



Report to West Area Planning Committee

Application Number:	20/07608/FUL
Proposal:	Demolition of existing dwelling and erection of a terrace of 6 x 2-bed and 3 x 1-bed flats with associated bin/cycle stores, parking and alteration to existing access
Site Location:	5 Plomer Hill High Wycombe Buckinghamshire HP13 5JQ
Applicant:	Mr Andrew Main
Case Officer:	Heather Smith
Ward(s) affected:	Downley
Parish-Town Council:	Downley Parish Council
Date valid application received:	7th October 2020
Statutory determination date:	2nd December 2020
Recommendation	Application Permitted

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 Full planning. permission is sought for the demolition of existing dwelling and erection of a terrace of 6 x 2-bed and 3 x 1-bed flats with associated bin/cycle stores, parking and alteration to existing access.
- 1.2 This proposal is in line with recent appeal decisions of a Planning Inspector. As such, this proposal will have no adverse effect upon the character of the surrounding area or the amenities of adjacent residential properties.
- 1.3 This proposal will have no adverse effect upon highway safety or the free flow of traffic in this locality
- 1.4 This proposal will have not be at risk from flooding and will not result in increased flooding elsewhere.
- 1.5 This proposal will have no adverse effect on ecology and, subject to the submission of further details, will enhance biodiversity in the area.
- 1.6 This application has been referred to the Planning Committee at the request of Cllr Turner, due to the complicated planning history on this site and local residents concerns.
- 1.7 This proposal complies with the policies of the Development Plan and is recommended for approval

2.0 Description of Proposed Development

- 2.1 No. 5 is a two storey, detached chalet style dwellinghouse, situated on the north western side of Plomer Hill. The surrounding area is predominantly residential.
- 2.2 This application seeks full planning permission to demolish the existing dwelling and erect a terrace of 6 x 2 bed and 3 x 1 bed flats, with associated bin/cycle stores and alterations to the existing access.
- 2.3 The submitted plans show that the proposed development would be sited in a more central position on the site than the existing dwelling house. The deeper frontage area would be used to create seven off street car parking spaces with bin and cycle storage.
- 2.4 The new terrace is shown to be two storeys in height and arranged in a staggered formation with three sections. A dormer window is to be installed in the rear roof slope of each section, in order to enable habitable accommodation to be provided in the roof area.
- 2.5 The proposed flattened development would be erected in red brick under a plain tile roof. Powder coated aluminium is proposed for the window frames with hardwood front entrance doors and timber cladding on the front elevation.
- 2.6 The existing access is shown to be re-positioned slightly to the south west.
- 2.7 The application is accompanied by:
 - a) Design and Access Statement
 - b) Highways Statement
 - c) Landscape Strategy
 - d) Flood Risk assessment
 - e) Ecology and Trees Checklist
 - f) Ecological Appraisal
 - g) Arboricultural Impact Assessment.
- 2.8 Amended details have been received with regard to a proposed surface water drainage scheme

3.0 Relevant Planning History

Reference	Development	Decision	Decision Date
06/06519/FUL	Demolition of 1,3 & 5 Plomer Hill & erection of 10 x 3-bed terraced house, 14 x 2-bed flats in one block with associated car parking & landscaping & creation of new access	REF	11 September 2006
18/05054/FUL	Erection of 2 x 3 bed dwellings located on an existing residential plot with associated parking	WDN	29 March 2018
18/08086/FUL	Demolition of existing dwellinghouse and construction of 3 x 4 bed terraced dwellinghouses with associated	REF	29 March 2019 (APPEAL ALLOWED 10.02.2020.

	parking, landscaping, bin and cycle stores		Unimplemented but remains extant)
18/08297/FUL	Construction of 2 x 3 bed semi-detached dwellinghouses with associated car and cycle parking and bin store	REF	29 March 2019 (APPEAL DISMISSED 10.02.2020)
19/05042/FUL	Demolition of existing dwellinghouse and construction of 2 x 4 bed dwellinghouses and an apartment block consisting of 2 x 2 bed and 2 x 1 bed flats	REF	29 March 2019 (APPEAL DISMISSED 10.02.2020)

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)

DSA: DM1 (Presumption in favour of sustainable development), DM6 (Mixed-use development)

4.1 The application site comprises previously developed land within an established residential area. The location of the site is considered to be reasonably sustainable with access to bus routes nearby.

4.2 There is no objection, in principle, to the provision of additional residential development in this area.

Affordable Housing and Housing Mix

Wycombe District Local Plan (August 2019): DM22 (Housing Mix), DM24 (Affordable Housing), DM41 (Optional Technical Standards for Building Regulations Approval)

Planning Obligations Supplementary Planning Document (POSPD)

4.3 This application falls below the Council's threshold for affordable housing.

4.4 With regarding to housing mix, the Planning Inspector at a recent appeal on this, considered flatted development to be appropriate in this location.

Transport matters and parking

LWycombe 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)

4.5 This application proposes the demolition of the existing dwelling and the erection of a block of flats containing nine residential units. This will lead to a vehicular intensification of the site when compared with its lawful/historical use. Therefore the key consideration is the site access and its ability to accommodate these additional vehicle movements.

4.6 The existing access is located to the south-west of the Plomer Hill/Pheasant Drive. The Council's Highways Officer considers that the width of this access is sufficient to serve a single dwelling. This access would not be wide enough to accommodate the amount of vehicles derived from the proposed development.

4.7 However, the proposed development will involve a minor relocation of the access away from the junction with Pheasants Drive which will provide the minimum junction spacing

required. Furthermore, the increase in the width of the access will allow for simultaneous two-way vehicle flows.

- 4.8 The submitted plans show that the required minimum visibility spay can be achieved from the proposed access. However, the Highways Officer has requested that a planning condition be imposed to ensure that no vertical feature, above 0.6 metres in height will be positioned immediately either side of the access. It is considered that such a condition is reasonable and necessary in order to prevent a loss of highway safety.
- 4.9 The submitted plans indicate that 12 off street car parking spaces would be available on the frontage of the property. This level of provision exceeds the optimum requirement as defined by the County Council's Buckinghamshire Countywide Parking Guidance policy document. Each space is shown to be of a satisfactory size and there is sufficient manoeuvring space to enable a vehicle to turn on site so that it may enter and leave in forward gear.
- 4.10 In light of the above, the Highways Officer considers that this proposal will have no adverse effect upon highway safety or the free flow of traffic in this location. However, given the location of the application site, it is considered necessary to require a Construction Traffic Management Plan to be submitted and approved before development begins. A planning condition should be imposed to this effect.

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)
DSA: DM11 (Green networks and infrastructure), DM16 (Open space in new development)
Housing intensification SPD

- 4.11 Concern has been raised by local residents that the current proposal represents an overdevelopment of the site, which will harm the character of the surrounding area. In assessing this proposal, the Council is required to have regard to the conclusions of the Planning Inspector in the recent appeals relating to this site.
- 4.12 With regard to the provision of a block of three, terraced dwelling houses, the Inspector concluded that the impact of this development was acceptable and granted planning permission. The current proposal for 9 flats has the same building block formation as that recently granted on appeal, although the height of the structure has increased by approximately 0.8 metres from 8.3 metres to 9.1 metres. The proposed block would now contain nine flats instead of 3 x 4 bed houses.
- 4.13 With regard to the provision of flats, the Planning Inspector concluded that a larger apartment block (previously proposed) would not harm the character of the area. Although, he subsequently dismissed the appeal for different reasons, he concluded that:
- “Appeal B would also replace the existing dwelling with an apartment building which would be sited in a similar location. Whilst it would be a taller structure, its overall form and mass would not be considerably different. Consequently, due to its siting and overall bulk, I am satisfied that this aspect of the proposal would have a somewhat neutral effect on the character and appearance of the area”**
- 4.14 The proposed building is of a similar size, siting and design as the terrace of three dwellings, approved on appeal. Car parking provision will remain on the frontage of the site, with an area of private amenity space at the rear. Space has also been retained on the frontage to

provide additional landscape features, which will help to screen the expanse of parking from wider view.

- 4.15 The submitted details show that the proposed building would be erected with a red brick and plain clay roof tiles. Timber hardwood doors and timber cladding would also be introduced on the front elevation. These forms of materials reflect those of adjacent properties in Plomer Hill.
- 4.16 Taking into consideration the extant planning permission for the terrace of three houses, and the Planning Inspector's conclusions for other development on this site, it is considered that this proposal will have no adverse effect upon the character of the surrounding area or the visual amenities of the street scene.

Amenity of existing and future residents

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

Housing intensification SPD

- 4.17 The proposed development will provide a good standard of habitable accommodation for future occupiers. The submitted plans show that each property will benefit from an area of private amenity space and a large communal area will be retained at the rear of the property.
- 4.18 Concern has been expressed by adjacent residents that the proposed block will result in an unacceptable loss of light, outlook and privacy to adjacent residents. The closest property to the new block is No. 3 Plomer Hill. This is a detached dwelling which is situated to the south west of No. 5 and is sited on slightly lower ground. In his conclusions regarding the extant planning permission, Planning Inspector noted the relationship between No. 3 and the proposed building as follows:

The depth of the houses proposed in Appeal C would extend beyond the rear elevation of No 3 Plomer Hill. However, No 3 is located away from the shared side boundary and has space around it as well as a generous rear garden. Due to this location, a gap would be retained between the existing and proposed buildings. Therefore, whilst the proposal would undoubtedly alter the outlook from No 3, I am satisfied that due to the space between the buildings, the proposal would not have an overbearing or oppressive effect when viewed from the neighbouring property.

- 4.19 With regard to light, No. 3 is located to the south west of the site. As such, any loss of sunlight would be in the early mornings only. The proposed block is sited in a similar position as the extant permission. This proposal differs in that the block now proposed will be approximately 0.8 metres higher. Given the position of the extant permission and the gap retained from No. 3 it is considered that this proposed increase in height will not have a significant effect to the light levels entering the neighbouring property.
- 4.20 Dwellings at No's 1, 3, 5 and 7 Pheasants Drive border the northern boundary of the application site. The amenity of these residential properties was also considered by the Planning inspector at appeal, in his conclusions he stated:

"Appeal C would require the removal of a central section of trees to the northern boundary to facilitate the proposal. Accordingly, the side elevation of the proposed dwellings would replace the section where the trees are currently located. Due to the removal of the trees and the location of the proposed gable end, the outlook from the gardens of Pheasants Drive would change. However, due to the height and dense nature of the existing trees, the change would not be materially harmful. This

is because in both scenarios, outlook would be restricted. Additionally, due to the retained trees to the front and rear of the proposed dwellings, privacy levels that are currently experienced by the adjacent residents would not be compromised.”

- 4.21 Given that this proposal has a similar relationship with dwellings in Pheasants Drive, it is considered that there will be no significant harm to the outlook from existing dwellings.
- 4.22 The current proposal does include the installation of small balconies on the rear elevation, at both first and second floor level. These balconies provide a small area of private amenity space for future residents. Concern has been expressed by local residents that these features will result in an unacceptable loss of privacy and overlooking. However, any potential loss of privacy to the residents in Pheasants Drive and Plomer Hill can be alleviated by requiring the sides of each balcony to be fitted with an opaque privacy screen, 1.7m above floor level.
- 4.23 It is accepted that a degree of overlooking would occur to the rear end of the garden at No. 3. However, this area is situated away from the main dwelling and the primary area of amenity space. As such, the degree of overlooking is not considered to be sufficient to warrant the refusal of planning permission.
- 4.24 Concern has also been expressed that the balconies would overlook properties in Mole Run and an adjacent private amenity field. However, properties in Mole Run are situated some considerable distance from the proposed block and as such, any potential overlooking is considered to be acceptable in planning terms. A private amenity field does exist at the rear of the application site. However, this area is not part of an individual residential property and therefore any sense of overlooking into this area will not detract from residential amenity.

Environmental issues

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF)

- 4.25 In accordance with the council’s Air Quality SPD, electric car charging points should be provided for each new dwelling. Therefore, a planning condition should be imposed requiring 9 x 32 amp car charging points be provided for each flat.

Flooding and drainage

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

- 4.26 The application site is not situated within a flood risk zone 2 or 3.

In support of this application, the applicant has submitted a surface water drainage scheme. The LLFA has reviewed the amended scheme and has raised no objection, subject to the submission of a detailed surface water scheme. A pre-start planning condition will be required to this effect.

Landscape Issues

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

DSA: DM11 (Green networks and infrastructure), DM12 (Green space), DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geodiversity importance)

- 4.27 A detailed landscape plan has been submitted with this proposal. This plan shows the retention of existing trees on the site, together with additional trees and shrub planting across the site, including the frontage. These details are considered to be acceptable.

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)

4.28 An ecological appraisal has been submitted with this application. However, the report is dated November 2018. As such, these surveys are now out of date as they were undertaken more than 2 years ago. However, extant planning permission exists which will enable the existing building to be removed without further planning permission. It is therefore considered that it would be unreasonable to require further surveys, at this point. Instead, the applicant should be informed of the statutory responsibilities should protective species be found during the development process.

4.29 However, since the previous application, the Council has adopted a new local plan. Policy DM34 of the Plan requires a that measurable net gain in biodiversity to be delivered, in new development. Therefore, a pre-start planning condition should be imposed requiring a scheme for biodiversity mitigation and enhancement be submitted and thereafter implemented.

Building sustainability

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

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

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.

6.0 Working with the applicant / agent

6.1 In accordance with paragraph 38 of the NPPF (2019) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.

6.2 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

6.3 In this instance, the applicant was provided with pre-application advice. During the course of the application, the applicant was updated of the objection received by the LLFA regarding surface water drainage. The applicant produced a revised surface water drainage scheme and the LLFA removed their objection. Subsequently, this application was recommended for approval

7.0 Recommendation

Application Permitted

Subject to the following conditions and reasons:

- 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 4934-100; 101A; 102A; 103; 104A; 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 No other development shall take place until after No 5 Plomer Hill has been demolished and the resulting materials removed from the site.
Reason: To ensure a satisfactory form of development and in the interests of visual amenity.
- 4 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.
- 5 Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of all surfacing materials shall be submitted to and approved in writing by the Local Planning Authority before any work to the finished surfaces of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason: To secure a satisfactory appearance.
- 6 Unless otherwise first agreed in writing by the Local Planning Authority there shall be no building-up or increase of the existing ground levels on the site
Reason: To ensure that the proposal is constructed at an acceptable level with regards to the surrounding area.
- 7 No other part of the development shall be occupied until the new means of access has 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.
- 8 Within one month of the new access being brought into use all other existing access points not incorporated in the development hereby permitted shall be stopped up by raising the

existing dropped kerb or removing the existing bellmouth and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway and highway boundary.

Reason: To limit the number of access points along the site boundary for the safety and convenience of the highway user.

- 9 No other part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 0.6m metres in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

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

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

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

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

- 12 All planting, seeding or turfing comprised in the landscaping details specified on drawing number 4934-105, hereby approved, 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.

- 13 This development shall be undertaken strictly in accordance with the details specified in the submitted Arboricultural Impact Assessment, hereby approved, unless first agreed in writing by the Local Planning Authority.

Reason: In the interests of the health and well-being of existing trees and visual amenity.

- 14 Protective fencing and/or other protective measures shall be erected around each tree and hedge to be retained in accordance with a scheme which must first be submitted to and approved in writing by the Local Planning Authority (i.e. an Arboricultural Method Statement and Tree Protection Plan to British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations) before any site clearance works or development commence, and before any machinery or equipment has been allowed on site.

The scheme shall show the type, height and position of protective fencing to be erected around each tree(s) or hedge to be retained. Unless otherwise agreed in writing by the Local Planning Authority this shall be in accordance with clause 6.2 "Barriers and ground protection" of the British Standard 5837:2012.

The area surrounding each tree/hedge within the approved protective fencing shall remain undisturbed during the course of the works, and in these areas:

1. there shall be no changes in ground levels,
2. no materials or plant shall be stored,
3. no buildings or temporary buildings shall be erected or stationed,
4. no materials or waste shall be burnt; and,
5. no drain runs, trenches or other excavation shall be dug or otherwise created, without the prior written approval of the Local Planning Authority.

Reason: To ensure trees and hedges to be retained are adequately protected from damage during the execution of the works hereby permitted, in the interests of visual amenity.

- 15 Details of all screen and boundary walls, fences and any other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority before any development above damp proof course takes place. The development shall thereafter only be carried out in accordance with the approved details and the buildings hereby approved shall not be occupied until the details have been fully implemented. The screen and boundary walls, fences and any other means of enclosure which are part of the approved scheme shall thereafter be retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not adversely affect the privacy and visual amenities at present enjoyed by the occupiers of neighbouring properties, and to ensure a satisfactory environment within the development.

- 16 A scheme for the enhancing the quality of the development for ecology and a net gain in biodiversity including a timetable for implementing the measures contained in the scheme shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any development on the site. The approved measures shall be implemented in accordance with the approved timetable and shall thereafter be retained.

Reason: In the interests of the future ecological potential of the site.

- 17 Prior to the occupation of the development, hereby permitted, a 32 amp electric car charging point shall be installed for each property. close to the area of parking. Thereafter, the car charging points shall be retained, in use, permanently for the lifetime of the development.

Reason: In order to reduce air pollution in the locality.

- 18 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.

- 19 The approved bin storage facilities illustrated on drawings 4934-101A, shall be provided prior to occupation and thereafter the facilities shall be permanently retained, unless otherwise first agreed in writing by the Local Planning Authority. These facilities shall thereafter be so retained.

Reason: To ensure the continued provision of waste storage and in the interests of the amenities of the occupiers and adjacent residents.

- 20 Notwithstanding any detail shown on the submitted drawings, and prior to the commencement of development above damp proof course, details of a secure storage for cycles shall be submitted to and approved by the Local Planning Authority. thereafter, the

approved details shall be provided before the first occupation of the development and retained for the lifetime of the development.

Reason: To ensure the continued provision of cycle parking and in the interests of the amenities of the occupiers and adjacent residents.

- 21 Notwithstanding any detail shown on the drawings hereby approved, prior to the commencement of development above damp proof course, details of privacy screens for each balcony feature shall be submitted to and approved by the <Local planning Authority. Thereafter, the approved screens shall be installed before the first occupation of the approved development and retained for the lifetime of the development.

Reason: In the interests of the privacy of adjacent residents.

- 22 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; priority should be given to above ground SuDS components

Ground investigations including:

- Infiltration rate testing in accordance with BRE365
- Subject to infiltration being viable, the surface water drainage scheme shall be updated to pursue an infiltration-based approach to surface water disposal.
- An investigation into including active rainwater harvesting where an infiltration-based scheme is pursued
- Discharge rate limited to 1 l/s where a connection to the Thames Water surface water sewer is pursued
- 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
- 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.
- Calculations in accordance with British Standard BS EN 16941-1:2018
- 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
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction

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.

Informative(s)

- 1 In accordance with paragraph 38 of the NPPF2 Buckinghamshire 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. Buckinghamshire 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.

In this instance, the applicant was updated of the objection received by the LLFA regarding surface water drainage. The applicant produced a revised surface water drainage scheme and the LLFA removed their objection. Subsequently, this application was recommended for approval

- 2 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

- 3 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
- 4 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.
- 5 The applicant is advised that protected species (including all bats) use buildings. The Conservation of Habitats and Species Regulations 2010 provides very strong protection for these species and so you must be certain that they are not present before works begin. If the presence of bats or other protected species is suspected, a licence may be required from Natural England before works can commence. If protected species are found whilst carrying out work, all work must stop and Natural England must be informed.

Buildings should be inspected prior to works commencing and if the presence of bats is suspected advice will need to be sought from Natural England via the Bat Line on 0845 1300228. Further advice on bats is available from The Bat Conservation Trust <https://www.bats.org.uk>. The consent given by this notice does not override the protection afforded to these species and their habitat.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

Councillor P Turner – Due to the concern of local neighbours I would appreciate, if the officers are minded to approve, that this application is called to committee for a full debate especially as it has a complicated history of past applications.

I note also that the application is past the determination deadline, and therefore you will allow this request at the earliest opportunity

Parish/Town Council Comments

Downley Parish Council objects to the proposed development for the following reasons:

- The Highway Access Statement (Oct-19) supporting the application asserts that splays of 2.4 x 43m being available in both directions. Another supporting document, location plan ref 4934-10 A shows visibility splays of less than 2.4 x 43m will be achieved. Given that safe stopping distances cannot be guaranteed on Plomer Hill, Downley Parish Council object to the proposal. Furthermore, the splays of 2.4m x 43m ignore the factors of both the gradient to Plomer Hill (Manual for Streets, 7.5.9 refers), the impact of high levels of surface water flooding and the banked nature of the boundaries that offer little opportunity for mitigation.
- Whilst it is not felt that the visibility splays are sufficient, should planning be minded to approve these plans, it is requested that work on access to the site (removal of hedgerows etc..) and a suitable turning circle be completed before work commences to allow neighbours and other highway users, safety from construction traffic.
- The intensification resulting from the proposed development will adversely affect the
- neighbouring properties of Pheasant Drive that are of significant architectural value. The Downley Village Design Statement highlights Pheasant Drive, recognising "well spaced housing and sweeping views" all of which will be lost should the neighbouring site be developed by a development that will be over-bearing and dominate on properties of architectural significance.
- Downley Parish Council also believe that the proposed development is not in keeping with the stylistic context or scale of the local area. As outlined in the Downley Village Design Statement, stating that when the area was developed "Care was taken, however, to ensure not only a relatively low density, but the retention of important mature trees and hedges combined with grassed open spaces. Vistas remained open and gave interest." The intensification presented in
- the application will tear those principles apart and ignore the design principles behind that part of Pheasant Drive.
- It is felt that the proposed development is harmful to the character of the area and would not blend well with the existing stock, as the development is not subordinate to properties on Pheasant Drive or the neighbouring property, 3 Plomer Hill.
- It is also felt that the parking bays extend to almost all the width of the plot, leading to an over dominance of car parking on the site.
- The Manual for Streets (table 7.1, p91) makes clear reference to a safe stopping distance (SSD) for a 30 mph zone as 43m.
- The gradient of Plomer Hill is 20% which would require a SSD higher than 43m.
- Furthermore the MyWycombe site also shows Environment Agency data identifying the length of Plomer Hill as subject to surface water flooding with the risk as "High". This will further compound and increase the SSD.

- Without factoring in the impact of the gradient to Plomer Hill (north) and the effect arising from the high risk of surface water flooding, the visibility splays required to make the junction safe would be 2.4m x 43m to both north & south, given a minimum car height of 1.05m.
- Given that the location plans (PROPOSED_SITE_PLAN_--3612761) shows visibility splays of less than 43m will be achieved, it is unclear how the RESIDENTIAL DEVELOPMENT AT 5 PLOMER HILL, HIGH WYCOMBE PROPOSAL A (Sep 2018) that supports the application states "5.2....It is proposed that vegetation be removed between the site access and Pheasant Drive to ensure that the visibility splays of 43m can be achieved to the East. The existing visibility to the west is greater than the required 43m."

It is felt that the proposed development is harmful to the character of the area and would not blend well with the existing stock, as the development is:

- Not subordinate to properties on Pheasant Drive
- Not subordinate to neighbouring property, 3 Plomer Hill.
- It dominates and fails to enhance neighbouring properties of Pheasant Drive that are of significant architectural value and based on "well spaced housing and sweeping views" (Downley Village Design Statement) all of which will be lost should the neighbouring site be developed
- that will be over-bearing and dominate on properties of architectural significance.
- The width of each plot is taken up with parking (with the exception of a 0.7m wide path) which leads to an over dominance of car parking on the street scene. It is not felt that there is sufficient planting to mitigate this.

Consultation Responses

Highways Authority

Comments: No objection subject to conditions regarding means of access; parking; no gates, visibility splays and a Construction Traffic Management Plan

Arboriculture Spatial Planning

Comments: Arb comments as per previous proposal no objection in principle subject to the that development is undertaken in accordance with the AIA AMS and TPP

Ecological Officer

Comments: No Ecological information has been submitted with the application. The ecological information submitted with the previous application (18/08086/FUL) is now out of date as the surveys were undertaken more than 2 years ago. Since the previous application, the council has adopted a new local plan which (within policy DM34) requires a measurable net gain in biodiversity to be delivered. RECOMMENDATION(S) New surveys need to be undertaken to inform decision making on the new application. Proposals then need to be put forward to show how impacts on protected species will be avoided, mitigated and compensated for and how ecological enhancements will be provided to ensure a measurable net gain. The updated bat and reptile surveys will not be possible until the appropriate survey seasons in spring and summer next year.

Representations

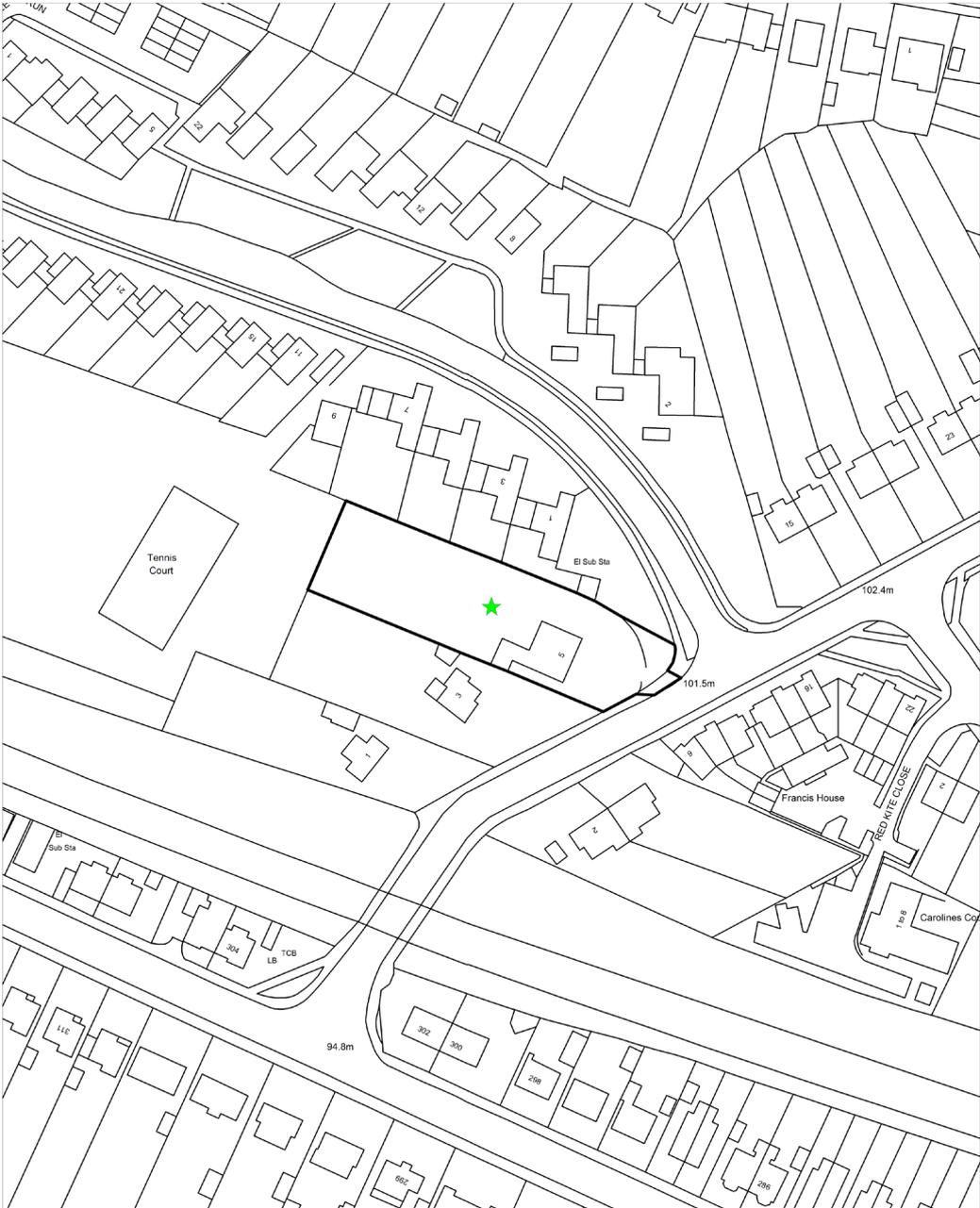
Representations

Objections have been received from local residents, based on the following:

- Overlooking and loss of privacy
- Loss of light and outlook
- Out of character with the area
- Loss of highway safety
- Increased traffic onto a congested road - submitted traffic analysis is not accurate

APPENDIX B: Site Location Plan

20/07608/FUL
Scale 1/1250



Planning Committee
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