



## Report to West Area Planning Committee

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<b>Application Number:</b>	21/05794/FUL
<b>Proposal:</b>	Construction of two storey rear extension to lower ground and ground floor with associated alterations and alterations to roof in connection with conversion of existing RAF Association Club to form 7 x 1-bed flats (with 4 x parking spaces, bicycle storage and refuse facilities), plus construction of detached single storey building for wider community use at rear (part retrospective)
<b>Site Location:</b>	114 Totteridge Road High Wycombe Buckinghamshire HP13 6EX
<b>Applicant:</b>	Mr Amid Yussouf
<b>Case Officer:</b>	Sarah White
<b>Ward(s) affected:</b>	Terriers & Amersham Hill
<b>Parish-Town Council:</b>	High Wycombe Town Unparished
<b>Date valid application received:</b>	24th March 2021
<b>Statutory determination date:</b>	19th May 2021
<b>Recommendation</b>	Approval

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

- 1.1 The proposed development would be considered to provide a suitable quality of living environment for the future occupiers of the site, without adversely affecting the residential amenities of the neighbouring properties of the safety and convenience of users of the adjacent highway.
- 1.2 The proposal would also be considered to provide adequate means of surface water drainage and ecological and biological mitigation measures.
- 1.3 The proposal would however result in the loss of an existing community facility, contrary to policy DM29 of the Adopted Local Plan. On balance, however, officers consider that the proposed alternative community facility, provision incorporated as part of the current proposal, would be considered acceptable.
- 1.4 Councillor Tony Green, Councillor Sarfaraz Khan Raja, and Councillor Arif Hussain called in the application for consideration by committee on the following grounds:

- loss of an existing community provision,
- overdevelopment of the site/residential development overbearing,
- overlooking of neighbouring properties,
- inadequate parking provision,
- concerns over management of proposed community facility,
- poor access to the community facility - narrow pathway between two residential buildings,
- lack of parking for the community facility.

1.5 Recommendation – the application is recommended for approval as a departure from policy DM29 of the Adopted Local Plan.

## **2.0 Description of Proposed Development**

2.1 This application relates to a two storey detached building which has undergone a number of previous rear extensions, and was last occupied by the RAF Association Club. The building is finished in brick with a painted render frontage, benefits from a spacious rear garden. Internal the building consists of an open plan layout at ground floor and a 3-bed flat at first floor.

2.2 Situated in an established residential area the site is bounded by residential properties to the east and west, and to the south by business units. The property is situated on a sloping site; to the front of the property the ground is level with the adjacent roadway, while ground levels at the rear of the site are lower, sloping away to the south.

2.3 Full planning permission is sought for the extension and conversion of the existing building to form 7 x 1-bed with associated parking, cycle and refuse storage, plus the construction of detached single storey building for wider community use at the rear of the site.

2.4 The proposed works to the main building include of the construction of a two storey rear extension. The proposed extension would be located adjacent the existing rear projection to provide 1 x 1-bed flat at lower ground and 1 x 1-bed flat at ground floor level.

2.5 The roof alterations involve the construction of a rear box dormer spanning the entire roofslope, the replacement of the existing pitched roof above the two storey rear projection with a new flat roof, and the creation of roof terraces to serve as private amenity areas for the new flats.

2.6 The application is accompanied by:

- a) Planning Statement
- b) Design and Access Statement
- c) Ecology and Trees Checklist
- d) Transport Statement
- e) SuDS Strategy

2.7 This application has been amended through the submission of drawing nos. P002 Rev A, P130 (site plan superseded), P P002 Rev A, P010 Rev D, P110, and P120. The application has also been amended through the submission of an amended SuDS strategy, drainage survey and Thames Water pre-planning response.

### 3.0 Relevant Planning History

Reference	Development	Decision	Decision Date
HW/38/52	Change of use to future non-residential club for RAF Association	Approved	07/03/1952

### 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)

4.1 The site is located within the High Wycombe settlement boundary, wherein residential intensification is considered acceptable in principle, subject to compliance with the relevant development plan policies and all other material planning considerations.

#### 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)

4.2 This application falls below the threshold for an affordable housing contribution.

#### 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)

Buckinghamshire Countywide Parking Guidance (BCPG)

4.3 The site falls within Residential Zone A. Totteridge Road is an unclassified, residential road subject to a speed restriction of 30mph, with parking and waiting restrictions present within the vicinity of the site in the form of double yellow lines. The road benefits from pedestrian footways on both sides of the highway, as well as street lighting.

4.4 The property benefits from an existing dropped kerb and hard surfaced area to the front of the building, which has previously been used to provide on-site parking.

4.5 Several representations have been received raising concerns regarding the potential impact upon highway safety due to the amount of on-site parking relative to the scale of the proposed development, and the usability of those spaces.

4.6 The application has been amended to reduce the number of parking spaces to 3, with an extended dropped kerb to allow vehicles to safely access the spaces, in accordance with the Highways consultation comments. The amended parking arrangement also ensures that the pedestrian right of way with the neighbouring property is unimpeded.

4.7 On the basis of the Buckinghamshire Countywide Parking Guidance (BCPG) the existing permitted use of the site would require 13 parking spaces, resulting in a current shortfall of 12 parking spaces. The current proposal would require a total of 11 parking spaces, resulting in a shortfall of 8 parking spaces.

- 4.8 The application proposal would therefore displace fewer vehicles onto the publicly maintained highway than the permitted use of the site. As such officers have no grounds to object to the shortfall in parking provision available to serve the proposed development.
- 4.9 Secure, covered storage for 4 x bicycles would be provided to the side of the existing building to serve the occupants of the new flats. Whilst this provision falls below the standard of one cycle space per flat, it is considered that sufficient space exists within the site to allow the provision of either larger cycle store or perhaps a second cycle store. The details of the additional storage can be adequately dealt with by means of a condition.
- 4.10 In accordance with the Highway comments, it is considered appropriate to impose a condition requiring the 3 frontage parking spaces to be allocated solely for the use of the proposed residential units.
- 4.11 The amended plans indicate that pedestrian access to the new community building would incorporate a ramped access to the building, providing a more convenient way to enter the site for manual wheelchair users. In addition the pedestrian access would have a gradient no steeper than 1 in 12, which is in accordance with the DfT publication 'Inclusive Mobility'.
- 4.12 The application drawings also indicate the provision of dedicated, covered cycle storage for users of the new community building, to encourage the use sustainable methods of transport.
- 4.13 It is therefore considered that, subject to conditions, the proposal would not be considered to have a detrimental impact upon the safety and convenience of users of the adjacent highway.

#### **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)  
Adopted Residential Design Guidance

- 4.14 The application site is a former dwelling, converted to form a RAF Association club in the 1950s, which is situated in an established residential area. The proposed development would retain the existing site frontage, with the majority of the development located to the rear.

#### **Conversion and extension to form 7 x 1-bed flats**

- 4.15 The property has previously undergone a series of extensions to the rear of the building, resulting in a disjointed appearance when viewed from the side and the rear. The proposed extensions and conversion works would be considered to achieve a more cohesive form of development than the previous extensions.
- 4.16 Visually the proposed building steps down from the front to the rear, in line with the ground levels. The rear projections follow the building line of the existing flank walls, with the proposed rear extension maintaining a separation distance of between 3.6 and 4.4 metres from the side boundary with No. 112 Totteridge Road. The use of flat roofs is considered to further minimise the overall bulk of the development.
- 4.17 Whilst the proposed development would project further to the rear than the neighbouring dwellings, taking into account the location and amount of existing amount of built form on site, the proposal would not be considered to adversely affect the

character and appearance of the existing building, or the character an appearance of the area.

- 4.18 Subject to the use of appropriate materials the conversion of the existing building to form 7 x 1-bed flat would not be considered to have a detrimental impact up the character and appearance of the area.

#### Community Building

- 4.19 The proposed community facility would be located to the rear of the site where ground levels are lower. The new community building takes the form of a single storey flat roofed building, separated from the residential development new hedge planting.
- 4.20 Taking into consideration the scale and form of the proposed community building, and the existing community use of the main building it is not considered that this aspect of the development would have a detrimental impact upon the character and appearance of the wider area.

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

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

Adopted Residential Design Guidance

#### Future Occupiers

- 4.21 The proposal would create 7 x 1-bed 2-person flats. Flats 1, 2, 5, 6 and 7 are accessed via the existing main entrance within the front elevation, whilst flats 3 and 4 would share lobby access to the side of the building.
- 4.22 The minimum internal floor area for 1-bed 2-person flat, as set out in the Government's internal space standards, is 50m<sup>2</sup>. In this instance the proposed flats would all have an internal floor area between 50m<sup>2</sup> and 55m<sup>2</sup>.
- 4.23 Taking into account the close proximity of the neighbouring dwellings, the existing building relationship, and the proposed internal layout, the level of light, outlook and privacy for each unit would be considered to be within acceptable levels.
- 4.24 All flats would have access to the a communal amenity area to the rear of the building, with flats, 1, 4, 5, 6, and 7 also having direct access to individual private amenity spaces.
- 4.25 Bin storage for the flats would be conveniently located to the side of the building, housed in modest timber storage structures.
- 4.26 On-site parking is limited, therefore occupiers of the development will largely be reliant on either on-street parking, or on more sustainable forms of transport such as cycling, walking and public transport.
- 4.27 The proposed site layout provides secure, covered cycle storage for 4 cycles. Given the shortfall in parking it is considered appropriate to impose a condition requiring installation of an addition 3 covered cycle storage spaces, to allow for 1 cycle space per flat.
- 4.28 Subject to conditions, the proposed layout would be considered to achieve a satisfactory standard of living environment for the future occupiers of the site.

## Neighbouring Properties

- 4.29 The properties most likely to be affected by the proposed development are Nos. 116 and 112 Totteridge Road, which adjoin the site to the east and west respectively.
- 4.30 The proposed development would increase the number of residents within the main building. Having regards to the former use of the building however, which was available for hire and licenced for the sale of alcohol every day of the week, the level potential level of noise disruption associated with the intensification of the residential element would not be considered particularly greater than the permitted use of the site.
- 4.31 With regards to the relationship with No. 116 Totteridge Road, the main areas for concern would be new window openings, and the potential level of overlooking arising from the new private amenity areas.
- 4.32 The proposal incorporates three openings within the flank elevation facing No. 116 Totteridge Road; an existing first floor window which would serve the kitchen of Flat 5, and a ground and lower ground floor window serving the stairwell to Flat 3. None of these openings are considered to raise any significant concerns in respect of privacy.
- 4.33 With regards to the private amenity areas, in order to minimise the level of overlooking permissible, it is considered appropriate to impose a condition requiring the erection of privacy screening along the flank elevation of the private terraces, with a minimum height of 1.7 metres.
- 4.34 No. 112 Totteridge Road is located to the west of the site adjacent the pedestrian access to the rear of the site and the location of the proposed rear extension.
- 4.35 As discussed above, the rear projections follow the building line of the existing flank walls, with the proposed rear extension maintaining a separation distance of between 3.6 am 4.4 metres from the side boundary with No. 112 Totteridge Road.
- 4.36 The alignment of the buildings is such that No. 112 Totteridge Road is angled slightly away from the application site. Alongside this, consideration has also been given to the ground levels within the site, the relationship between the neighbouring dwelling and the existing building form on site, the distance from the side boundary, and the use of a flat roof design which is considered to minimise the overall bulk of the development.
- 4.37 On the basis of the above the impact upon the light levels and outlook of No. 112 Totteridge Road would be considered to be within acceptable limits.
- 4.38 With regards to privacy, the openings within the flank elevation of the proposed development serve; the bathroom of Flat 4 at lower ground floor, the living, bathroom and bedroom of Flat 2 and the bathroom of Flat 3 at ground floor, the kitchen, bathroom and bedroom of Flat 6 at first floor, and the kitchen of Flat 7 within the roofspace.
- 4.39 With the exception of the ground floor living room, which is an existing opening, and bedroom of Flat 2, all of these openings either serve non-habitable rooms or as secondary windows and could therefore be conditioned to be fixed shut and obscurely glazed to a height of 1.7 metres above finished floor level.
- 4.40 Due to the changing ground levels, the proposed bedroom window of Flat 2, has a raised cill level in comparison with the adjacent ground levels, would face towards the rear doorway and what appears to be a non-habitable room window situated in the flank elevation of No. 112 Totteridge Road. Given the angle of this opening relative to

the nearest habitable room window with the rear elevation, any loss of privacy would be minimal.

- 4.41 Representations were received in respect of the impact of the proposed parking arrangement upon the shared access between Nos. 112 and 114 Totteridge Road. The parking arrangement has subsequently been amended to ensure that the pedestrian right of way with the neighbouring property would be unimpeded.
- 4.42 With regards to the impact of the proposed community building upon the residential amenities of the neighbouring properties, this can be broken down into two areas; impacts arising from the physical structure, and impacts arising from the use of the building.
- 4.43 Taking into account the scale, design, and location of the community building relative to the neighbouring properties, and the proposed landscaping surrounding the building, the physical structure would not be considered to raise any concerns in respect of neighbouring privacy.
- 4.44 The community building would be accessed via a pedestrian path to the side of the building, adjacent the side boundary with No. 112 Totteridge Road. It is considered that any potential overlooking could be adequately mitigated against through the construction of a new 1.8 metre high close board fence along the western boundary of the site.
- 4.45 Concerns have been raised in respect of the management of the proposed community building and the potential impact upon the amenities of the neighbouring properties.
- 4.46 Whilst officers are mindful of the permitted use of the site, which would not preclude the use of the garden area by its patrons, in order to minimise the impact upon the amenities of the neighbouring properties it would be considered appropriate to impose a condition requiring the submission of a detailed community facility management plan to set out security and management measures including; restrictions to the hours of use, the location and maintenance of CCTV cameras, etc.
- 4.47 On the basis of the above, it is considered that the impact upon the residential amenities of neighbouring dwellings could be adequately mitigated against through the use of appropriately worded conditions.

### **Flooding and drainage**

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

- 4.48 The site is located within Flood Zone 1 in an area where there is no identified risk of surface water flooding and ground water levels are at least 5 metres below ground level.
- 4.49 Objections were initially raised to the application on the basis that the applicant was unable to provide site specific infiltration rates, and an alternative surface water management scheme in the event that site specific testing showed that infiltration would not be possible.
- 4.50 Further information has subsequently been submitted and the Council's SuDS specialists have confirmed that, on the basis of the documents below, Buckinghamshire Council as the Lead Local Flood Authority has no objection to the proposed development subject to the suggested condition. Document list:
  - Thames Water Pre-Planning Enquiry (DS6093380, 18/03/2022, Thames Water)

- Email Correspondence (10/03/2022)
- Site Plan (23.12.2021, Express Solutions Group)
- CCTV Survey Report (AP11332, 23/12/2021, Express Solutions Group)

### **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)

- 4.51 Policy DM34 requires all development to protect and enhance both biodiversity and green infrastructure features and networks both on and off site for the lifetime of the development. No assessment has been provided with this proposal so it falls to the Local Planning Authority to consider what would be proportionate for the development proposed.
- 4.52 In this instance the proposal would result in the loss of an area of existing hardstanding and lawn. The application drawings indicate the provision of additional soft landscaping in the form of hedge planting to separate the residential and community uses, and the planting of 2 x new trees within the communal amenity space.
- 4.53 On balance it is considered that the proposed landscaping improvements, alongside the installation of ecological enhancements such as bird boxes and an invertebrate house, would be sufficient to offset the impact of the proposed development. Subject to a suitably worded condition the proposal would therefore be considered to protect and enhance both biodiversity and green infrastructure in accordance with the requirements of Policy DM34.

### **Community facilities**

Wycombe District Local Plan (August 2019): DM29 (Community Facilities)

Community Facilities SPD (October 2011)

Community Facilities Strategy - May 2009 (updated August 2011 and March 2014)

- 4.54 This application relates to a former RAF Association Club, which is identified within the 2014 Community Facilities Strategy update as a facility available for hire, reference CFTER017. It is understood that the whole of the ground floor area was available to hire, which equates to appropriately approximately 165sqm on floor area, inclusive of toilet facilities etc.
- 4.55 The existing facility is shown on the Terriers and Amersham Hill ward profile as being located in an area of overlapping catchment boundaries for a number of different facilities.
- 4.56 Planning permission is sought for the extension and conversion of the existing building to create 7 x 1-bed flats, which would result in the loss of the existing community facility contrary to Policy DM29.
- 4.57 Policy DM29 states that land or buildings last occupied for community use must be retained unless the applicant has clearly demonstrated through an exhaustive needs assessment that the land and/or building proposed to be lost is surplus to requirements. The focus of this policy is to protect the array of land and buildings across the district and not the current business or occupiers per se. Protecting land and buildings in this way allows for new and different community uses to replace past uses within communities.



- 4.58 Officers are mindful that the most recent update to the Community Facilities Strategy was undertaken in March 2014, therefore the strategy is overdue for review. In 2104 the Terriers and Amersham Hill Ward was identified as having only 1 dedicated facility, although geographically most of the area was within the catchment of a community facility within another ward. Overall the ward was noted as having a deficiency in community space geographically, numerically, and in terms of the size of the facilities available.
- 4.59 Section 4 sets out the action that needs to be taken on a ward by ward basis to meet the identified deficiencies. For Terriers and Amersham Hill Ward the report recommends that CIL contributions are sought from local development for a new community facility in the area.
- 4.60 In this instance the applicant proposes to provide a replacement facility to the rear of the main building, to off-set the loss of the existing community facility.
- 4.61 The proposal also involves the construction of a detached, single storey community building at the rear, with an internal floor area of approximately 70sqm. The building would benefit from level access to the main road via a pedestrian ramp, dedicated bin and cycle storage, as well as a small garden/soft landscaped area. Internally the building consists of: a lobby, separate reception room, one small meeting room, one larger meeting room, a disable toilet and 2 x able-bodied toilets.
- 4.62 Whilst the scale of the building would make it unsuitable for sporting activities or large gatherings such as wedding receptions, the internal layout and level access would make the building suitable for smaller community groups such as toddler groups, mental health support programs, disabled/elderly persons social groups, etc.
- 4.63 The community facility design statement submitted with the application suggests the following uses as examples:
- A community centre charity operating as a drop-in IT centre offering training and educational opportunities for women.
  - A charity concentrating on regeneration and unemployment issues providing such initiatives as job clubs and vocational training programmes.
  - A charity aimed at elderly people such as lunch clubs and day trips.
- 4.64 Taking into account the new community building located to the rear of the site, the current scheme would result in the partial loss of the site for community use, approximately 95sqm in floorspace.
- 4.65 Whilst the proposal would result in a loss of community floorspace, in this arrangement, the proposal would provide an alternative, dedicated, disability friendly, community facility. On balance, despite the reduction in floor area, officers consider that the alternative community provision would adequately off-set the loss of the existing facility in this case.

### **Building sustainability**

Wycombe District Local Plan (August 2019): CP12 (Climate Change), DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM41 (Optional Technical Standards for Building Regulations Approval)

Air Quality SPD (March 2020)

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

- 4.67 The adopted Air Quality SPD requires the provision of car charging points in connection with all minor developments. This is to reduce air pollution within the Council's Air Quality Management Areas. Whilst the site is not within an AQMA it is likely that traffic generated by the development would travel through the AQMA to access higher order services.
- 4.68 The Air Quality SPD specifies that one electric vehicle charging point should be provided per residential dwelling. In this instance insufficient space exists to provide onsite parking for all of the flats and the proposed community building.
- 4.69 In order to comply with the Air Quality SPD it is therefore considered necessary to impose a condition requiring all of the onsite parking spaces to be served by an electric vehicle charging point with a minimum rating of 32 amp adjacent to the new parking spaces, or at an alternative location which is first agreed with the LPA, prior to the initial occupation of the development. This also meets the objectives of Policies CP12 and DM33 to address carbon emissions and climate change.
- 4.70 Policy CP12 promotes mitigation and adaptation to climate change and supports the integration of renewable technologies into residential and commercial developments of all sizes. Policy DM33 also requires the integration of renewable technologies into developments. In this instance measures such as solar panels could be provided and these can be secured by way of an appropriately worded condition.

#### **Infrastructure and Developer Contributions**

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

DSA: DM19 (Infrastructure and delivery)

- 4.71 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 (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 most of the development plan policies, except for Policy DM29, however officers consider that sufficient justification exists to recommend the approval of the application as a departure from this policy.
- 5.4 The Human Rights Act 1998 Article 1 the protection of property and the peaceful enjoyment of possessions and Article 8 the right to respect for private and family life,

have been taken into account in considering any impact of the development on residential amenity and the measures to avoid and mitigate impacts. It is not considered that the development would infringe these rights.

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

- 6.1 In accordance with paragraph 38 of the NPPF 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. The agent was advised of any issues with the planning application as they arose and provided the opportunity to submit amendments to address those issues. The agent responded by submitting amended plans which were found to address the issues raised, albeit the amended proposal was not considered to be in complete compliance with the Council's policies. The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

## **7.0 Recommendation**

The proposal is therefore recommended for approval as a departure from policy DM29 of the Adopted Local Plan, subject to the following conditions and reasons:

1. The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers P001, P002 Rev A, P003, P004, P005, P006, P007, P008, P009, P010 Rev D, P011, P012, P110, P120, and P130 (site plan superseded), 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.
2. No further work shall be undertaken 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:
  - Proposed discharge rate is limited to 2l/s
  - 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
  - An assessment of SuDS components, including but not limited to permeable paving, green roofs, rain gardens/planters, active rainwater harvesting. Where necessary, justification for exclusion must be provided
  - 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 dwelling(s) and the drainage component(s), showing pipe numbers, gradients, and sizes, complete together with

storage volumes of all SuDS component(s). This drawing should include flow direction for exceedance routes

- Construction details of all SuDS 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 167 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

3. The materials to be used for the external surfaces, including walls, roofs, doors and windows shall be of the same colour, type and texture as those used in the existing building, unless specified within the application details hereby permitted or otherwise first agreed in writing by the Local Planning Authority. For the avoidance of doubt this may include the use of white painted render.

Reason: To secure a satisfactory external appearance.

4. Prior to the first occupation of the residential units hereby permitted, a detailed management plan for the community building shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the community building shall only be used in accordance with the approved details, unless otherwise first agreed with the Local Planning Authority. The development shall thereafter be retained in accordance with the approved details.

The management plan shall include/make provision for;

- Specified hours of use,
- Security measures including CCTV,
- Management and maintenance responsibilities.

Reason: To ensure an appropriate form of development and to safeguard the residential amenities of the adjacent properties.

5. The residential units shall not be occupied until the works associated with the new community building have been carried out and completed in accordance with the proposals contained in the application and any plan or drawing submitted therewith.

Reason: To ensure the specified works will be carried out as approved, and to avoid any detriment to the community by reason of works remaining uncompleted.

6. The flats hereby permitted shall not be brought into use until details of the provision of renewable technologies within the development (such as photo voltaic cells) have been submitted to and approved in writing by the Local Planning Authority. Thereafter the flats shall not be occupied until the scheme has been fully implemented in accordance with the approved details.

Reason: To ensure that measures are incorporated within the development to reduce carbon emissions in accordance with Policies CP12 and DM33 of the adopted Wycombe District Local Plan (2019).

7. No further work on the development shall recommence until details of the new vehicular access scheme have been submitted in writing to and approved by the Planning Authority. 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. 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.
9. The scheme for parking indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and will be used solely for the purposes of the residential units of the development, and that area shall not thereafter be used for any other purpose.  
Reason: To enable vehicles to draw off and park clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.
10. Prior to the initial occupation of the development, one 32 amp electric vehicle charging point shall be installed per on-site parking space, unless otherwise first agreed in writing by the Local Planning Authority. The charging points shall thereafter be retained as such, in working order.  
Reason: To assist in the reduction of air pollution from vehicular traffic by facilitating the use of electric vehicles to reduce the negative impact on the health of residents living within the Air Quality Management Area and to meet the requirements of Policies CP12 (Climate Change) and DM33 (Managing Carbon Emissions, Transport and Energy Generation) in the adopted Wycombe District Local Plan (2019).
11. Notwithstanding any other details shown on the plans hereby approved, the window(s) and any other glazing to be inserted above ground floor level in the west flank elevation of the main building facing No. 112 Totteridge Road shall, up to a minimum height of 1.7 metres above finished floor level, be fixed shut (without any opening mechanism) and glazed in obscure glass. The window(s) shall thereafter be retained as such and no further windows, doors or openings of any kind shall be inserted in the flank elevations of the residential development hereby permitted without the prior, express planning permission of the Local Planning Authority.  
Reason: To safeguard the privacy of occupiers of the adjoining properties.
12. Amended cycle storage facilities to increase the capacity of the cycle storage for the residential element from 4 bicycles to 7 bicycles, shall be submitted to and approved in writing by the Local Planning Authority prior to the initial occupation of the residential units. The approved cycle and bin storage facilities shall thereafter 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 cycle parking and waste storage and in the interests of the amenities of the occupiers and adjacent residents.
13. In accordance with the indicative information submitted, a fully detailed landscaping and ecological enhancement scheme for the site shall be submitted to and approved in writing by the Local Planning Authority Prior to the initial occupation of the development.  
The scheme shall identify and include provision for:
  - Grass/lawn
  - Raised planters

- Hedge planting,
- Tree planting
- Hard surfacing - identifying areas of permeable surfacing
- Sections of roofing utilising the Bauder Blue Roof System
- Bird box (type and location)
- Invertebrate house(type and location)

The development shall be implemented in accordance with the approved details, with the bird box and invertebrate house provided prior to the initial occupation of the residential units, unless otherwise agreed in writing by the Local Planning Authority and thereafter retained for the lifetime of the development.

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

14. 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 5 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.

15. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the detached building to the rear of the site shall be used only for the purpose of providing a small scale community facility and for no other purpose including any other Sui Generis use.

Reason: To enable the Local Planning Authority to retain control over the use in the interests of the residential amenities of the neighbouring properties and the provision of community facilities within the area.

16. Privacy screening at a height of 1.7 metres above finished floor level shall be installed to the flank elevations of the private amenity/terrace areas prior to the initial occupation of the residential units they serve. The privacy screening shall thereafter be retained for the lifetime of the development.

Reason: In the interests of the residential amenities of both the future occupiers and the neighbouring properties.

17. 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, and subsequently fully implemented in accordance with the approved details prior to the initial occupation of the residential units. The development shall thereafter only be carried out in accordance with the approved details. 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.

## 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 provided with pre-application advice. The agent was advised of any issues with the planning application as they arose and provided the opportunity to submit amendments to address those issues. The agent responded by submitting amended plans which were found to address the issues raised, albeit the amended proposal was not considered to be in complete compliance with the Council's policies. The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

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

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

### Councillor Comments

#### **Councillor Tony Green**

Initial comments: I object to the proposed development because its current planning permission is as a club and community facility, which has provided much needed community facilities in an area with a severe shortage of community facilities as identified in the Wycombe District Council Community Facilities Strategy. The development is also an over-development of the site with insufficient parking provision being supplied contrary to the Council's parking standards. If the officer is minded to agree this application, I would request that it is taken to the planning committee for determination.

Amended plan comments: The amended plans reduce the parking provision for the residential part of the development to 3 spaces which is totally inadequate for a development of this size and do not meet the Council's parking standards. The community facility will have no parking provision which is unacceptable given that local on-street parking is controlled and therefore unavailable to non-residents. The nearest public parking is 1/4 mile away. Access to the community facility is via a narrow pathway between two residential buildings and is not acceptable.

The residential development is overbearing and overlooks the neighbouring properties. It is over-development of the site and should be refused. If officers are minded to agree then I request that the application is referred to committee for determination.

Amended plan comments: The amended plans do not make up for the loss of community facilities caused by the suggested development. There is no information about how the proposed community facility would be managed or owned. One disabled parking space is inadequate and would further reduce the parking provision for the proposed flats.

I object strongly to this application which has been built in advance of the application being determined and would ask that if officers are minded to approve the application, it is referred to the planning committee for decision

#### **Cllr Sarfaraz Khan Raja**

If the Officer is minded to approve this application then I would like this brought to the Planning Committee. As a number of residents have concerns regards to this development.

#### **Councillor Arif Hussain**

A number of residents have called to show their concerns:

1. overdevelopment
2. lack of parking
3. concerns over construction of detached building for wider community.

Therefore if minded to approve, please bring it to planning committee.

### Parish/Town Council Comments

#### **High Wycombe Town – Unparished Terriers and Amersham Hill Ward**

##### Consultation Responses

##### **Leisure and Community**



Comments: None received

### **Planning Policy**

Comments: None received

### **Environmental Health**

Initial Comments: No objection subject to the condition that all four parking spaces are provided with an electric vehicle charging point with a minimum rating of 32 amp must be provided prior to the occupation of the development.

Amended Comments: It is now recognised that the amended plans suggest that only three parking spaces will be provided and that all three are intended to have electric vehicle charging points provided. The provision of these charging points should therefore be conditioned.

### **Highways**

Comments (April 21): An extension of the existing dropped kerb, or creation of a new dropped kerb, would enable a safe and legal means of access to the parking spaces numbered 2 and 3. Due to the kerb upstand required for the adjacent bus stop, it is not believed that the parking space numbered 1 could be provided with a means of access.

A suitable condition could secure the creation of a legal means of access which would result in an increase of 2(no) parking spaces within the site curtilage relative to the existing situation.

Whilst the site will continue to displace vehicles onto the public highway, when considering the proposal against the current lawful use of the site the development will lead to a reduction in parking displacement. No objection subject to the suggested conditions.

Comments (August 21): It appears that space number 4 obstructs a right of way with the neighbouring property. I request that the plans are amended with a new parking arrangement, or demonstration of the full right of way unimpeded by the parking arrangement.

The amendments that have been made to the parking layout include a new disabled space, however due to the lack of disabled parking spaces serving the existing community use on the site the Highway Authority does not consider a disabled space to be necessary for mitigation for an impact upon the safety, capacity, or congestion of the public highway in this instance. However, the Highway Authority has previously noted space 1 cannot be accessed, and should therefore be removed, which would result in sufficient space for space 2 to serve as a disabled space if required.

I request that either the 3(no) proposed parking spaces that can be achieved within the site are to be used solely for the purposes of the residential units, or are proposed solely for the use of the community use building, which can be secured by way of condition. In either instance, the amendments including a new community facility to the rear of the site will be assessed in isolation from the main building.

In consideration of the above, I am satisfied that the community facility is considered as a car-free facility, due to the TRICS information demonstrating that people travelling to these community sites use sustainable methods of transport when it is convenient and available, and the extensive parking and waiting restrictions within the vicinity of the application site.

I request amended plans demonstrating a revised parking layout, appropriate reference to the extending of the dropped kerb along the site frontage, cycle storage coverage, as well as information pertaining to the elevations and gradients of the pedestrian access.

Comments (October 21): In most recent comments, the Highway Authority requested amended plans demonstrating a revised parking layout, appropriate reference to the extending of the dropped kerb along the site frontage, cycle storage coverage, as well as information pertaining to the elevations and gradients of the pedestrian access. The applicant has subsequently provided amended plans which the Highway Authority find to be acceptable. No objection subject to the suggested planning conditions and informative points.

### **LLFA (SuDs)**

Comments (April 21): The LLFA requires further information prior to the determination of this application. The applicant has not demonstrated that there is an alternative scheme in the event that the infiltration testing shows that infiltration is not possible. As the applicant is at this stage unable to provide site specific infiltration rates, they must provide an alternative surface water management scheme in the event that site specific testing shows that infiltration is not possible.

Comments (August 21): While there is now an additional building at the rear of the site there is no new information relating to drainage, as such the previous comments from April still stand.

Comments (October 21): The LLFA objects to the proposed development due to insufficient information regarding the proposed surface water drainage scheme. There are concerns with the viability of the alternative scheme proposed; the applicant must provide information on a number of key points to demonstrate that the proposed scheme is viable.

Comments (3<sup>rd</sup> March 22): The LLFA objects to the proposed development due to insufficient information regarding the proposed surface water drainage scheme. Outstanding Information:

- Pre-planning enquiry from Thames Water to show that the sewer has sufficient capacity to take on additional flows from this development
- Clarification about how flows will be controlled into the Thames Water sewer.

Comments (29<sup>th</sup> March 22): The LLFA has no objection to the proposed development subject to the suggested planning conditions listed being placed on any planning approval.

### **Representations**

#### **Representations**

8 letters of representation were received raising the following concerns/objections:

- Insufficient parking for proposed level of occupation,
- Results of parking survey flawed,
- Impact upon highway safety,
- Need for electric vehicle charging points,
- Dropped kerb serving parking area of insufficient width,
- Overdevelopment of site,
- Scale of extensions and the location of the community building unneighbourly - impact upon neighbouring light, outlook, and privacy,
- Insufficient information regarding the future use and management of the community

building,

- Increased noise disturbance,
- Concern a shared access between Nos. 112 and 114 Totteridge Road would be blocked by the proposed parking layout.

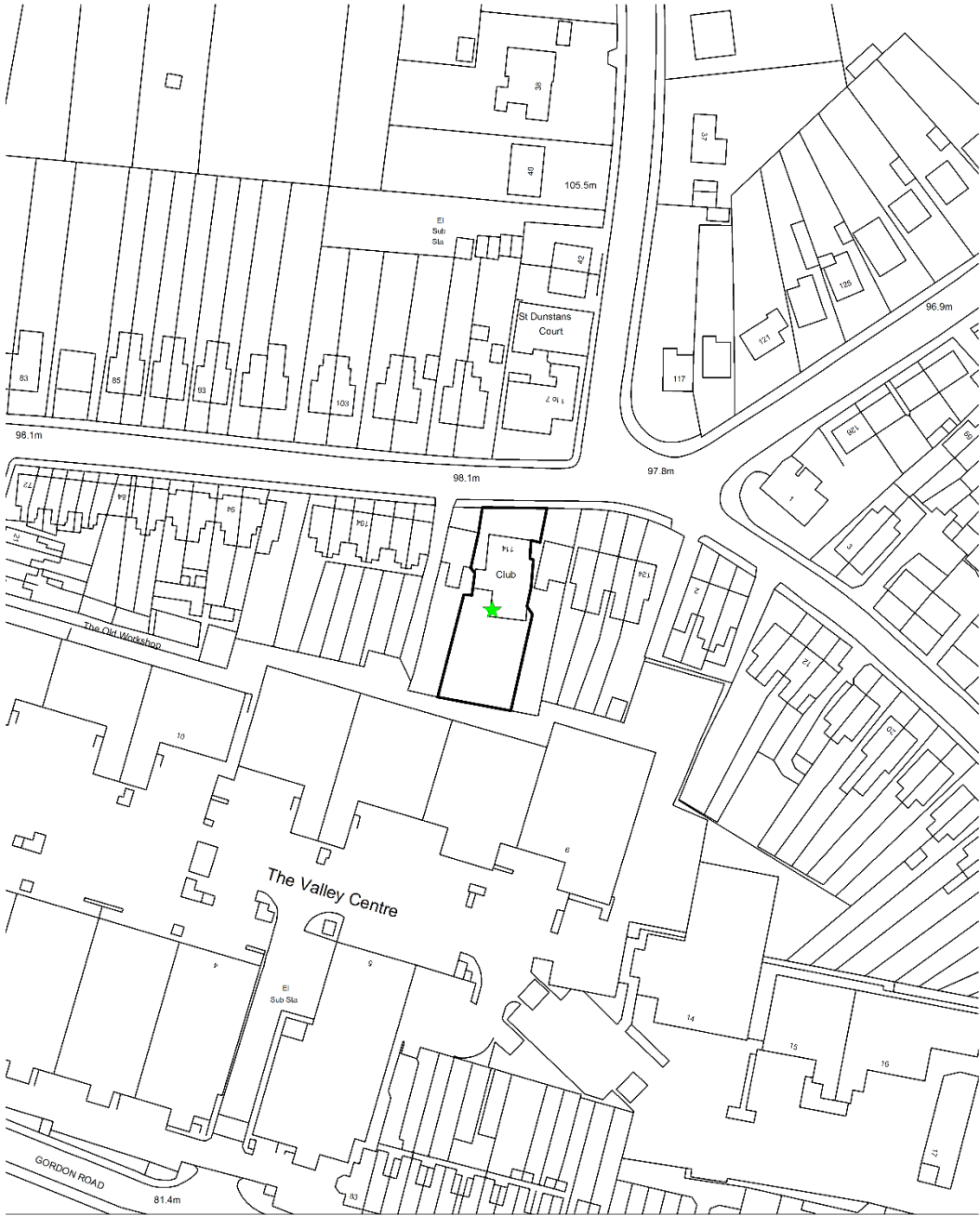
Comments have also been received in relation to the works which have been carried out on site to date:

- Whether planning permission can be refused given that the works have taken place,
- If the works undertaken meet the necessary Building regulations/Health and Safety Regulations,
- The use of the rear garden for waste material storage and disposal.

These matters are dealt with separately through the relevant Building Regulations, Health and Safety, and Environmental Health legislation.

# APPENDIX B: Site Location Plan

21/05794/FUL  
Scale 1/1250



Planning Committee  
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Ordnance Survey 100062456