



Report to West Area Planning Committee

Application Number:	20/07701/FUL
Proposal:	Demolition of existing garages and the provision of 4 dwellings with associated access and landscape
Site Location:	Garage Site Marefield Road Marlow Buckinghamshire
Applicant:	Katherine Seagrief - Redkite Community Housing
Case Officer:	Stephanie Penney
Ward(s) affected:	Marlow
Parish-Town Council:	Marlow Town Council
Date valid application received:	21st October 2020
Statutory determination date:	16th December 2020
Recommendation	Approval.

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 Permission is sought for the demolition of the existing garages and erection of four dwellings with associated access and landscaping.
- 1.2 There is no objection in principle to the redevelopment of this site, provided that the design is in keeping with the surrounding street scene and that all other relevant material considerations are satisfied.
- 1.3 Councillor Mr. Marshall has called in the application, due to displaced parking.
- 1.4 This application has been the subject of consultation with the Planning Committee Chairman of the committee. It has been determined that: the application should be referred to the relevant Planning Committee for consideration.
- 1.5 The application is recommended for approval.

2.0 Description of Proposed Development

- 2.1 The site is located within a residential area bounded by two storey dwellings to the west, north and south. Bungalows are to the east of the site. This site is currently a garage court. The garage court has an existing access to the north east of the site. The dwellings are of their time and have no particular architectural merit. The site is not within a Conservation Area.

- 2.2 The site is situated in the settlement of Marlow in residential parking Zone B as identified in the Buckinghamshire Countywide Parking Guidance and is in Flood Zone 1.
- 2.3 The application is accompanied by:
- a) Design and Access Statement
 - b) Ecological appraisal
 - c) Ecology and Trees Checklist
 - d) Flood Risk and Drainage Assessment
 - e) Highways Technical Note

3.0 Relevant Planning History

No recent history

4.0 Policy Considerations and Evaluation

Principle and Location of Development

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development), CP3 (Settlement Strategy), CP4 (Delivering Homes), DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM39 (Managing Flood Risk and Sustainable Drainage Systems)

DSA: DM1 (Presumption in favour of sustainable development)

- 3.1. The principle of development is considered acceptable given the location of the site and given it is previously developed land.

Transport matters and parking

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

DSA: DM2 (Transport requirements of development sites)

- 3.2. The application property is situated within an established residential area in residential Parking Zone B, as identified in the Countywide Parking Guidance.
- 3.3. When considering trip generation, there are no residential garage courts in the TRICS database; however, for the purpose of this assessment, the daily trip rate of each garage is deemed to be half the residential trip rate. Based on this assumption it is expected that the proposed development would result in a reduction in vehicular movements when compared with that of the historical/lawful use of the site.
- 3.4. As this development leads to a reduction in vehicular movements from the site, the Highway Authority has no objections to the access arrangements as the proposed development would be considered an improvement compared to the current use.
- 3.5. In accordance with guidance contained within Manual for Streets, visibility splays of 2.4m x 43m are required in both directions commensurate with a speed limit of 30mph. Full visibility splays can be achieved to the right upon exit, these splays are not achievable to the left upon exit, due to the close proximity of a junction onto Queen's Road. However Highways are prepared to accept the location of the access within the vicinity of a highway junction in this instance. The subsequent slowing and turning manoeuvres on approach to and at this junction leads to a reasonable expectation that vehicles will not be travelling at the 30mph speed limit when passing this access, therefore highway safety would not be detrimentally impacted. Expected vehicular speeds in this location are commensurate

with the visibility splays that are achievable over land controlled by the applicant and land controlled by the Highway Authority.

- 3.6. The site access is sufficient in width to accommodate simultaneous two-way vehicular movements throughout the development. As well as this, using the swept path analysis provided, I am satisfied that emergency vehicles would be able to complete a reversing manoeuvre within the site, ensuring the vehicles can enter, turn and exit the site in a forward gear.
- 3.7. Each of the proposed dwellings has a parking requirement of 2(no) spaces, leading to a total parking requirement of 8(no) spaces. 9 (no) spaces have been proposed which is satisfactory.
- 3.8. The applicant has submitted information in regards to the current use of the garages. It is stated that the garages are empty and closed up for access. It is common for the internal dimensions of garages to fall below current standards and it is acknowledged that they would be more likely used for storage. Therefore, on balance Highways are satisfied that the loss of garages would be unlikely to result in a loss of parking and displace vehicles onto the adjacent highway.
- 3.9. However, following the Officer's site visit it was noted that this area was used for parking.
- 3.10. The Agent advised that: "...the site has been closed since March 2020 and the garages have all been vacant since this time. It only came to our attention last week that someone has unlawfully removed the padlock from the site gate and left the site unsecured. One of my colleagues is going to site today to rectify this. We have had some contractors using the site as a compound while completing work on nearby properties, the site has not been open for general use by the public. No residents have a right to park on the site as the site is entirely owned by Red Kite and garages were let under a licence which specifically did not give any right to park on the site. These licences have all been terminated."
- 3.11. Highways have responded advising that they will be maintaining their position as stated within our original consultation response. As parking on this site has not officially taken place since the site was closed, and as the development provides the optimum level of parking within the site, Highways do not expect displacement to occur.
- 3.12. On this basis no objections are raised with regard to highway safety and displaced parking.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality), DM36 (Extensions and Alterations to Existing Dwellings) DSA: DM11 (Green networks and infrastructure), DM16 (Open space in new development)

Householder Planning and Design Guidance SPD (January 2020) Residential Design Guidance SPD (June 2017)

- 4.1 The area consists of terraced properties in a high density form.
- 4.2 The proposed dwellings are a pair of semi-detached dwellings facing Queens Road, to the North West.
- 4.3 The dwellings measure approximately 8m high. The height has been reduced by approximately 1.2m to respect the heights of adjoining dwellings.

- 4.4 The surrounding ridge heights are 44.8 on Creswell Row, 45.8 on Queens Road and 46.4 on York Road. The amended elevations now provide a 22.5 degree pitch, giving a ridge height of 45.8. This is comparable to surrounding properties.
- 4.5 The design of the dwelling is considered acceptable given that the site will form its own character given the location.
- 4.6 In materials be approved prior to the commencement of the development.

Amenity of existing and future residents

Wycombe District Local Plan (August 2019): DM35 (Placemaking and Design Quality), DM36 (Extensions and Alterations to Existing Dwellings)
Householder Planning and Design Guidance SPD (January 2020)

- 4.7 In terms of overlooking, first floor side windows, facing the north east and south west are to no habitable rooms.
- 4.8 The proposed dwellings are sited 21m from Creswell Road. The Residential Design Guide requires a minimum distance of 25m, window to window. The proposed dwellings are sited perpendicular to the existing and is therefore acceptable.
- 4.9 There is a window to window distance in excess of 25m with the dwellings on Queens Road.
- 4.10 In terms of unneighbourly development, there is a distance of 18m between the proposed and existing dwellings on York Road.
- 4.11 The proposed dwellings are only 11m from the bungalows on Marefield Road. There will be some impact on these properties, but due to the siting, the gardens of the existing bungalows will still be afforded adequate sunlight and consideration is also made to the reduction in height of the proposed dwellings.
- 4.12 The proposed layout provides adequate private amenity area and an internal layout for future occupiers.

Flooding and drainage

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

- 4.13 The site is within Flood Zone 1, development is therefore acceptable.
- 4.14 The Lead Local Flood Authority does not object to this proposed development provided that pre-construction conditions relating to the surface water drainage scheme and offsite drainage connections are agreed prior to the start of development.

Ecology

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

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

- 4.15 The site has been shown to have a low ecological habitat value with minimal opportunities for protected or priority species. The proposed landscaping in has the potential to provide a biodiversity net gain in line with DM34.
- 4.16 Conditions are recommended.

Building sustainability

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

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

Infrastructure and Developer Contributions

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

DSA: DM19 (Infrastructure and delivery)

BCSNP: Policy 13 (Connecting the Parish)

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

5.0 Weighing and balancing of issues / Overall Assessment

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

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

- a) Provision of the development plan insofar as they are material
- b) Any local finance considerations, so far as they are material to the application (in this case, CIL)
- c) Any other material considerations

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

6.0 Working with the applicant / agent

6.1 In accordance with paragraph 38 of the NPPF (2019) Buckinghamshire Council (BC) 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. BC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

6.2 In this instance the applicant was provided with the opportunity to submit amendments to the scheme to address issues.

7.0 Recommendation

7.1 The application is recommended for approval subject to the following conditions, reasons and informatives:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As Amended).

- 2 The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers 19070-FUSE-A-00-DR-A-0098/P2; 19070-FUSE-A-00-DR-A-0099/P2; 19070-FUSE-A-00-DR-A-0100/P5; 19070-FUSE-A-00-DR-A-0110/P8; 19070-FUSE-A-00-DR-A-0011/P9; 19070-FUSE-A-00-DR-A-400; 19070-FUSE-A-00-DRA-0401; 19070-FUSE-A-XX-DR-A- 200/P4; 19070-FUSE-A-02-BR-A-112/P9; 19070-FUSE-A-SEDR-A-0300/P4; 19070-FUSE-A-XX-DR-A-0201/P4 and 19070-FUSE-A-SE-DR-A-0300/P4; unless the Local Planning Authority otherwise first agrees in writing.

Reason: In the interest of proper planning and to ensure a satisfactory development of the site.

- 3 Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before any work to the external finish of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To secure a satisfactory external appearance.

- 4 The development, hereby permitted, shall be designed and constructed to meet a water efficiency standard of 110 litres per head per day.

Reason: In the interests of water efficiency as required by Policy DM41 (Optional Technical Standards for Building Regulations Approval) of the Local Plan.

- 5 Prior to occupation, the following Ecological Enhancement Features shall be installed and thereafter retained for the life of the development: 1 integrated bird box in each building e.g. Schwegler Brick Box Type 24, Woodstone Sparrow Nest Box or an equivalent suitable for tits, sparrows or starlings. The boxes shall be located between two to four metres high, ideally at the gable apex or at eaves. The box can be installed flush with the outside wall and can be rendered or covered so that only the entrance hole is visible. 1 integrated bee brick either built into a wall or building. Bricks should be positioned at a minimum height of 1m, with no vegetation obstructing the holes, on a southerly aspect/orientation (south, south-east and south-west). Hedgehog holes shall be created in fences or walls to allow access through the site. They must be at least 13cm wide by 13cm high and located at ground level.

Reason: To ensure a biodiversity net gain will be achieved in accordance with policy CP10 and DM34 of the Wycombe District Council Local Plan and the NPPF.

- 6 Site clearance and building demolition shall either be undertaken outside of the bird nesting season (1st March to 31st August), or be proceeded (in the 24 hours prior to clearance and demolition if this is to be undertaken within the bird nesting season,) by a detailed 'nest check' of the site by an experienced ecologist. If any nests are found which are in use, they must be clearly marked and protected from disturbance until the completion of the breeding attempt. No clearance or demolition works can start until an experienced ecologist has confirmed that nests are no longer in use or until the bird nesting season has finished.

Reason: To ensure that nesting birds are not disturbed.

- 7 Prior to occupation details of the proposed landscaping, how they will enhance biodiversity and how they will be installed and then maintained for the three years following installation, shall be submitted to and approved in writing by the LPA. The approved

measures shall be implemented in accordance with the approved timetable and shall thereafter be maintained, any amendments must first be agreed in writing by the LPA.

Reason: To ensure that the landscaping secures a biodiversity net gain in line with policy DM34.

- 8 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees, plants or areas of turfing or seeding which, within a period of 3 years from the completion of the development, die are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.

- 9 Prior to the occupation of the development hereby permitted, four 32amp electric vehicle charging points must be installed (one per dwelling).

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

- 10 The development shall take place in accordance with the arboricultural method statement (AMS) and tree protection plan submitted as part of the planning application, and any permitted works Construction Exclusion Zone and other works which are specified in the AMS will take place under the supervision of a retained arboricultural specialist. A single page report and photographic record showing the supervised works will be submitted to the Local Planning Authority within 7 days of each supervised event which will result in a certificate being issued by the planning authority upon completion

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

- 11 The windows to be installed at first floor level of the side elevations shall be installed with obscured glass and retained for the life of the development.

Reason: To protect the amenities of the adjoining occupiers.

- 12 No works other than demolition shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index
- Complete groundwater level monitoring results during the winter period (November-March)
- Where applicable, infiltration rate testing in accordance with BRE365
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Drainage layout detailing the connectivity between the dwellings and the drainage components, showing pipe numbers, gradients and sizes, complete together with storage volumes of all SuDS components
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction
- Construction details of all SuDS and drainage components

- Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance

Reason: The reason for this pre-construction condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 163 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

- 13 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.

APPENDIX A: 20/07701/FUL

Consultation Responses and Representations

Councillor Comments

Councillor Marshall First Comment:

If you are minded to approve this application then I would request that it be referred to the planning committee. Having read that highways do not consider there to be displaced parking as the garages are unoccupied this was the result of tenants having been given notice to evict. Many were used for storage as they were too small for modern cars, but cars could be parked in front of those garages used for storage. These garages were provided to meet the parking requirements for local development, thus they should not be removed, but replaced with parking that meets current standards required for that past development. This area is highly constrained in its ability to accept displaced parking.

Second Comment:

If minded to approve then I request that the application be referred to the planning committee. The displaced parking is completely unacceptable in this highly pressurised area.

Parish/Town Council Comments

Marlow Town Council

Objection - displacement of a large number of residential parking bays in a highly pressurised area.

Consultation Responses

Highways – No objection subject to conditions.

LLFA – No objection subject to conditions

Environmental Health - No objection subject to conditions

Ecology Officer - No objection subject to conditions

Tree Officer - No objection subject to conditions

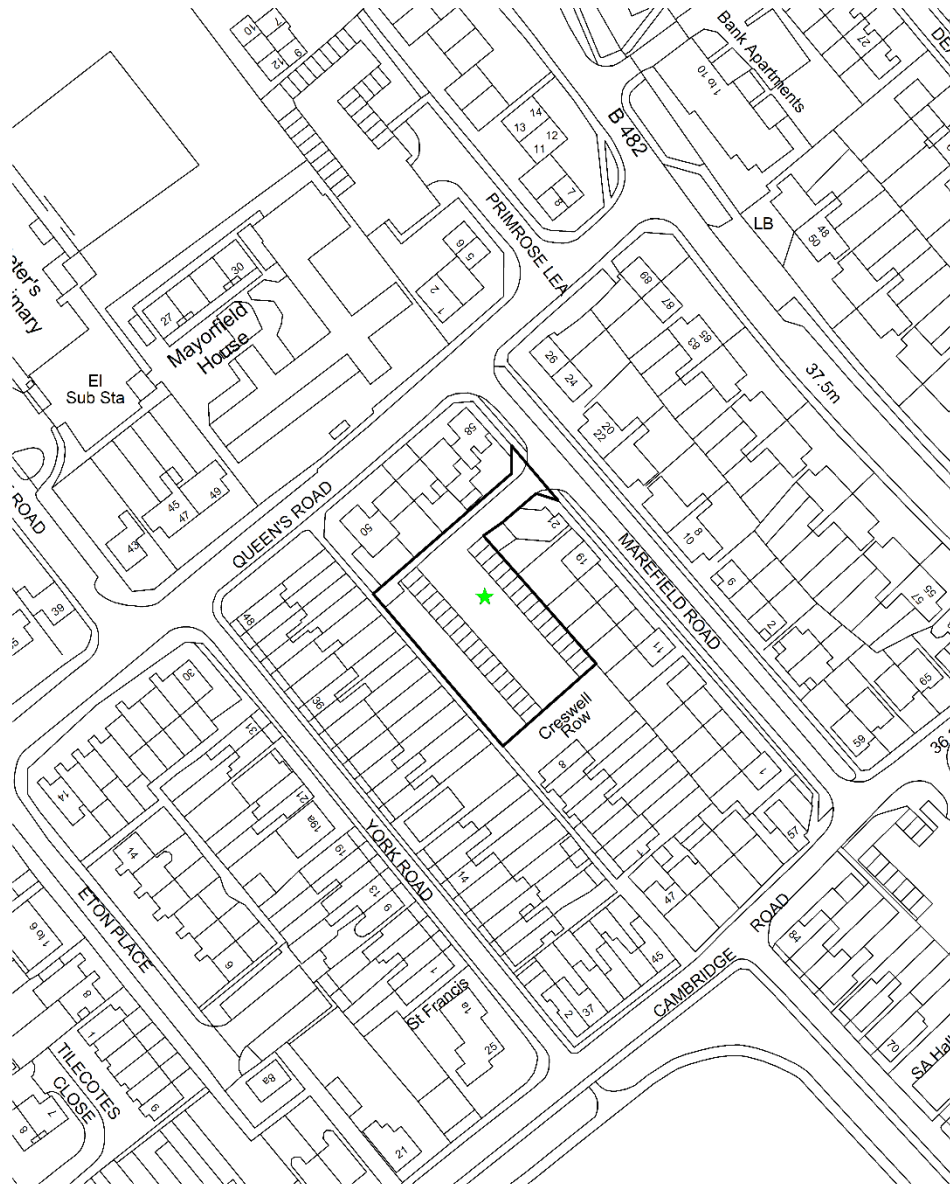
Representations

16 letters of objection:

- Additional traffic and danger to highway safety
- Additional noise and disturbance
- Overlooking
- Inadequate parking
- Access width inadequate
- Width inadequate for emergency services and refuse given on street parking
- The garages were requested to be retained by the residents
- Displaced parking on the surrounding roads
- Additional crime
- Loss of open space
- Out of keeping with the area
- Loss of light

APPENDIX B: Site Location Plan

20/07701/FUL
Scale 1/1250



Planning Committee
© Crown Copyright and database rights 2020.
Ordnance Survey 100062456