



## Report to South Area Planning Committee

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<b>Application Number:</b>	PL/21/3210/FA
<b>Proposal:</b>	Demolition of existing dwelling and erection of detached house with integral garages, landscaping and new vehicular access
<b>Site location:</b>	16 Caledon Road Beaconsfield, Buckinghamshire HP9 2BX
<b>Applicant:</b>	Mr Adam and Mrs Rachel Cunliffe
<b>Case Officer:</b>	Alex Armour
<b>Ward affected:</b>	Beaconsfield
<b>Parish-Town Council:</b>	Beaconsfield Town Council
<b>Valid date:</b>	9 September 2021
<b>Determination date:</b>	25 November 2021
<b>Recommendation:</b>	Conditional permission

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

- 1.1 The application seeks planning permission for the demolition of an existing dwelling known as 16 Caledon Close, and its replacement with a chalet style bungalow design. Permission is also sought for a new vehicular access and associated landscaping works.
- 1.2 The application is required to be determined by Planning Committee due to a call-in by Councillor Wheelhouse. Material planning reasons relating to the design, scale and appearance of the proposed development have been raised, and their resultant impact upon the character of the area and upon the amenities of neighbouring dwellings.
- 1.3 The proposed development is located within the built up area of Beaconsfield wherein the principle of development is acceptable. The replacement dwelling would be of a modest scale with an otherwise traditional design which would integrate well with the existing character of the street scene and is not considered to result in a detrimental impact upon the amenities of the neighbouring dwellings.
- 1.4 The recommendation for the application is for conditional permission.

## **2.0 Description of Proposed Development**

- 2.1 The application seeks planning permission for the demolition of the existing two storey detached dwelling and its replacement with a one and a half storey dwelling.
- 2.2 The proposed dwelling would feature a pitched cat-slide style roof, a front and a rear dormer, a projecting hipped roof garage, chimney and a two storey rear gable.
- 2.3 The existing vehicular access would be moved so as to sit adjacent to the eastern flank boundary. A sunken garden is also proposed to the rear. The proposed dwelling would not breach the existing building line.
- 2.4 The proposed dwelling is shown as being a one bedroom dwelling although the first floor room shown as a gym could be converted to a second bedroom at a later date.
- 2.5 An amended plan was received over the course of the application, better illustrating that the proposed balcony would comprise a Juliet type without external standing.
- 2.6 The materials are proposed to be brick and timber framing, with a clay tiled roof. It is recommended that the precise details of these are to be secured by condition.
- 2.7 The application site is located within a predominantly residential area, which is predominantly composed of two storey dwellings many of which benefit from 'Arts and Crafts' characteristics. Dwellings are predominantly set back from the highway and benefit from green boundary treatments. There is generally a sense of spaciousness on site though some historic development has weakened this character in some areas.
- 2.8 The site is designated as a Green Suburban Townscape for the purposes of the Chiltern and South Bucks Townscape Character Study (2017). The site is located within an Area of Critical Drainage. There are no other relevant constraints in this instance.
- 2.9 The application is accompanied by:
  - a) Planning Statement,
  - b) Computer generated imagery of the proposed dwelling,
  - c) Ecological Appraisal,
  - d) Sustainable Drainage Strategy,
  - e) Waste and Recycling Strategy.
- 2.10 Plans
  - a) Location Plan 20-11/10
  - b) Street Scene and Section 20-11/103 C
  - c) Proposed Floor Plans and Elevations 20-11/121 C
  - d) Existing Floor Plans and Elevations 20-11-100 A
  - e) Site Plan 20-11/11 H
  - f) Proposed Roof Plan 20-11/122
  - g) Front Drive Layout 20-11/105 A

## **3.0 Relevant Planning History**

- 3.1 PL/21/0401/FA - Demolition of existing dwelling and erection of a new detached house with integral garages, landscaping and new vehicular access. – Withdrawn.

- 3.2 79/00549/APPLIC - Front extension to existing garage and single storey rear extension and internal alterations to provide accommodation for disabled parent. – Conditional Permission.

#### **4.0 Summary of Representations**

- 4.1 Nine letters of objection received summarised as follows:

- Garage would be an unduly dominant feature with regards to its proportions in the dwelling, sitting too close to the highway and breaking the building line;
- Proposal would change the visual outlook when seen from no.14;
- Inaccurate site plan showing bay window at no.14;
- Energy inefficient design;
- Inaccurate planning statement;
- Overlooking;
- Would be used as an extension to no.18;
- Potential impact upon trees;
- Overdevelopment;
- Loss of original dwelling;
- Potential light industrial use;
- Use of materials;
- Impact on neighbouring garden use;
- The site is within 5km of Burnham Beeches SAC.

- 4.2 Two letters of support received summarised as follows:

- Many dwellings have previously been extended on Caledon Road changing the area's character and the proposal would be in character;
- No.14 has previously been extending limiting opportunities for development at the application site;
- Green frontages are protected by covenant;
- Many of the objections received do not take account of planning policy.

- 4.3 One objection received from the Beaconsfield Society summarised as follows:

- Loss of tree;
- Proposed dwelling disregards the form and appearance of the existing dwelling, and the surrounding area.

#### **5.0 Policy Considerations and Evaluation**

- National Planning Policy Framework (NPPF), February 2019.
- Planning Practice Guidance
- National Design Guidance, October 2019
- South Bucks Core Strategy Development Plan Document - Adopted February 2011
- South Bucks District Local Plan - Adopted March 1999 Consolidated September 2007 and February 2011;
- South Bucks District Council Residential Design Guide Supplementary Planning Document (SPD) - Adopted October 2008
- Chiltern and South Bucks Townscape Character Study 2017
- Chiltern and South Bucks Community Infrastructure Levy (CIL) Charging Schedule

- Burnham Beeches Special Area of Conservation (SAC) Mitigation Strategy, March 2020
- Buckinghamshire Parking Guidance, September 2015

### **Principle and Location of Development**

Core Strategy Policies:

CP1 (Housing provision and delivery)

Local Plan Saved Policies:

H9 (Residential Design and Layout)

- 5.1 The proposal would comprise a replacement dwelling within the built up area of Beaconsfield wherein the principle of development is acceptable.

### **Transport matters and parking**

Core Strategy Policies:

CP7 (Accessibility and transport)

Local Plan Saved Policies:

TR5 (Access, highways work and traffic generation)

TR7 (Traffic generation)

- 5.2 Highways officers responsible for parking and highways safety raise no objection to the proposed development, subject to conditions for the access and parking to be laid out prior to initial occupation of the new dwelling, to be retained only for parking thereafter and for the existing access to be closed off within one month of the new access being brought into use. A suitable condition will be imposed on any grant of approval in this regard.
- 5.3 The dwelling shows one bedroom and also a room labelled as a gym. As the gym could be converted to a secondary bedroom at a later date, the dwelling has been assessed as a two bedroom dwelling for parking purposes of this assessment. Parking standards are taken from the following document: Buckinghamshire Parking Guidance September 2015. Beaconsfield is within Zone B (Mid-range population) where guidance requires two parking spaces within the curtilage of the application site, which is optimal for a property with two bedrooms. The proposed plans indicate three parking bays, with two in the garage, which would meet the required parking provision.
- 5.4 The proposal is therefore not considered to give rise to any parking or highway safety issues that would warrant the refusal of planning permission in this instance.

### **Raising the quality of place making and design**

Core Strategy Policies:

CP8 (Built and historic environment)

Local Plan Saved Policies:

EP3 (The Use, Design and Layout of Development)

EP4 (Landscaping)

H9 (Residential development and layout)

- 5.5 Paragraph 130 of the NPPF requires that planning decisions should ensure that developments are visually attractive as a result of good architecture, and are sympathetic to local character and history while not preventing or discouraging

appropriate innovation or change. Decisions should also establish or maintain a strong sense of place including through building types and materials.

- 5.6 C1 of the National Design Guide places important on local identity, stating that well-designed new development should respond positively to the features of the site itself and the surrounding context beyond the site boundary. New development should integrate well with the wider surroundings including an understanding of existing built form and layout within the local area.
- 5.7 Local Plan policy EP3 states that development will only be permitted where its scale, layout, siting, height, design, external materials and use are compatible with the character and amenities of the site itself, adjoining development and the locality in general. Poor designs which are out of scale or character with their surroundings will not be permitted.
- 5.8 Local Plan policy H9 requires that development for residential purposes is compatible with the character of the surrounding area in terms of density, layout, design, height, scale, form and materials.
- 5.9 The townscape character of the surrounding area is that of Green Suburban. The Townscape Character Study states that this character area is comprised of large detached houses set in large, regular plots with a slightly staggered building line and with simple building forms. Well maintained hedge rows are the dominant boundary treatment. The Planning and Design Principles state that building heights should be limited to two storeys - this includes development in the roof space. Existing building lines and set-backs should be retained, garages should be placed in line with buildings or behind properties. Buildings should not be spaced too close together.
- 5.10 The street scene within this area of Caledon Road demonstrates many of the Green Suburban characteristics, in particular dwellings are a largely set back from the highway with green frontages. Whilst detached garages set to the front of dwellings are not a feature of the street scene, there are instances of integral front projecting garages. There is typically spacing between dwellings at first floor leading to an open character, although this is not the case for No. 14, 16 and 18 which are set closer to the flank boundaries.
- 5.11 It is noted that objections have been received with regards to the scale of the proposed dwelling. However, the proposed dwelling would have a lower ridge and eaves height to the existing dwelling and a comparable depth at ground floor and much reduced depth at first floor. The width would also be noticeably reduced such that it would be set further from the side boundaries. It is consequently not considered that the proposed development would be of a scale which would dominate the plot. It is rather considered that the proposed dwelling would be of a more modest scale than is typical within the street scene. The resultant impact of this would be to re-introduce a greater feeling of spaciousness to the site which would benefit the open character of this Green Suburban area. Moreover, as it to be discussed below the proposal would be of a design in keeping with the arts and crafts style of the local vernacular.
- 5.12 It is noted that objection has been received with regards to the proposed garage and its siting in relation to the highway. However, as noted above there are other integral garages within the street which are sited to the front of buildings. In this case the forward most point of the proposed garage would be set approx. 9.3m from the front

boundary of the site, and would be set behind the forward most point of No.18 to the east and only modestly forward of No.14 to the west such that it would be broadly in line with the neighbouring buildings. Moreover, the proposed vehicular access is proposed to be moved so the front of the garage would actually be partially screened by vegetation. The garage doors would also be positioned to the side elevation so that this projection's use as a garage would not be immediately legible when viewed from the street scene. It is also noted that No.14 and No.18 both benefit from front projecting elements at second floor, which would be more prominent than the more modest single storey garage projection here proposed. Consequently, it is not considered that the proposed garage projection would appear prominent or out of keeping with the prevailing character of the street.

- 5.13 The design of the dwelling is also considered to integrate well with the surrounding area. This is considered as a result of the proposed cat-slide roof, pitched roof form and details such as the proposed chimney which would all reflect the traditional 'arts and craft' style of dwellings which predominate the area. It is noted that an objection has been received with regards to the absence of a first floor front window above the garage. However, as noted, overall the dwelling is considered to integrate well reflect the character of the area and the garage element is of a simple, traditional design and would not appear as a prominent feature. It is acknowledged that the extent of glazing to the rear gable would be less traditional in appearance but this would be set to the rear of dwelling where it would not be readily visible from the public realm.
- 5.14 It is also noted that an objection has been received with regards to the materials proposed which was described as 'garish' by one objector. However, the application shows that the dwelling would be constructed with a traditional red multi brick and red clay tiled roof, which is in keeping with the wider vernacular. The precise details can be secured by condition. It is also considered necessary for landscaping details to be secured by condition in order to preserve the green suburban typology.
- 5.15 As such the design and appearance of the proposed development is considered acceptable when considered against the design provisions of the NPPF, C1 of the National Design Guide and Local Plan policies EP3 and H9.

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

Local Plan Saved Policies:

EP3 (The use, design and layout of development)

EP5 (Sunlight and daylight)

- 5.16 Local Plan policy EP3 requires regard to the amenities of adjacent properties. Policy EP5 states that development will be permitted only if it would provide for adequate daylight, and where possible sunlight, to reach into spaces around and between buildings and other physical features and would not result in a significant loss of daylight or sunlight to adjacent buildings or land.
- 5.17 It is noted that the proposed development, particularly the garage, has been described as overbearing by objectors. Concern has also been raised with regards to potential overlooking.
- 5.18 In terms of appearing overbearing, the proposed development would have a lower ridge height and would be less deep within the plot than the existing dwelling so is not considered to appear as overbearing in views from the rear of the neighbouring dwellings. With regards to the front, the proposed garage would sit forwards of the

existing dwelling approx. 1m from the flank boundary shared with No.14. There is a ground floor side opening at no.14 which would look towards the proposed garage comprises. However, this window already presently looks towards the existing dwelling and the room which this window serves also benefits from an opening looking to the front. Moreover, this opening is set approx. 8m from the proposed garage. The other windows in the side of No. 14 serve non habitable rooms. It is also noted the proposed dwelling would be set further from boundary with No. 18 and such that it would have a reduced impact. As such it is not considered that the proposed development would result in an overbearing appearance or a significant loss of light for neighbouring dwellings.

- 5.19 In terms of overlooking it is noted that one first floor side window is proposed. This would serve a bathroom and it is consequently considered reasonable for this to be obscurely glazed and non-openable below 1.7m to prevent any unacceptable overlooking. Objection has been raised to the substantial glazing proposed to the rear of the dwelling, nevertheless this glazing would face towards the rear garden of application site allowing for only oblique views of the neighbouring amenity spaces and would not result in an unacceptable or harmful level of overlooking. Concern has also been raised regarding the proposed rear balcony. Following the receipt of additional plans and information, it is shown that the proposed balcony would be of the Juliet type and would only allow for oblique views of neighbouring dwellings amenity spaces. This can be secured by condition.
- 5.20 Overall, the proposed development is not considered to result in any significant degree of residential amenity harm towards neighbouring properties or sites that would warrant the refusal of planning permission in accordance with Policies EP3 and EP5 of the Local plan & aims of the NPPF.

## **Ecology**

Core Strategy Policies:

CP9 (Natural environment)

CP13 (Environmental and resource management).

- 5.21 A preliminary roost assessment was submitted over the course of the application which found no evidence of roosting bat activity, as such subject to a condition requiring that the recommendations of the survey are implemented no objection is raised.

## **Other matters**

- 5.22 An objection was received describing the proposed development as being a 'light industrial' use. However, the form, appearance and design of the proposed development is clearly of a dwelling and permission is not sought for any industrial use.
- 5.23 Over the course of the application concerns were raised with regards to the development's potential impact upon trees on site. The Council's Tree Officer was consulted over the course of the application, raising no objection to the proposed development subject to a condition controlling the location of burning materials on site. The officer has also suggested a no-dig construction to the front driveway, an informative to this note is recommended. Furthermore, a tree noted by objectors was not considered as worthy of a TPO. Due to the removal of some of the front

boundary treatment to form the new access, a condition requiring the submission of a landscaping scheme would be necessary.

- 5.24 It is considered necessary for the details submitted in the sustainable drainage strategy to be secured by condition.
- 5.25 The objections with regards to the buildings environmental impact are noted however, there is no policy which would allow for refusal of the scheme on this reason.
- 5.26 It is noted that the submitted site plans are not entirely accurate showing a bay window to the front of No.14. No bay window was seen on the site visit. This does not alter the assessment.
- 5.27 It is also noted that some objections have been received raising concerns that the proposed replacement dwelling would be used as a garage by the occupiers of the adjacent dwelling No.18. The plans submitted do show that that the application site and No.18 are within the same ownership. However, only No.16 has been included within the redline boundary and the application seeks permission for a house. As such the application must be assessed on the details submitted and this shared ownership would not form reason for refusal.
- 5.28 The objection with regards to the impact upon Burnham Beeches is noted. The application site is not located within any of the catchment areas serving Burnham Beeches and consequently a hydrology report is not required. Nor, would the application result in a net increase of dwellings and consequently a legal agreement in accordance with the SAC Mitigation Strategy is not required.

### **Infrastructure and Developer Contributions**

Core Strategy Policies:

CP6 (Local infrastructure needs)

- 5.29 The development is a type of development where CIL would be exempt.

## **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.
- 6.3 It is considered that a fair and reasonable balance would be struck between the interests of the community and the human rights of the individuals concerned in the event planning permission being granted in this instance.



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

- 7.1 In accordance with paragraph 38 of the NPPF (2021) 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.
- 7.2 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.
- 7.3 In this instance more detailed plans were received better illustrating that the proposed balcony would be Juliet style and would not result in an unacceptable level of overlooking.

## **8.0 Recommendation:** Conditional permission, subject to the following conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning from the date of this decision notice. (SS01)  
Reason: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 (or any statutory amendment or re-enactment thereof).
2. No development shall take place until a schedule of materials to be used in the elevations of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details. (SM01)  
Reason: To safeguard and enhance the visual amenities of the locality. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)
3. Prior to the commencement of the development hereby permitted a specification of all finishing materials to be used in any hard surfacing of the application site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed using the approved materials. (SM02)  
Reason: To ensure that such works do not detract from the development itself or from the appearance of the locality in general. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)
4. No works or development shall take place until details of the proposed finished floor levels of the proposed replacement dwelling and of finished ground levels in relation to the surrounding area have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented and retained in accordance with these approved details. (SD16)  
Reason: To ensure that construction is carried out at suitable levels having regard to the amenities of neighbouring properties. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)
5. Notwithstanding any indications illustrated on drawings already submitted, no development shall take place until a scheme of landscaping which shall include indications of all existing trees, shrubs and hedgerows on the site and details, including crown spreads, of those to be retained has been submitted to and approved in writing by the Local Planning Authority. None of the trees, shrubs or hedgerows shown for retention shall be

removed or felled, lopped or topped within a period of five years from the date of this permission, without the prior written permission of the Local Planning Authority. (ST01)  
Reason: To ensure satisfactory landscaping of the site in the interests of visual amenity. (Policies EP3 and EP4 of the South Bucks District Local Plan (adopted March 1999) refer.)

6. 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 development hereby permitted or the substantial completion of the development, whichever is the sooner. Any trees, hedgerows or shrubs forming part of the approved landscaping scheme which within a period of five years from the occupation or substantial completion of the development, whichever is the later, 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 gives written consent to any variation. (ST02)

Reason: To ensure a satisfactory and continuing standard of amenities are provided and maintained in connection with the development. (Policies EP3 and EP4 of the South Bucks District Local Plan (adopted March 1999) refer.)

7. The destruction by burning, of materials within the site shall not take place within 8 metres of the furthest extent of the canopy of any tree or group tree to be retained on the site or on land adjoining as shown on submitted plan 20-11/11H. Similarly, no building materials, equipment, vehicles, plant, oil or other petroleum products shall be stored or allowed to stand within the branch spread of the trees to be retained on site. (ST12)

Reason: To ensure that the trees to be retained are adequately protected, in the interests of visual amenity. (Policies EP3 and EP4 of the South Bucks District Local Plan (adopted March 1999) refer.)

8. The first floor windows shown above ground floor level in the flank elevation of the proposed replacement dwelling hereby approved, shall not be glazed or reglazed other than with obscure glass and shall be non-opening unless the parts of the windows which can be opened are more than 1.7 metres above the floor of the room in which the window or roof light is installed.

Reason: To prevent overlooking and loss of privacy in the interests of the amenities of residents of the adjacent properties. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers)

9. No further windows shall be inserted at or above first floor level in the flank elevation(s) of the elevations hereby permitted. (SD17)

Reason: To prevent overlooking and loss of privacy in the interests of the amenities of the adjoining properties. (Policy EP3 of the South Bucks District Local Plan (adopted March 1999) refers.)

10. The flat roof area shown adjacent to the south facing dormer of the replacement dwelling hereby permitted shall not be used as a balcony, roof garden, sitting out area or similar amenity area without the grant of further specific permission from the Local Planning Authority.

Reason: To preserve the privacy and amenities of the adjacent property occupiers. (Policies EP3 and H11 of the South Bucks District Local Plan (adopted March 1999) refer.)

11. No other part of the development shall begin until the existing means of access has been altered in accordance with the approved drawing and constructed in accordance with the Buckinghamshire Council guide note "Private Vehicular Access within the Public Highway".  
Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the development.
12. Space shall be laid out within the site for parking for cars, loading and manoeuvring, in accordance with the approved plans. This area shall be permanently maintained for this 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.
13. Within one month of the new access being brought into use the existing access onto Caledon Road shall be permanently closed and stopped up in accordance with, the approved plans.  
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
14. The proposed development shall be constructed in accordance with the recommendations of the Ecological Appraisal prepared by Cherryfield Ecology and received 10/08/21.  
Reason: In the interests of improving biodiversity in accordance with NPPF and Core Policy 9 of the South Bucks Core Strategy (2011) and to ensure the survival of protected and notable species protected by legislation that may otherwise be affected by the development.
15. The proposed development shall be constructed in accordance with the details submitted within plan 20-11/105 A.  
Reason: The application site is located within an SFRA Area of Critical Drainage wherein development is required to be appropriately floor-resistant and resilient.
16. The development to which this planning permission relates shall be undertaken solely in accordance with the following drawings:

**List of approved plans:**

<u>Received</u>	<u>Plan Reference</u>
9 Sep 2021	20-11/10
9 Sep 2021	20-11/103 C
28 Nov 2021	20-11/121 C
9 Sep 2021	20-11/11 H
9 Sep 2021	20-11/122
9 Sep 2021	20-11/105 A

**INFORMATIVE(S)**

1. Due to the close proximity of the site to existing residential properties, the applicants' attention is drawn to the Considerate Constructors Scheme initiative. This initiative encourages contractors and construction companies to adopt a considerate and respectful approach to construction works, so that neighbours are not unduly affected by noise,

smells, operational hours, vehicles parking at the site or making deliveries, and general disruption caused by the works.

By signing up to the scheme, contractors and construction companies commit to being considerate and good neighbours, as well as being clean, respectful, safe, environmentally conscious, responsible and accountable. The Council highly recommends the Considerate Constructors Scheme as a way of avoiding problems and complaints from local residents and further information on how to participate can be found at [www.ccscheme.org.uk](http://www.ccscheme.org.uk). (SIN35)

2. You are advised that consent under the Building Regulations may be required for the proposed development and the Building Control Unit at the Council should be contacted in this regard. (SIN41)
3. 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.southbucks.gov.uk/CIL-implementation> or contact 01494 732792 for more information.

4. 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

## **APPENDIX A: Consultation Responses and Representations**

### Councillor Comments

I would like to call in this application as it has attracted a lot of interest in the locality, with several objections and a couple of supports too. The level of interest and comments made merit full discussion at planning committee so that all planning points made for and against can have a full and fair airing. To call this in, I am obliged to mention planning grounds. So, from looking at the plans, I think that the following aspects would merit consideration by the planning committee: Length, appearance and query dominance of the flank adjacent to number 14. Query dominance, appearance and impact of the garage at the front of the house. Building in front of the build line. Bulk of the building at first floor level compared with existing. Impact on amenity of neighbours. Fenestration at rear, including at first floor level. Overall massing and bulk. Inter-relation with no.18. Impact on amenity of future neighbours at no.18. There are no pecuniary, personal or prejudicial interests or personal bias to disclose.

### Parish/Town Council Comments

08/10/21- No objection.

15/10/21 - Further to the Planning Portal system technical problems last week, the Town Council Planning Committee has had the opportunity to now study the detail of this planning application which has raised concerns with us. We wish therefore to change our position to one where we object to this application. We are being asked to consider the application for planning permission at No.16 Caledon Road where the existing house will be removed and replaced by what appears to be a one bedroom house with associated rooms and double garage to the front. The plan includes taking some of the land from No. 16 and transferring it to No.18 where a much larger house would be built (although we note that no planning permission has been applied for at No.18). This application proposes building a house which would be out of character, design and size with other houses in Caledon Rd, contrary to Local Plan Policy EP3. If permission were to be granted here, it would also open up the opportunity for a successful application for a larger property at No.18, further emphasising the change of character, design and size in the street. With respect to this application, we also have concerns re: (1) the double garage proposed to be built forward of the building line (with specific impact on the property at No.14 because of the unsightly large brick wall that would confront the owner leaving via their front door); (2) the extensive glazing to the rear of the property (full height from ground level to eaves) which would impact the privacy of the neighbouring properties at No.14 and No.18 (which would be completely overlooked) (3) the proposed removal of a mature tree and the potential impact on a tree at No.14 from digging the foundations for No.16. We note that a previous planning application at this site (PL/21/0401/FA) was withdrawn without a final planning decision being taken. We are not aware why this application was withdrawn, though we note that most of the changes from that application to this application appear to relate to the internal rooms. The proposed building outline is little changed. We believe that this application should be rejected. If the applicant (who we understand may own both No.16 and No.18) wishes to proceed with their plan to alter the boundary between these properties then they should re-submit a full planning application for both properties at the same time so that the complete plan can be considered. We therefore trust that you will reject this application.

### Consultation Responses

**Highways** - Thank you for your letter dated 21st September 2021 with regard to the above planning application. Caledon Road is an unclassified road subject to a 30mph speed restriction. The proposal involves a replacement dwelling. I would not expect a significant increase in vehicular movements. An existing access point is to be altered; I can confirm this is acceptable from a highway's perspective. The other existing access is to be stopped up, which I have dealt with by way of condition. In terms of parking, the existing single integral garage is to be replaced with a replacement double integral garage with an additional space within the site. I am satisfied that this level of parking is in accordance with the Buckinghamshire Countywide Parking Guidance and there is sufficient space within the site for the vehicles to park clear of the highway. Mindful of the above, I do not have any objections to this proposal subject to the following conditions and informative point imposed in any consent you may grant.

**Tree Officer** - There are no current tree constraints at the above property or neighbouring property no.14 or 18. No tree information has been submitted to help support application. The proposed realignment of the driveway will be within the RPA of a purple plum and birch situated within the front garden of no.18 so 'no dig construction' should be considered by the applicant/agent to minimise ground/root disturbance from these two trees which can be categorised as category 'C' under BS 5837 guidance. A number of shrubs would have to be removed which help with the visual greenery of the road for proposed new access. A laburnum within the front garden of no.14 is in close proximity to proposed new garage/car parking space. In regards to the rear of the existing property a small cherry and Japanese maple will have to be removed to accommodate the size of proposed dwelling. Consideration could be given to transplanting the maple to another part of the garden as it is an attractive ornamental feature which are expensive trees to buy from a nursery. I have no objection in arboricultural terms and do not recommend a new TPO. If planning permission is permitted I recommend planning condition ST12.