

## Report to East Buckinghamshire Area Planning Committee

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<b>Application Number:</b>	PL/20/2274/DE
<b>Proposal:</b>	Reserved matters following outline planning permission PL/19/1995/OA (Outline planning permission for demolition of dwelling and erection of 2 detached dwellings with formation of additional vehicular access)
<b>Site Location:</b>	Shortmead, Village Way, Little Chalfont, Amersham, Buckinghamshire, HP7 9PU
<b>Applicant:</b>	Chartridge Developments
<b>Case Officer:</b>	Emma Showan
<b>Ward affected:</b>	Little Chalfont & Amersham Common
<b>Parish Council:</b>	Little Chalfont
<b>Valid date:</b>	16 July 2020
<b>Determination date:</b>	28.09.2020
<b>Recommendation:</b>	Conditional Permission

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

- 1.1 This application proposes the demolition of the existing dwelling and its replacement with two, two-storey detached residential dwellings and the creation of a new vehicular access.
- 1.2 The application is submitted further to outline planning permission (PL/19/1995/OA) which was granted in December 2019 with all matters reserved. This latest application seeks approval for reserved matters in relation to layout, scale, appearance, access and landscaping.
- 1.3 The principle of development has already been established, therefore, the main considerations are whether the proposed dwellings would be harmful to the character of the area and whether there would be a detrimental impact on neighbouring amenities.
- 1.4 The application was called before the Planning Committee by Councillor Bray who has concerns that the proposal will appear overbearing.
- 1.5 On assessment of the application and following a site visit, the application is recommended for conditional permission.

## 2.0 Description of Proposed Development

- 2.1 The application site is located on the northern side of Village Way in the built-up area of Little Chalfont. Village Way is a residential road characterised by detached residential dwellings along both sides; dwellings are predominantly two storeys and are set back from the highway. There is a mixed character across property types, including a mix of building materials and styles. Whilst some dwellings fall within close proximity to their flank boundaries, others are sited centrally within spacious surroundings. All properties are set back from the highway with large front gardens containing parking areas. At the front boundaries, the majority of dwellings have hedging.
- 2.2 The application site itself is characterised by a three storey detached dwelling that is located centrally within its plot. It has an east-to-west clipped gable roof, white render at the first and second floors and bricks at single storey level. To the west flank elevation, there is a detached single garage. There is a large front garden and stepped garden to the rear. The plot size is considerably larger than those that are adjacent, and in comparison to others along Village Way.
- 2.3 Outline planning permission was granted in December 2019 under application reference PL/19/1995/OA for the demolition of the dwelling on site and its replacement with two detached, two-storey dwellings. This permission remains extant.
- 2.4 The application proposes the demolition of the existing dwelling and its replacement with two, two-storey detached residential dwellings and the creation of a new vehicular access.
- 2.5 Outline planning permission (PL/19/1995/OA) was granted in December 2019 with all matters reserved. This latest application seeks approval for reserved matters in relation to layout, scale, appearance, access and landscaping.
- 2.6 Proposed Dwelling One would have a maximum width of 11.5 metres, depth of 17.5 metres and pitched roof height of 8 metres, with an eaves height of 4.4 metres. It would accommodate four bedrooms and an integral single garage.
- 2.7 Proposed Dwelling Two would have a maximum width of 11.5 metres, depth of 17.3 metres and pitched roof height of 8 metres, with an eaves height of 5 metres. It would accommodate four bedrooms and an integral single garage.
- 2.8 The two dwellings will differ in their appearances. Dwelling One would be characterised by a projecting gable end and pitched roof dormers. It would be faced with stock bricks and stained timber boarding with herringbone and rendered finish between. Dwelling Two would be characterised by a projecting gable end and stock facing bricks and plain roof tiles. Both properties would be served by private vehicular accesses onto Village Way. Plot One would utilise the existing vehicular access, whilst Plot Two would be served by a new vehicular

access. Both dwellings would benefit from hardstanding to the front for vehicular parking; front and rear gardens; and hedging to the front boundary.

- 2.9 The plans described above are amendments to the original plans that were submitted. On assessment of the original plans, it was considered that the dwellings were overly bulky and their matching appearance would be out of character with the pattern of development along Village Way. This resulted in the submission of amended plans which are now under consideration (and which have been described above).

### **3.0 Relevant Planning History**

- 3.1 Relevant planning history for the site:

PL/19/1995/OA - Outline planning permission for demolition of dwelling and erection of 2 detached dwellings with formation of additional vehicular access; conditional permission.

### **4.0 Summary of Representations**

- 4.1 Little Chalfont Parish Council object to the application on the grounds that they consider the proposed dwellings to be obtrusive and visually intrusive on the neighbouring properties.
- 4.2 Twelve letters of objection have been received in respect of the amended plans. These are summarised in the appendix section of this report.

### **5.0 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.
- 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)),

- 5.1 Outline planning permission has already been granted for the demolition of the existing dwelling and erection of two detached dwellings in its place under application reference PL/19/1995/OA. The granting of this application established the principle of development. The permission remains extant and no so no objections are raised in respect of the principle of development. It is noted that the previous application was submitted with all matters reserved, and therefore details of the scale, appearance, layout, access and landscaping were not approved and are to be considered under this application for reserved matters.

### **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)

H18 (Dormer windows on dwellings throughout the district)

- 5.2 The application site is located along Village Way, which is a private residential road located in the built-up area of Little Chalfont. The road is circular, with dwellings fronting the highway along both the 'inner' and 'outer' rings. The area is part of a "Green Suburban Road" character typology, identified in the Chiltern and South Bucks Townscape Character Study (2017). In these areas, one of the identified characteristics is that the houses are generally two storeys, arranged parallel to the roads with slightly staggered building lines, with a strong landscape character and boundary hedgerows. The dwellings along Village Road display these characteristics, and are predominantly set back from the road with spacious front and rear gardens and with areas of off road parking. They are all varied in their appearance, providing a mixed character to the area, although properties are predominantly two storey detached buildings. A number of properties have been redeveloped and extended. The application site itself is currently characterised by a three storey detached house which is sited centrally within its plot and which has a separate, detached, single bay garage sited at the west elevation. A single access is taken from Village Road. The dwelling has a ridge height which exceeds that of both adjacent neighbours and a plot size which is larger than that of other properties along this part of Village Way.
- 5.3 The principle of subdividing the application site and erected two dwellings in place of the existing dwelling has already been accepted under approved application reference PL/19/1995/OA. To be determined now are the layout,

scale and appearance of the two dwellings, together with access and landscaping.

- 5.4 In terms of layout, the proposed dwellings would be sited so that they overlap the footprint of the dwelling to be demolished. They would be staggered in their siting, which accords with the guidance in the Townscape Character Study, so that they fill in the gap between the existing adjacent neighbours at Claremont and Dalzell. This ensures that the build line along this part of Village Way is satisfactorily maintained and the proposed dwellings do not appear prominent in relation to the neighbours in respect of their siting. Also in relation to siting, it is noted that the west flank elevation of Plot 1 would be sited on the same line as the west flank elevation of the existing garage to be demolished. Approximately 2 metres would be retained between the west flank elevation of Dwelling 1 and the boundary with the adjacent property at Claremont, and approximately 5.5 metres would separate the two properties. To the other side, the east flank elevation of Dwelling 2 would maintain a distance of approximately 2.2 metres to the common boundary with Dalzell and approximately 3 metres would separate the two properties. Approximately 2.5 metres would separate the flank wall of Dwelling 1 from the flank wall of Dwelling 2. These values are considered to be sufficient to prevent visual coalescence between the dwellings in this row. There would also be compliance with Development Plan Policy H11 which requires that a minimum of 1 metre is maintained between flank elevations of multi-storey dwellings. It is further noted that other properties along Village Way are sited very close to their flank boundaries, and so it is not considered that the proposed dwellings would be sited in such a manner as to be out of character with the pattern of development along Village Way.
- 5.5 The two proposed dwellings are to be laid out so that they are sited alongside one another and sit in the space neatly between the existing properties at Claremont and Dalzell. It has already been noted that Claremont is set back from the highway by some way, and the two proposed dwellings would be sited so that they have a staggered relationship between Claremont and Dalzell. This is considered to be an appropriate arrangement. The two dwellings would also be laid out so that they are orientated to face onto Village Way, in accordance with the prevailing local character, with parking to the front and private gardens to the rear.
- 5.6 The two dwellings would be detached and two storeys. They would have a lower ridge height than the dwelling to be demolished and the heights too have been reduced during the course of this application, following initial Officer concerns. This is shown on the amended plans. The proposed ridge heights would be 8 metres tall and comparable to the ridge height of the adjacent neighbour at Dalzell. It is noted that other dwellings along Village Way are taller, such as

Blackfriars which has a height of 8.4 metres (and which is located within the 'inner' ring of Village Way) and Lavenders which has a height of 9 metres (and which is located on the 'outer' ring of Village Way). Both of these properties exceed the height of their adjacent neighbours. It is therefore considered that the proposed height of the dwellings is acceptable and it also accords with the design principles set out in the Townscape Character Study for this area. Also in terms of scale, assessment is required in terms of the depth and bulk of the proposed dwellings. It is noted that the two dwelling would be deep, however this must be compared to the depths of other properties in the locality. In this respect, the proposed depth of the dwellings would be comparable to the depth of the west flank wall at the adjacent neighbour Dalzell and the dwellings would not be considerably deeper than those at other plots, namely the dwellings at Ginger Hall, Milton, Appledore and Takahe, which are all located on the 'inner' ring. These dwellings are all squarer as opposed to rectangular in their plan form, as is proposed for the dwellings on the development site.

- 5.7 The dwellings too would have modest eaves heights, 4.4 metres on Plot 1 and 5 metres on Plot 2, which would further reduce their scale and bulk. Plot 1 would be characterised by pitched roof dormers in the front elevation which would accommodate the first floor accommodation and both dwellings would have hipped roofs which would take bulk away from the edges of the site. It is accepted that the majority of third party representations consider the two proposed dwellings to be overly large and overbearing, however, given the plot sizes and dimensions of the proposed dwellings, it is considered that both would be comparable to other properties along Village Way, including those along the 'inner' ring. The two dwellings would not be considerably larger than their neighbours or other properties in the immediate vicinity.
- 5.8 In terms of appearance, the two dwellings would differ in terms of their appearance, which helps create variety in the street scene. Although both would be of a similar layout and footprint, their external appearances would differ which is in keeping with the character of Village Way, where dwellings are all varied in appearance. This mixed character along Village Way means that the two dwellings would be in keeping by virtue of their differences. Nonetheless, the appearance of both dwellings would be traditional and would utilise traditional materials such as facing bricks, stained timber boarding with herringbone pattern and plain roof tiles. Further details of the materials can be secured by way of condition, should planning permission be granted.
- 5.9 Overall, it is considered that the type, siting, layout, scale and appearance of the two proposed dwellings would be in keeping with the character of the area and the size and siting of other properties within Village Way.

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

Local Plan Saved Policies:

GC3 (Protection of amenities throughout the district)

H12 (Private residential garden areas throughout the district)

- 5.10 Proposed Dwelling One would share a flank boundary with the existing neighbour at Claremont. Claremont is set to the rear of its plot so that the front garden area is considerably larger than the amenity space provided to the rear. It is set centrally within the plot with an attached garage which extends to the rear along the common boundary with Plot One. Proposed Dwelling One would be sited entirely forward of Claremont so that it is sited on the footprint of the existing dwelling to be demolished, albeit it would extend closer to the common boundary. Approximately 2 metres would be retained between the west flank elevation of Dwelling 1 and the boundary with Claremont, and approximately 5.5 metres would separate the two properties. The flank elevation of Dwelling One would also mirror the placing of the flank wall of the existing garage to be demolished. The eaves height would be a modest 4.4 metres and the hipped roof and use of dormers would reduce the bulk of the proposal and step it away from the common boundary. It is considered that this is adequate separation and the design is such that although the proposed dwelling would be visible from Claremont, it would not appear overbearing. Flank-to-flank elevations are expected in the built-up area. It is noted that Claremont has two first floor flank windows which would face towards the proposed dwelling, however these windows are secondary windows. In addition, as the projection of Dwelling One would be forward of Claremont, the rear amenity/garden area of this property would not be detrimentally affected by the proposal. No first floor windows are proposed in the west elevation adjacent to Claremont and this can be secured by way of condition. For the reasons set out above, it is considered that the proposed dwelling not have an unacceptable impact on the amenities of the occupiers of Claremont.
- 5.11 To the other side, Dwelling Two would have a flank-to-flank relationship with Dalzell. The two elevations will be roughly in line so that the proposed dwelling does not project further forward (with the exception of the projecting gable end at the west elevation which is approximately 9.5 metres from Dalzell) or further rearward than the western projection at Dalzell. In addition, the east flank elevation of Dwelling 2 would maintain a distance of approximately 2.2 metres to the common boundary with Dalzell and approximately 3 metres would separate the two properties. This will ensure that the proposed dwelling does not appear overbearing when viewed from Dalzell. In addition, no windows are proposed at first floor level in the flank elevation facing Dalzell. This can be secured by way of condition and will prevent intrusion into the neighbouring property.

- 5.12 Other properties are considered to be located at a sufficient distance away so as to not experience a detrimental loss of neighbouring amenity.
- 5.13 Local Plan Policy H12 relates to private residential garden areas throughout the District. It states that throughout the District, each new house should have a private garden area adequate for and appropriate to the size, design and amount of living accommodation proposed. The general standard expected will be a minimum rear garden depth of about 15 metres. Dwelling One would have a rear garden with a depth of 15 metres and Dwelling Two would have a rear garden with a depth of 17 metres. Both dwellings would therefore meet the standard set out in Local Plan Policy H12 and would have gardens comparable in size to those at other properties along Village Way.
- 5.14 The site benefits from existing waste collection routes and the Council's Waste Officer has confirmed that collections will take place at the kerbside. Space has been allocated within the site for both dwellings to store their waste and recycling receptacles.

### **Transport matters and parking**

Core Strategy Policies:

CS25 (Dealing with the impact of new development on the transport network)

CS26 (Requirements of new development)

Local Plan Saved Policies:

TR2 (Highway aspects of planning applications throughout the district)

TR3 (Access and road layout throughout the district)

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

TR14 (Retention of existing areas of off-street vehicle parking throughout the district)

TR15 (Design of parking areas throughout the district)

TR16 (Parking and manoeuvring standards throughout the district)

- 5.15 Local Plan Policy TR11 relates to the provision of off-street parking for developments throughout the District. It states that the Council will require vehicle parking and manoeuvring provision to be made as part of any development in accordance with the Standards in Policy TR16. The provision should be made within the application site.
- 5.16 Local Plan Policy TR16 sets out the parking and manoeuvring standards throughout the District. It states that for dwellings where the gross floor area of the dwelling minus the garage area exceeds 120 square metres, three car parking spaces per dwelling should be provided.
- 5.17 In this instance, it is proposed to provide three parking spaces per dwelling. These would be laid out on areas of hardstanding and within the integral garages provided for each unit. This would ensure compliance with the standards set out in Local Plan Policy TR16. A condition preventing the future conversion of the integral garages would ensure that they are maintained for the parking of

vehicles. The amount of parking is therefore considered appropriate given the quantum of development proposed.

- 5.18 In terms of access arrangements, Dwelling One would be served by the existing access serving Shortmead whilst Dwelling Two would be served by a new access onto Village Way. This arrangement has been assessed by the Highway Authority who has raised no objection to the proposed development. It is noted that other properties on Village Way have similar access arrangements.

### **Ecology and Landscaping**

Core Strategy Policies:

CS4 (Ensuring that development is sustainable)

CS24 (Biodiversity)

Local Plan Saved Policies:

NC1 (Safeguarding of nature conservation interests throughout the district)

- 5.19 The submitted site plan indicates the retention of trees within the site and retention/provision of hedging along the front and side boundaries. These are all in keeping with the character of Village Way and the provision of landscaping in accordance with this plan can be secured by way of condition, should planning permission be granted. Protection for the trees to be retained can also be secured by way of condition.
- 5.20 As part of the outline application, the Applicant submitted an ecology survey and follow up bat emergence and exit surveys. The surveys were undertaken in August 2019 and remain valid for the consideration of this application. They confirmed that no bats were found to be roosting in either the main dwelling or its garage to be demolished. No objections are therefore raised and a net gain in biodiversity on site can be achieved through the inclusion of conditions requiring the provision of bat and bird boxes.

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

Core Strategy Policies:

CS8 (Affordable housing policy)

- 5.21 For proposals under 5 dwellings, Policy CS8 of the Core Strategy requires a financial contribution towards off-site affordable housing to be made. However, there are specific circumstances set out in the NPPG (National Planning Practice Guidance) where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale development, including developments of the size proposed under this application. No affordable housing contribution is therefore required in this instance.

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

- 6.1 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
- 6.2 As set out above it is considered that the proposed development would accord with the development plan policies and the provisions of the NPPF and as a result the application is recommended for conditional permission.

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

- 7.1 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.

### **Recommendation: Conditional Permission**

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, a schedule of 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. The development shall be erected in accordance with the materials 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. The development hereby approved shall be erected in accordance with the levels and proposed slab and finished floor levels shown on plan reference 1346/P/1B (site plan) submitted to the Council on 25 September 2020. Thereafter the development shall not be constructed other than as approved, unless alternative details have first been agreed in writing by the Local Planning Authority.

Reason: To protect, as far as is possible, the character of the locality and the amenities of neighbouring properties.
4. The development hereby approved shall be erected in accordance with the landscaping details shown on plan reference 1346/P/1B (site plan) submitted to the Council on 25 September 2020. Thereafter, the landscaping shall be provided as approved, unless alternative details have first been agreed in writing by the Local Planning Authority. The approved landscaping plan shall be implemented prior to occupation of the development.

Reason: In order to conserve and enhance the character of the locality.
5. Before any other site works commence on the development hereby permitted, tree protection fencing shall be erected around all the trees and hedges to be retained in accordance with 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.
6. The development hereby approved shall be erected in accordance with the siting and type of boundary treatments shown on plan reference 1346/P/1B (site plan) submitted to the Council on 25 September 2020. Thereafter the boundaries shall not be erected other than as approved, unless alternative details have first been agreed in writing by the Local Planning Authority.

Reason: To safeguard, as far as possible, the visual amenities of the locality and the amenities of the adjoining properties and approved dwellings.
7. Prior to occupation of the dwellings, the access, driveways and garaging to serve each dwelling shall be laid out in accordance with the approved plans. These areas shall be permanently maintained for this purpose and the garages shall at no time be converted into habitable accommodation.

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

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order, with or without modification), no windows/dormer windows other than those expressly authorised by this permission, shall be inserted or constructed at any time at first floor level or above in the flank elevations of the dwellings hereby approved.

Reason: To safeguard the amenities of the adjoining properties and the approved dwellings.

9. Prior to occupation of the development hereby approved, the new means of access 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. Notwithstanding the provisions of Article 3(1) of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no development falling within Classes A or B of Part 1 of Schedule 2 to the said Order shall be erected within the application site unless planning permission is first granted by the Local Planning Authority.

Reason: In order to protect the amenities of the adjoining properties, in accordance with policy GC3 of the Chiltern District Local Plan Adopted 1 September 1997 (including alterations adopted 29 May 2001) consolidated September 2007 and November 2011.

11. The development shall be undertaken in accordance with the measures recommended within the Preliminary Ecological Appraisal and Emergence and Activity Bat Survey produced by Cherryfield Ecology (August 2019, September 2019).

Reason: To comply with the requirements of The Conservation of Habitats and Species Regulations 2017 and to protect species of conservation concern.

12. Prior to occupation of the development hereby approved, a scheme of ecological enhancements shall be submitted to and approved in writing by the Local Planning Authority to ensure an overall net gain in biodiversity will be achieved. The scheme will include details of landscape planting of known benefit to wildlife and provision of artificial roost features, including bird and bat boxes. Any new fencing will include holes to allow safe passage of hedgehogs. The scheme shall be implemented as approved by the Local Planning Authority.

Reason: In the interests of improving biodiversity in accordance with NPPF and Core Strategy Policy 24: Biodiversity of the Chiltern District Core Strategy and to ensure the survival of protected and notable species protected by legislation that may otherwise be affected by the development.

13. 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>
20 Oct 2020	1346-P-4 VILLAGE WAY LOCATION PLAN
25 Sep 2020	AMENDED 1346-P-1B - LOCATION, SITE
25 Sep 2020	AMENDED 1346-P-3B -PLOT 2 ELEVATIONS
25 Sep 2020	AMENDED 1346-P2B - PLOT 1 ELEVATIONS

**INFORMATIVE(S)**

1. 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**

'I wish to call this application into committee if the officer is minded to approve'. Cllr. Des Bray

### **Parish Council Comments**

'Little Chalfont Parish Council objects to this application.

The Parish Council does not object to the principle of two houses on this plot but does object to the bulk and height of the proposed dwellings. The houses will have ridge heights greater than those either side. The present house (to be demolished) has a high apex but the slope of the roof makes it visually acceptable. The bulk of the new houses will be much more noticeable. The houses would be obtrusive and visually intrusive on the neighbouring properties.

One of the attractions of Village Way is that the design of dwellings is very varied. The two proposed houses are mirror images of each other and would spoil the street scene.'

### **Comments in respect of amended plans:**

'Little Chalfont Parish Council continues to object to this application although, as previously stated, we do not object to the principle of two houses on this plot. The revised plans show an improvement on the originals but, despite the reduction in height, the bulk of the houses means that they will still be obtrusive and visually intrusive on the neighbouring properties'.

### **Consultation Responses**

**Building Control Officer:** 'Access and facilities for the fire service to comply with Approved Document B'.

**Highway Officer:** 'I note the Highway Authority has provided comments for the outline application previously submitted for this site, under application no. PL/19/1995/OA, which in a response dated 4 th July 2019; the Highway Authority had no objection. Following the granting of outline permission, the applicant has submitted a full application for the demolition of existing dwelling and the erection of two dwellings with an additional vehicular access.

Village Way is a private road which joins the public highway on Chalfont Station Road. Chalfont Station Road forms part of the A404 and is subject to a 30mph speed limit.

With regards to trip generation, I consider the proposed development would generate an additional 4-6 daily vehicular movements, two-way when compared to the existing use of the site. Whilst the site is located on a private road, as the development would result in an intensification of the junction onto Chalfont Station Road, this must be assessed to ensure it is safe and suitable. Having assessed the junction, I am satisfied that adequate visibility splays can be achieved and the additional movements can therefore be safely accommodated.

Whilst I trust the Local Planning Authority will consider the level of parking proposed, I am satisfied that the spaces proposed are of adequate dimensions and would allow vehicles to park, manoeuvre and egress in a forward gear.

Mindful of the above, the Highway Authority has no objection to the proposed development and no conditions to include in this instance’.

**Waste Officer:** ‘Waste Services note the proposal for two dwellings at Shortmead. Each resident to present their containers at the property boundary adjacent to Village Way. Collection teams will not access the driveways under any circumstances. All collections to take place in accordance with Council policies’.

### **Representations**

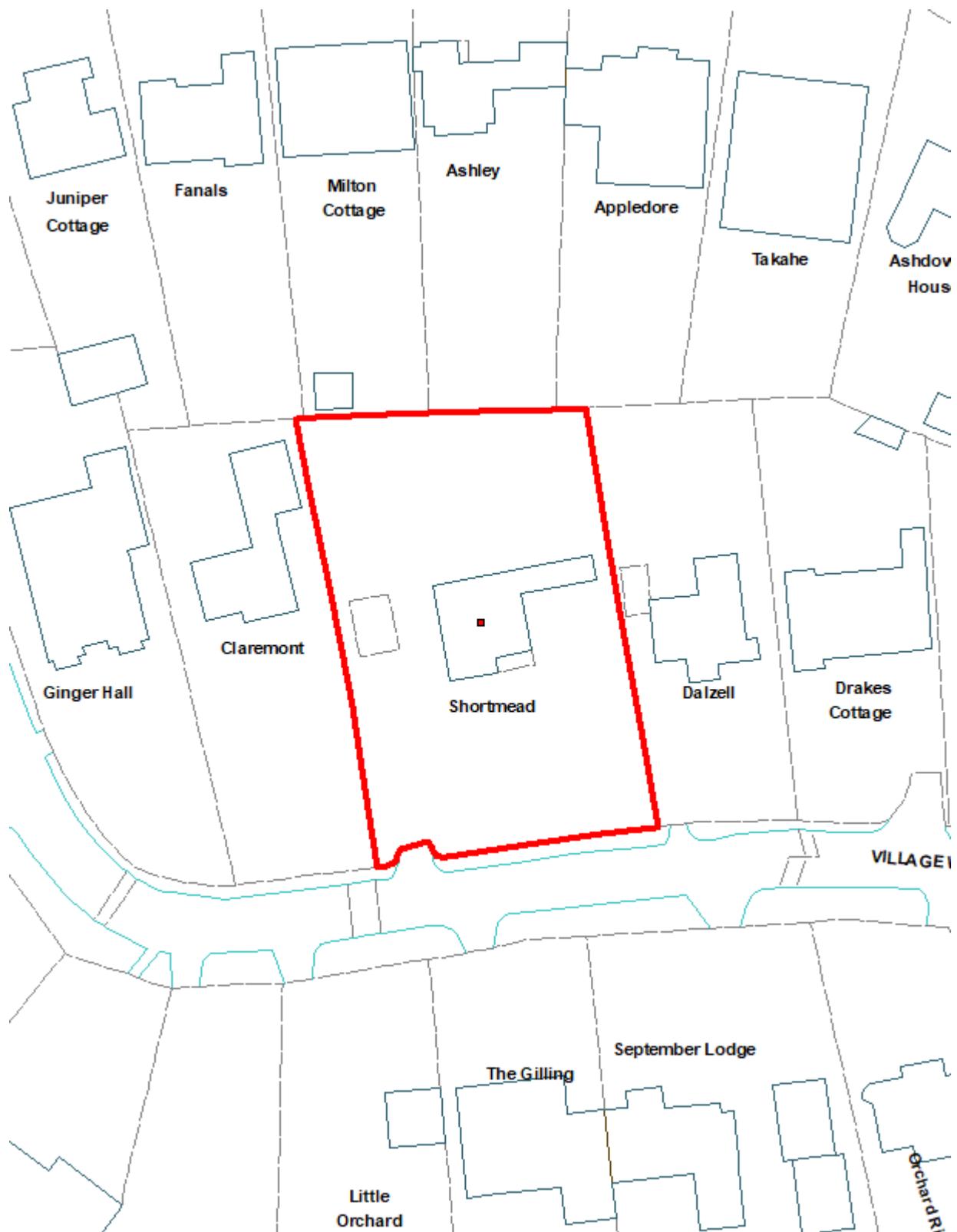
Twenty letters of objection received which have been summarised below:

- Out of character and detrimental to streetscene
- Proposed dwellings are larger than the dwelling to be demolished
- Inappropriately sized
- Ridge heights would exceed those of adjacent neighbours
- 24% increase in width and 35 increase in size over dwelling to be demolished
- Plots would be smaller than average
- Loss of daylight and sunlight to Claremont
- Dominant west flank wall of Dwelling One
- Material loss of amenity to occupiers of Claremont
- Loss of visual privacy to the side and rear
- Proposed dwellings are too close to rear boundary of site
- Having two dwellings appearing the same would reduce the rural character of Village Way
- Poor outlook in between dwellings
- Contrary to Development Plan policies
- Loss of vegetation
- Surplus of large homes in the area
- No reference to energy efficiency and modern technology
- Proposal is larger than that approved at outline stage

12 letters of objection received in respect of the amended plans:

- Little Chalfont needs more small homes
- Proposed dwellings are larger than the existing dwelling on site
- Houses remain too large and overbearing
- Houses too close to flank boundaries
- Loss of sunlight and privacy for neighbours
- Out of character
- Inappropriate development for Village Way
- Contrary to Development Plan policies
- Previous objections still stand

## APPENDIX B: Site Location Plan



Do not scale – this map is indicative only

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