

APPENDIX A: 20/05457/FUL

Consultation Responses and Representations

Councillor Comments

Cllr Clarke Comments:

Change of use from 5-bed dwelling (C3) to an 8-bed House in Multiple Occupation (Sui Generis) facilitated by a single storey rear extension, two storey side extension, rear dormer and replacement front roof lights, widening of dropped kerb and hard surfacing to front of property.

Please bring to Committee for determination if you are minded to approve.

A similar planning application was refused by the Planning Inspector last year at 116 Deeds Grove, this application at 114 Deeds Grove has more bedrooms than the aforementioned application.

This application should be refused on the grounds of overdevelopment, insufficient parking both on site and on an already car littered road, plans do not show the siting of the bin store, the cycle stores is in an inconvenient place for proper usage.

Consultation Responses

Highway Authority

Comments:

You will recall my response dated 27th March 2020, whereby the Highway Authority recommended this application was refused due to anticipated displacement of parking onto the highway to the detriment of public and highway safety.

Since my aforementioned previous comments for this application, the Highway Authority have been made aware of a certificate granted on the site to convert the existing dwelling to a small scale 6 bedroom house of multiple occupancy (19/07912/CLP). The certificate allows the applicant to convert the garage to habitable accommodation and does not include any alterations to the hardstanding area to the front of the site.

In accordance with the Buckinghamshire Countywide Parking Guidance policy document, one parking space should be provided for each bedroom in a HMO. Given that only one parking space would be provided for the 6-bed HMO, the approved development has the potential to displace 5(no) parking spaces onto the public highway.

This application proposes an 8-bed HMO with alterations to the hardstanding area to provide 3(no) parking spaces. Given the proposals would require 8(no) parking spaces, the development would also displace 5(no) parking spaces onto the public highway. I am satisfied that the dimensions of the spaces shown on the submitted plans adhere to BCPG guidance. Therefore, in consideration that the proposals for this application would not further displace parking onto the highway when compared to what is already approved on the site, I am no longer in a position to justify the displacement of parking onto the public highway as a reason for refusal.

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

Condition 1: The scheme for parking and manoeuvring 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.

Condition 2: No other part of the development shall be occupied until the existing means of access has been altered 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.

Informative points

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

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

- 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.

Control of Pollution Environmental Health

Comments:

There is considerable traffic flow day and night through the area at the front and rear of the property and this will affect the amenity of the dwelling. There will be a need to attenuate the decibel levels inside the property so as to comply with WHO health requirements and BS8233:2014 guidelines, under pinning paragraph 123 of the NPPF.

With regards to air quality Wycombe District Council declared new Air Quality Management Areas on 22.12.17 that covers the main arterial roads into High Wycombe town centre, Marlow and the M40. A significant proportion of vehicle movements from the development will pass through the local Air Quality Management Areas since the nearby towns of High Wycombe and Aylesbury are the dominant destinations for work, leisure, shopping and often education in the vicinity. It has been identified that the proposed development intends to

introduce 2 additional parking spaces to the residential property. As the introduction of additional vehicles will negatively impact local air quality and its harmful health impacts upon local residents. Wycombe District Council has a duty to ensure that nitrogen dioxide levels from road traffic within the AQMA are reduced to safer levels in line with the national air quality objectives. It is currently estimated that 144 excess deaths each year within Wycombe District area are caused by poor air quality, with the expectation that the majority of those deaths will be caused along the main arterial roads into High Wycombe and Marlow town centres. With this in mind Wycombe District Council is in the process of proposing to implement the following principle to all residential developments - the active provision of 1 electric vehicle charging unit for each additional parking space.

To emphasise the need for electric vehicle charging point provision, the UK government has recently brought forward the phasing out of diesel and petrol vehicles, including hybrid models, by 2035. It has also been mentioned by Environment Minister, Grant Shapps, that this date is likely to be move forward to 2032 so that the UK can fulfil its climate change commitments. It has been widely reported that the main obstacle to people adopting electric vehicle technology is a lack of charging infrastructure. It would be unfortunate if this development will need to be retrofitted, at increased cost, with charging points in the very near future.

Condition –Sound insulation

A scheme to protect the proposed development from traffic noise from * shall be implemented before any part of the accommodation hereby approved is occupied, unless the Local Planning Authority otherwise agrees in writing. The scheme shall ensure the indoor ambient noise levels in living rooms and bedrooms meet the standards in BS 8233:2014 for the appropriate time period. Unless otherwise agreed in writing with the Local Planning Authority it shall be assumed that the existing noise level at the façade of the proposed development is 63dB LAeq16 hour and 57dB LAeq, 8 hour.

Reason – To protect the occupants of the new development from noise disturbance

Condition - Electric Vehicle Charging Points

Prior to the occupation of the development hereby permitted, 2 electric vehicle charging point must be installed. Thereafter the electric vehicle charging points must be maintained in full working order and, as such, a long-term management and maintenance plan shall be submitted in writing and approved by the Local Planning Authority.

Reason – to reduce the negative impact on the health of residents living within the Air Quality Management Area.

Construction/Demolition Noise

INFORMATIVE

The attention of the applicant is drawn to the requirements of section 60 of the control of pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application under Section 61of the Act, for prior consent to the works, can be made to the environmental Services Division of the Council.

Representations

Nine objection to the proposal

- Parking problems
- Increase in volume of traffic
- Out of character to the area
- Danger of anti-social behaviour
- Increase in noise
- Loss of value of surrounding properties
- Set precedent for future developments

The Council will only consider planning matters during the determination of any planning application. Non-planning matters cannot be considered. It is important to note that each planning application is considered on its own merits and in doing so it is difficult for any development to set a precedent.

Planning matters

- Parking problems
- Increase in volume of traffic
- Additional noise
- The application will set a precedent
- Out of character to the area

Non- planning matters

- Danger of anti-social behaviour
- Loss of value of surrounding properties