

- b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
 - c. Any other material considerations
- 5.3 As set out above it is considered that, the proposed development would accord with the development plan policies.
- 5.4 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

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 Officers requested additional information and this was submitted along with amended plans.

Recommendation: Application PL/19/1409/FA be delegated to the Director of Planning, Growth & Sustainability to approve subject to conditions and the satisfactory prior completion of a Section 106 planning obligation agreement relating to the Burnham Beeches Access Management Scheme. If the Section 106 Agreement cannot be completed the application be refused for such reasons as considered appropriate.

Subject to the following conditions:-

1. The development to which this permission relates must be begun before the expiration of three years from the date of this permission.
Reason: To prevent the accumulation of unimplemented planning permissions, to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 (1) of the Town & Country Planning Act 1990, as amended.
2. Before any construction work commences above ground level, named types, or samples of the facing materials and roofing materials to be used for the external

construction of the development hereby permitted shall be made available to and approved in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the development is not detrimental to the character of the locality.

3. Prior to the commencement of any works on site, detailed plans, including cross section as appropriate, showing the existing ground levels and the proposed slab and finished floor levels of the dwelling hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed datum point normally located outside the application site. Thereafter the development shall not be constructed other than as approved in relation to the fixed datum point.

Reason: To protect, as far as is possible, the character of the locality and the amenities of neighbouring properties.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order, with or without modification), no additional windows shall be inserted or constructed at any time at first floor level or above in either of the flank elevations of the dwellings.

Reason: To protect the amenities and privacy of the adjoining properties.

5. No other part of the development shall be occupied until the existing means of access has been altered in accordance with the approved drawing (Ref L4287/003L) and constructed in accordance with Buckinghamshire County Council's guide note "Commercial Vehicular Access Within Highway Limits" 2013.

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

6. Prior to occupation of the development, space shall be laid out within the site for parking for cars, loading and manoeuvring, in accordance with the approved plans (Ref L4287/003L). This area shall be permanently maintained for this purpose. Should Plot 1 be completed prior to Plots 2 and 3 and vice versa; these individual plots can be occupied subject to space being laid out for parking, loading and manoeuvring cars for.

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

7. Reporting of Unexpected Contamination: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority.

An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

8. No development shall take place until a Tree Protection Plan including full details of all surface treatments has been submitted to and approved in writing by the Local Planning Authority. This plan shall clearly show the trees and hedges to be retained and those to be removed, along with the positions of tree protection fencing and any other appropriate tree protection measures, such as no-dig construction. Before any other site works commence on the development hereby permitted this tree protection fencing shall be erected around all the trees and hedges to be retained in accordance with both this plan and British Standard 5837:2012. The fencing shall then be retained in these positions until the development is completed. Within these enclosed areas there shall be no construction works, no storage of materials, no fires and no excavation or changes to ground levels. These protection measures shall then be implemented in accordance with the details in the approved plan.

Reason: To ensure that the existing established trees and hedgerows within and around the site that are proposed to be retained are safeguarded during building operations, in accordance with Policy GC4 of the Chiltern District Local Plan Adopted 1 September 1997 (including alterations adopted 29 May 2001) Consolidated September 2007 and November 2011.

9. No development above ground level shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping at a scale of not less than 1:500 which shall include indications of all existing trees and hedgerows on the land, with details of those to be retained, those to be felled being clearly specified, and full details of those to be planted. This shall include full details of the locations, size and species of all trees, hedgerows and shrubs to be planted, removed and retained and should include the installation of bat and/or bird bricks and/or boxes.

Reason: In order to maintain, as far as possible, the character of the locality and to ensure biodiversity enhancements and to ensure a good quality of amenity for future occupiers of the dwellings hereby permitted, in accordance with policies GC1, GC4 and H3 of the Chiltern District Local Plan Adopted 1 September 1997 (including alterations

adopted 29 May 2001) consolidated September 2007 and November 2011, and policies CS20 and CS24 of the Core Strategy for Chiltern District (Adopted November 2011).

10. Prior to the occupation of the dwellings hereby permitted, full details of the bin storage area including the size, appearance and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The bin storage area shall only be carried out in line with the approved details.

Reason: To ensure that adequate provision for the storage of waste is made for future occupiers of the development and to ensure that the bin storage area does not appear out of keeping with the development scheme in accordance with

11. This permission relates to the details shown on the approved plans as listed below:

List of approved plans:

<u>Received</u>	<u>Plan Reference</u>
24.04.2019	006 PROPOSED FLOOR PLANS PLOT 002 003
24.04.2019	005 PROPOSED ELEVATIONS PLOT 001
24.04.2019	004 PROPOSED FLOOR PLANS PLOT 001
24.04.2019	002 SITE CONSTRAINTS PLAN
18.12.2019	AMENDED L4287 001B SITE LOCATION PLAN
03.03.2020	AMENDED 007A PROPOSED ELEVATIONS PLOT 002 003
03.03.2020	AMENDED 003L PROPOSED SITE PLAN

INFORMATIVE(S)

1. The applicant is advised that the off-site works will need to be constructed under a Section 184 of the Highways Act legal agreement. This Small Works Agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 3 weeks is required to process the agreement following the receipt by the Highway Authority of a written request. Please contact Development Management at the following address for information or apply online via Buckinghamshire County Council's website at www.buckscc.gov.uk/services/transport-androads/highways-development-management/apply-online/section-184-licence/

Highways Development Management
6th Floor, County Hall
Walton Street, Aylesbury,
Buckinghamshire

HP20 1UY

Telephone 01296 382416

Email: highwaysdm@buckinghamshire.gov.uk

2. It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
3. No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.
4. The Council is the Charging Authority for the Community Infrastructure Levy (CIL). CIL is a charge on development; it is tariff-based and enables local authorities to raise funds to pay for infrastructure.
If you have received a CIL Liability Notice, this Notice will set out the further requirements that need to be complied with.
If you have not received a CIL Liability Notice, the development may still be liable for CIL. Before development is commenced, for further information please refer to the following website <https://www.chiltern.gov.uk/CIL-implementation> or contact 01494 732792 for more information.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

Councillor Patel has called the application forward to Planning Committee should the Officers recommendation be for conditional permission.

Parish Council Comments

Received on the 6th June 2019

“While we have no objection in principle to the application, there are a number of significant matters of detail regarding, in particular, the loss of mature trees and car parking.”

Received on the 14th July 2020

“I am writing to you on behalf of Seer Green Parish Council to express our concern at various aspects of the recently-uploaded Amended Parking Survey carried out around the site of the proposed erection of three houses by Paradigm Housing (see reference above).

The Amended Parking Survey was conducted between Wednesday 27th and Thursday 28th May 2020, in the middle of the Coronavirus lockdown when the traffic movement in the village of Seer Green was almost non-existent. The survey appears to be counting street metrage (where there are no yellow lines) as available parking spaces with no regard whatsoever to the practicalities of parking, ie: if both sides of the road were used for parking, as their survey seems to suggest, there would be no room for traffic flow.

Given the arguments above, the survey would appear to give a completely false picture of parking availability within the village and casts doubt on the validity of the Survey itself.”

Consultation Responses

Highways Officer:

Received on the 31st May 2019

“I am preparing a response for the above application, as a loss of garaging is expected there is a potential for displaced on-street parking. Therefore it is expected that adequate parking is provide within the application site to accommodate this loss. Alternatively the applicant would need to demonstrate with evidence that there is adequate capacity to accommodate any displaced parking on-street without there being a highway safety concerns. This would be through parking beat surveys for the surrounding highway and a parking accumulation exercise for the existing garages.

It is our view that the level of parking required to replace the garages should be based upon the lawful use of the site (and therefore the number of existing garages on site); however this can be relaxed if sufficient evidence is submitted showing the level of garage occupancy (by car) is lower, along with the parking beat surveys noted above.

The information required above is not within the current application information, could you please request the applicant to provide this information. Once I am in receipt of these, I will then be in a position to provide you with my comments regarding the proposals.”

Received on the 28th July 2020

“The site is accessed via Hearnese Meadow which is an unclassified residential no through road subject to 30 mph speed limit. Currently, the site comprises 19 single garages. The application seeks planning permission to demolish the garages and erect three dwellings and widen the existing access to serve the development. To be clear, when assessing this site, the current level of use is not a material consideration. The Highway Authority must, in all matters, consider the maximum levels of movement and occupation associated with its existing lawful use. This would then be used as an assessment against the proposals as presented by the applicant.

When considering trip generation, there are no residential garage courts in the TRICS database; however, for the purpose of the assessment of garage sites the Highway Authority has found that the following assumptions are a good estimation; the peak hour trip rate is deemed to be the same as the peak hour residential trip rate (each garage representing one dwelling), but the daily trip rate is deemed to be half the residential trip rate. This assumes that, when in full occupancy, around half the garages would generate a peak hour trip but across the day they would generate fewer trips than a stand-alone dwelling. Based on these assumptions I would expect the proposed development to have a lower trip generation potential (18 two way trips*) when compared with that of the historical/lawful use of the site (approximately 50 two way trips**). Therefore, I would not regard the development to result in an intensification of the site.

As the access is located at the southern end of Hearnese Meadow, the Highway Authority would expect the access to achieve adequate visibility splays of 2.4m x 43m to the north, in line with current guidance contained within Manual for Streets. From the submitted plans, I am satisfied the required visibility splay can be achieved within the publicly maintained highway. I note that the loop nature of Hearnese Meadow does not have any features that would restrict visibility to the right as vehicles egress from the site.

From the submitted plans, it appears that the existing access is to be widened in excess of 4.8 metres. I am satisfied that the proposed width would allow for simultaneous two-way vehicular movements and is appropriate to serve the development. In terms of proposed parking provision, I note that six parking spaces are proposed for the new dwellings with an additional 3 parking spaces allocated to the existing dwellings which are accessed through the site. Whilst I trust the Local Planning Authority will comment on the adequacy of the parking provision, I can confirm that the parking spaces are of adequate dimensions and there is sufficient hardstanding within the site for vehicles to manoeuvre and egress in a forward gear.

With respect to the parking survey, I write further to the email sent by the Highway Authority dated the 31st May 2019 which requested the submission of a parking survey before comments could be submitted. Since my colleague's last correspondence, the applicant has submitted information in order to demonstrate that the development will not lead to displaced parking to the detriment of highway safety and convenience.

The submitted parking beat survey was carried out on Wednesday 27th and Thursday 28th May at 00:30 which is in accordance with the Lambeth Transport Parking Survey

Methodology. Whilst I acknowledge this was during the current COVID-19 pandemic, I do not consider the lockdown to have a significant effect on levels of parking within the area, as it is more likely that residents would have stayed at home. Therefore, I am satisfied with the date and timings of the parking survey. However, a map showing the location of the extent of the survey or photographic evidence has not been provided. Whilst this is not ideal, I have made the assumption that the surveys were carried out on the entirety of the roads identified in the document and, whilst preferable, photographic evidence is not compulsory.

Notwithstanding the above, having assessed the submitted parking survey, I have concerns over some roads surveyed due to their distance from the site and the supposed level of parking available. In accordance with Lambeth Methodology, the parking survey should cover where residents, or in this case current garage renters, would be most likely to park which is usually within 200m of the site. On this basis and having carried out a site visit, I consider that Orchard Road and Manor Farm Way are not located in close proximity to the development and therefore are not a viable solution for displaced parking. As such I have not included these roads in my assessment of available parking.

Similarly, whilst the first part of Howard Road and Howard Crescent may be possible locations for displaced parking, it is not appropriate to consider the entirety of the roads due to their distance from the site. As a map has not been shown for the location of the occupied parking spaces along both of these roads, as suggested within the Lambeth Methodology, I am not able to determine whether the available parking spaces are distant from the site, therefore I have discounted these roads from my assessment.

Hearnese Close has been stated to have a total length of 80m which constitutes 16 parking spaces, with only 3 and 4 occupied on the 27th and 28th May respectively. However, having carried out my own assessment, only 30m is available for the safe parking of vehicles in Hearnese Close which constitutes 6 parking spaces. As such, I do not consider Hearnese Close has sufficient capacity to accommodate a large number of additional vehicles.

Whilst it is noted that Chalfont Road has a number of unrestricted parking spaces, only a small number are in the vicinity of Hearnese Meadow which is where residents would be most likely to park. In addition, as it is a 'C' class road and the main route through Seer Green, I would consider additional parking in this location to prevent the free-flow of traffic and could cause a detriment to highway safety and convenience. Therefore, I have discounted this road from my assessment.

In light of the above, the road from the survey which I consider to be appropriate and which I will base my assessment on is Hearnese Meadow; I am in agreement with the assessment of the space along the road that could be used for parking. The parking survey suggests that the road had 21 and 19 spaces unoccupied on the evening of the 27th and 28th May which equates to 53% and 58% respectively which demonstrates that the road has moderate capacity for additional vehicles.

I note within the submitted Design and Access statement that a number of licensees of the garages do not live within the vicinity of the site so are unlikely to use their garage as a

parking space and more likely for storage purposes. In addition, the stated internal dimensions of the garages are too small to fit a modern car, in line with current parking standards, which increases the likelihood that the majority of the garages are used for storage purposes. Following a site visit, I have confirmed that the number of existing dwellings on Hearn's Meadow with access to off-street parking as shown within Appendix 1 is correct. In light of this information and the amount of available parking on Hearn's Meadow, I am satisfied that the demolition of these garages would not result in displaced parking to the detriment of highway safety and convenience.

Mindful of the above, the Highway Authority has no objection to the proposed development, subject to conditions."

Tree Officer:

Received on the 3rd June 2019

"A tree survey of the site appears to have been carried out but has not been submitted and only a brief summary is shown on the Proposed Site Plan. The vegetation around the garages appears to have been largely neglected for many years.

The Proposed Site Plan shows that for Plot 1 group G5 would be removed and that G4 would be "trimmed/removed". Both of these groups of trees appear to have been parts of an old field hedge adjacent to the public footpath. However they have been neglected for many years and have grown up to heights of about 12m. The species present include hawthorn, hazel and elm. The elms have now reached a size where they are likely to become infected by Dutch Elm Disease within a few years and the largest tree is already showing some signs of die-back at the top. Old hedgerows are important for biodiversity and the loss of these sections would be unfortunate but individually the trees are not high quality specimens.

Plots 2 and 3 would also require some tree loss. This includes G1, a small remnant of hedgerow that includes some hawthorn and elder about 5m in height but also a cypress about 10m in height. G2, a small clump of hazel and holly of little importance is also shown for removal. H1 is a cypress hedge owned by the adjacent property that would be retained. A hawthorn about 5m in height at the end of G3 would be lost for Plot 3 but the rest of the hedge is shown to be retained.

Overall none of the trees proposed for removal is a high quality specimen so I would not object to the application but I would regret the loss of the old hedgerow by the public footpath in G4 and G5."

Received on the 5th August 2019

"A revised Proposed Site Plan has been submitted that shows a section of pavement adjacent to the front of 23 Heanes Meadow.

It also shows the boundary of Plot 1 with the public footpath set back a little from the footpath in order to retain a footpath width of 2.8 metres. It is possible that this might allow the retention of a small part of the existing hedgerow in G5 by the public footpath but the proposal is not clear and there would be little available space for vegetation so it is likely

that the hedgerow would still be removed. As stated previously I would regret the loss of the old hedgerow by the public footpath in G4 and G5.”

Received on the 15th January 2020

“Some further revised plans have now been submitted including a revised Proposed Site Plan Rev J, which shows some amendments to the site boundary and to the tree retention proposals. This states: “Refer to tree survey report for schedule of trees and their recorded condition” but this has not been submitted.

The boundary of Plot 1 has been amended and now seems to show part, but not all, of the old field hedge adjacent to the public footpath outside the application site allowing the retention of part of the hedgerow. Part of G4 is now shown to be retained with some trimming but the part at the north-eastern end, partially outside the application site appears to be removed for no obvious reason.

The parking spaces for Plot 1 have been moved away from the hedgerow allowing the retention of part of G5. Three additional parking spaces are now shown within the garden of No 22c. In Plot 3 G2 and the cypress hedge H1 are now shown to be retained.

Overall the revised plans show some additional tree retention and none of the trees proposed for removal is a high quality specimen. Consequently, I would not object to the application but I would still regret the loss of the parts of the old hedgerow by the public footpath in G4 and G5 shown for removal and I would like to see some restoration work or replanting to maintain a continuous hedgerow adjacent to the public footpath.”

Received on the 10th May 2020

“There are now further revised plans including a revised Proposed Site Plan Rev L. This shows a revision to the red edge of the application site around Plots 2 and 3. The area behind the existing block of garages has now been excluded from the application site and the vegetation in this area is now shown to be retained. In addition, the two houses and the parking spaces have been moved about a metre away from the new boundary towards the existing dwellings in Hearn's Meadow.

Some additional vegetation in the old field hedge by the public footpath adjacent to Plot 1 in G4 and G5 is now shown to be retained but the part at the north-eastern end, partially outside the application site appears to be still shown for removal for no obvious reason. The area on the footpath side of the proposed 1.8m close boarded fence is now shown as “Retained vegetation (tree canopies and existing hedgerow) with new infill hedges as required”, which suggests that there would be infill planting along the whole length of the hedgerow. The revised plan also shows some “Low Level/Low Maintenance landscaping” along the edges of the proposed access and around the proposed parking spaces.

Overall the revised plans show some additional tree retention and landscape planting. Consequently, I would not object to the application but I would still regret the loss of the parts of the old hedgerow by the public footpath in G4 and G5 shown for removal although it now appears that there would be some restoration work or replanting to maintain a continuous hedgerow adjacent to the public footpath.”

Strategic Access Officer:

Received on the 20th June 2019

“Footpath Footpath 16 Seer Green Parish (SEG/16/1) passes from the eastern side of Seer Green village in a north-easterly direction to Newbarn Lane at Threehouseholds.

I visited the site twice: at 3.15pm on 28th May and 11am on 19th June 2019 where the path was respectively busy with school children and dog walkers. With reference to my letter of 12th June 2019, I have checked the two historic diversion orders relating to this footpath and neither are relevant to the section adjoining the proposed development. I have nonetheless checked a number of historic plans indicating a consistent north-western boundary for the footpath.

With no legally recorded width one has to fall back on ‘the width the public have become accustomed to using’. On returning to site I’ve measured from the adjoining (south-east side) close-boarded fence to the centre of the mature trees on the opposite (development) side and conclude the footpath width is wider than that allowed by the south-eastern side garden fence for Plot 001 on the Proposed Site Plan.

While there is one pinch-point measuring 2.2m at one tree, the impression looking along the ‘tunnel’ created by the adjoining trees is that, generally, 2.8m is available between aforementioned fence and the centre of each mature tree – these are shown on the Proposed Site Plan shaded red and listed for removal. The width of highways are measured to the centre of hedges and trees, for example, the centre of the larger tree marked G5 forms the footpath boundary, together with the northern most tree marked G4.

I am therefore concerned the footpath amenity will be diminished should the existing plans be implemented. You will recall in my previous correspondence the plans narrowed the width down to 1.35m and 1.67m, which is less than that currently available. This letter supersedes my previous comment suggesting 2m would be acceptable.

With the above in mind, and assuming you are otherwise content for the tree belt to be removed, I would request revised plans illustrating a width of 2.8m is made available for the footpath adjoining Plot 001.”

Environmental Health:

Received on the 13th June 2019

“The historical maps show that there have been garages on site since the 1955-1974 epoch, the site appears to have been previously undeveloped.

Garage sites can pose certain risks. These can include leaking fuels, oils and fluids from the parking or storage of motor vehicles, the storage of fuels, oils, chemicals etc. and the presence of asbestos containing materials (i.e. corrugated cement roofing sheets). Direct contact with contaminants in soft landscaping is a possibility. Inhalation of fibres is also a possibility.

Due to the presence of hydrocarbons, vapour intrusion and permeation of water pipes can be a possibility. I have reviewed the Environmental Desk Study and Preliminary Risk

Assessment prepared by Apple Environmental (Report ref. CL/2513/HM). I would agree with the consultant's recommendation that an intrusive investigation is required to fully characterise the site. Based on this, a contaminated land condition is recommended."

Received on the 19th August 2019

"I have no additional comments to make on behalf of the Strategic Environment Team."

Received on the 23rd January 2020

"Thank you for consulting us on the submitted amended plans. I have no further comments to make on behalf of the Strategic Environment Team. Please refer to my original comments dated 12/06/2019."

Received on the 31st March 2020

"Thank you for consulting us on the submitted amended plans. I have no further comments to make on behalf of the Strategic Environment Team. Please refer to my original comments dated 12/06/2019."

Waste Officer:

Received on the 24th May 2019

"Waste services note the proposal for 3 new dwellings off Hearn's Meadow. Residents of all 3 dwellings to present their bins in a safe and suitable location at the property boundary on Hearn's Meadow. Collection teams will not access the driveway."

Received on the 5th August 2019

"Waste services has previously commented on this proposal. We have no additional comments to make, collections to take place in accordance with council policies."

Landscape Officer:

Received on the 18th June 2019

"The landscape proposals shown on application PL/19/1409/FA - Garages Off Hearn's Meadow, Seer Green - are minimal. Drawing number L4287 003B (Proposed Site Plan) shows general layout and works to existing trees - but no details are given of any new planting.

The removal of existing mature trees and hedgerows is regrettable as a loss of wildlife habitats and loss of screening to surrounding residential properties. Suitable replacement tree/ hedgerow planting should be provided to maintain the screening of these properties, and provide habitats for wildlife.

I note that the resident at 12 Chalfont Road disputes the ownership of land between his dwelling and the existing garages, in the area of the group of trees at G1. This dispute should be resolved and suitable replacement tree screening provided if the development is permitted.

I suggest that new tree and hedge planting should be provided within the new gardens and on the site boundaries. Screening should be provided between plot 1 and the footpath, on

the boundaries of plots 2 and 3, and to the rear of the parking area next to plot 2. Details are required of all the new planting species, sizes and numbers.”

Received on the 25th March 2020

“Following previous comments about this application, I would make the following comments about the revised proposals - The landscape proposals shown on application PL/19/1409/FA - Garages Off Hearn's Meadow, Seer Green— shown on the revised ‘Proposed Site Plan’ number L4287/003J - are acceptable.

I welcome the retention of existing trees and the proposed additional planting. I note the proposed “new low level/ low maintenance landscaping.” Further details are required about this – plant species, sizes and numbers.”

Natural England:

Received on the 17th March 2020

“Due to new evidence coming to light as part of the evidence base for the emerging Chiltern and South Bucks Local Plan, Natural England recognises that new housing within 5.6km of the internationally designated Burnham Beeches Special Area of Conservation (SAC) can be expected to result in an increase in recreation pressure.

The 5.6km zone proposed within Policy DM NP3 of the emerging Chiltern and South Bucks Local Plan represents the core area around the SAC where increases in the number of residential properties will require Habitats Regulations Assessment. Mitigation measures will be necessary to rule out adverse effects on the integrity of the SAC from the cumulative impacts of development.

In light of the new evidence relating to the recreation impact zone of influence, planning authorities must apply the requirements of Regulation 61 of The Conservation of Habitats and Species Regulations 2017 (as amended), to housing development within 5.6km of the SAC boundary. The authority must decide whether a particular proposal, alone or in combination with other plans or projects, would be likely to have a significant effect on the SAC.

Development in accordance with the emerging Chiltern and South Bucks Local Plan’s DM NP3 Policy and emerging Avoidance and Mitigation Strategy would not be likely to have a significant effect on the SAC because they will provide, or make an appropriate contribution to, acceptable avoidance and mitigation measures.

The planning authority can grant planning permission to such developments in accordance with the Regulations. However, development proposals which are not in accordance with the above would be likely to have a significant effect on the SAC, either alone or in combination with other plans and projects. In accordance with Regulation 61, before granting planning permission for such a proposal, the planning authority must undertake an appropriate assessment of the implications of the development on the SAC, in light of the site’s conservation objectives. The conservation objectives are to maintain and, where not in favourable condition, to restore, the Atlantic acidophilous beech forest habitat. Consequently, it is Natural England’s view that the planning authority will not be able to

ascertain that this proposed development as it is currently submitted would not adversely affect the integrity of the SAC.

In combination with other plans and projects, the development would be likely to contribute to a deterioration of the quality of the habitat by reason of increased access to the site including access for general recreation and dog-walking. There being alternative solutions to the proposal and there being no imperative reasons of overriding public interest to allow the proposal, despite a negative assessment, the proposal will not pass the tests of Regulation 62.

Between 500 metres to 5.6km from Burnham Beeches SAC, a Habitats Regulations Assessment is required to determine Likely Significant Effect. Additionally, financial contributions should be made towards the Burnham Beeches Access Management Scheme, or any subsequent scheme which replaces this; and it should be demonstrated that no adverse impacts on the SAC will arise as a result of additional visitors to the SAC from the development. Such mitigation will need to be determined in agreement with Natural England.”

Representations

30 letters of objection have been received throughout the process of the planning application which have been summarised below. It should however be noted that many residents support the principle of the development and the provision of housing in the locality:

Character and Appearance

- *Cutting back the trees will be detrimental to the area.*
- *The new dwellings should be provided with ample off street parking to prevent additional on street parking along Hearn's Meadow.*
- *The cutting back of the trees will expose the heavily used footpath.*
- *The heights of the dwellings are excessive for an infill development.*
- *The removal of the trees and hedging seems unnecessary.*

Residential amenity

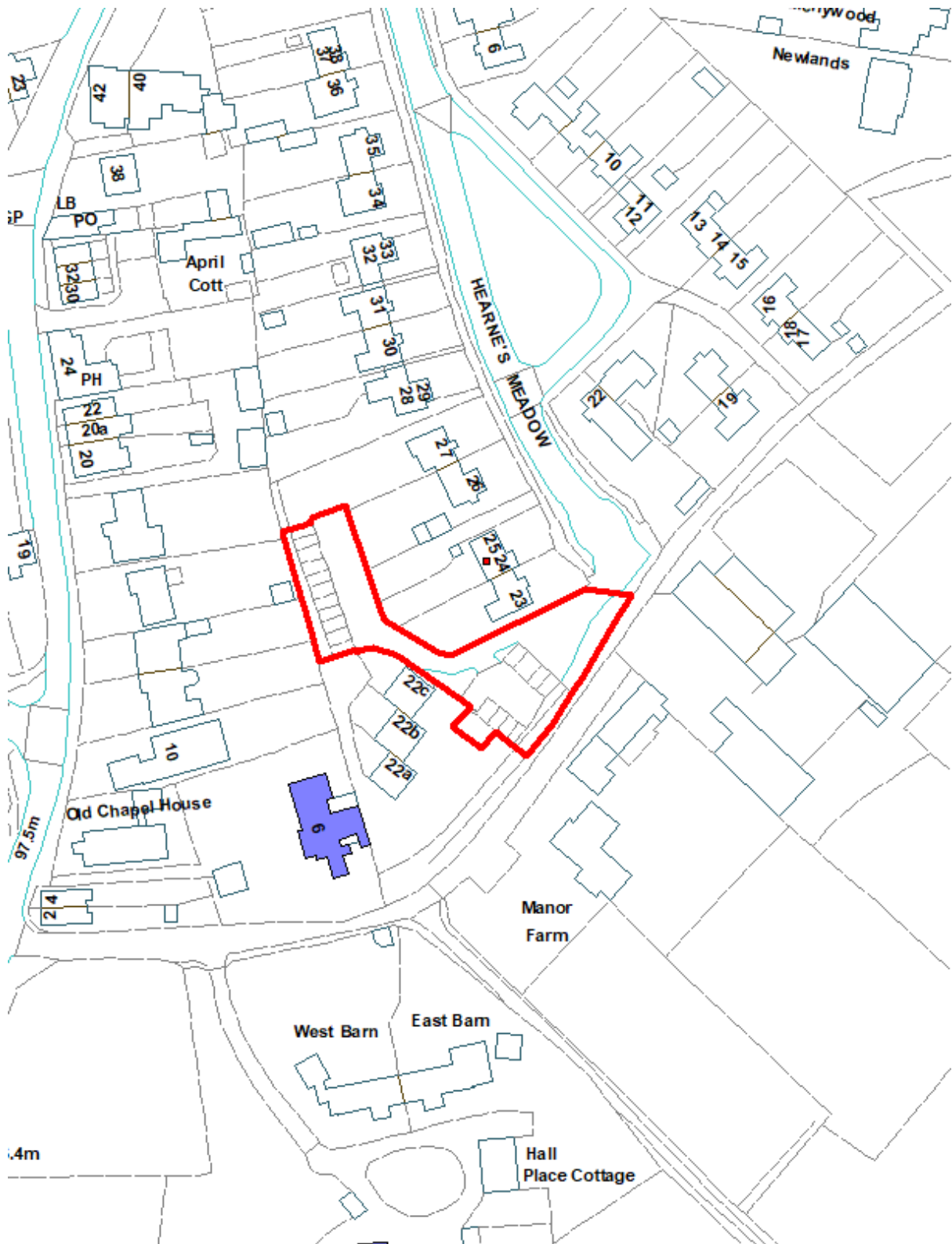
- *The removal of the trees will reduce privacy for neighbours.*
- *Proposed fencing along the boundaries should be adequate to ensure privacy.*
- *The dwellings could result in overshadowing to neighbours.*
- *The dwellings could appear overbearing.*
- *Some neighbours have disputed the ownership of land within the red edge claiming that they have maintained and used this land for many years.*
- *There could be a resultant detrimental impact to the bungalow occupiers such as an increase in noise.*
- *The garages are a valuable asset to those residents that use them and so will be disadvantaged with their removal.*

Highways

- *The knocking down of the garages will increase parking on Hearn's Meadow.*

- *Greater parking issues than those that already exist will be created.*
- *Construction traffic will create issues for existing residents.*
- *Many residents use these garages and their vehicles will be displaced.*

APPENDIX B: Site Location Plan



Do not scale – this map is indicative only

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