



Report to West Area Planning Committee

Application Number:	21/07006/REM
Proposal:	Reserved matters application for approval of access, appearance, landscaping, layout, scale and associated works including proposed Village Green scheme pursuant to outline planning permission 18/05597/OUT
Site Location:	Slate Meadow Stratford Drive Wooburn Green Buckinghamshire
Applicant:	Croudace Homes
Case Officer:	Declan Cleary
Ward(s) affected:	The Wooburns, Bourne End, and Hedsor
Parish-Town Council:	Wooburn and Bourne End
Date valid application received:	08/07/2021
Statutory determination date:	07/10/2021
Recommendation	<p>That the application is delegated to the Director of Planning and Environment for Approval subject to:</p> <ol style="list-style-type: none">1) The completion of a signed Unilateral Undertaking or Deed of Variation to original Legal Agreement to secure: Burnham Beeches Special Area of Conservation mitigation comprising financial contributions towards either:<ol style="list-style-type: none">i) Recreational and/or accessibility improvements at Little Marlow Lakes Country Park, in accordance with measures set out in any future scheme for LMLCP that would provide equivalent mitigation to the SAMMS for the same contribution; or,ii) the Burnham Beeches SAMMS, should other options not be forthcoming and/or feasible by the time the site is ready for residential occupation;2) The removal of the objection from the Environment Agency on flood risk grounds, or if significant changes to the layout are necessary, then the application will be returned to Committee for further consideration;

- 3) Any further conditions/measures necessary arising from the EA; and,
- 4) The referral to the Secretary of State
 - a. if an objection on flooding grounds is maintained by the EA
 - b. for their determination as to whether the application should be called in (in accordance with the third party call-in request received),

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 This application was heard at West Area Planning Committee on 8th June 2022, where members of the Committee decided to defer the application to consider further details regard the Burnham Beeches SAC, design, scale and layout, flooding and drainage, ecology matters, and highways and parking considerations.
- 1.2 The application is being reported to Planning Committee as the application has been called in by Cllr Wilson for the reasons set out in the original committee report.
- 1.3 The original Committee Report from 8th June 2022 is contained in Appendix C, and update report at Appendix D, and this report is an addendum to these original documents. This report comments on the matters for which the application was deferred, as set out in paragraph 1.1 above, and covers any further developments since last considered at Committee. It is not considered necessary to repeat the description of development, planning history, or areas of consideration which were not disputed or queried at Committee.
- 1.4 Matters of first principle have been established under the outline consent, which has been supported by a Legal Agreement to deliver the necessary obligations required to make the development acceptable. The principle of an access off Stratford Drive has been established as has the impact on the highway network associated with the quantum of development.
- 1.5 It is considered that the proposed development is acceptable in terms of the layout, scale, appearance, access and landscaping, and that the proposals would not give rise to material harm to warrant a refusal of the reserved matters.
- 1.6 With regard to mitigation towards the Burnham Beeches SAC, the applicants have confirmed that they would SAMMS which can be secured by Legal Agreement. Furthermore, the outstanding information required from the EA with regard to post development modelling for flood plain compensation has been submitted, and confirmation from the Environment Agency is awaited.
- 1.7 It should also be noted that the Secretary of State has received a request to consider whether to call the application in for determination. Therefore, in the event of a resolution to approve as recommended the application will need to be referred to the Department for Levelling Up, Housing and Communities.
- 1.8 Officers remain of the opinion that the applications are wholly acceptable and in accordance with the Development Plan when considered as a whole, and that the recommendation remains one of an approval subject to conditions and entering into a legal agreement to secure Burnham Beeches SAC mitigation.

2.0 Policy Considerations and Evaluation

Transport matters and parking

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP12 (Climate change); DM33 (Managing Carbon Emissions: Transport and Energy Generation); BE.1 (Slate Meadow, Bourne End and Wooburn); DM35 (Placemaking and Design Quality)

DSA: DM2 (Transport requirements of development sites)

Interim Guidance on the Application of Parking Standards

Buckinghamshire Countywide Parking Guidance

Slate Meadow Development Brief (March 2018)

Access/Highway Safety

- 2.1 The principle of residential development on this site, for up to 150 dwellings, with access from Stratford Drive is established through the outline consent and Development Plan policy. It is not possible to revisit points of first principle in this regard. Policy BE.1 is clear that the main vehicular access shall be from Stratford Drive, and to limit vehicle access from Eastern Drive and Frank Lunnon Close, while no direct vehicular access shall be from the A4094.
- 2.2 Policy BE.1 of the WDLP, at criteria e) i, states that contributions should be sought towards measures along the A4094 to ensure the routes resilience, and at e) iii, to upgrade the pedestrian crossing east of Stratford Drive to a signal controlled crossing, if appropriate. The outline application was supported by a robust Transport Assessment, as appropriate, which confirmed that there would be no technical justification for off-site Highways improvements along the A4094. These conclusions were agreed and accepted by the Local Highway Authority and who have reaffirmed that it is not possible or necessary to revisit this matter.
- 2.3 It is acknowledged that the Wycombe District Local Plan was adopted on 19th August 2019, which is after the outline consent was granted. Following initial consideration of the outline application on 22nd August 2018 where a resolution to approve was made, the outline planning application was reported back to Committee on 26th June 2019, just 2 months prior to the adoption of the WDLP. The Committee report confirms that given the advanced stage of the Plan its policies can be afforded greater weight in determining the application. There were no proposed modifications to the Policy at that time, with it being confirmed that considerable weight can be afforded to Policy BE.1 at that time. The outline consent was therefore considered in the context of this Policy, and the other policies of the WDLP.

Internal Layout Matters and Parking

- 2.4 Policy BE.1 at criterion 2f) states that development of the site will be required to “provide for school travel improvements through the provision of additional, unallocated, on-street parking on site”. This is reflected in condition 19 of the outline consent which requires the delivery of “on street parking facilities within the site and in close proximity to St Paul’s C of E Combined School”. Neither the policy nor the condition require a dedicated off street parking area for the school, nor do they specify that spaces should be for the sole use of the school. The requirements set out are to deliver unallocated parking facilities within the development, on street.

- 2.5 Buckinghamshire Countywide Parking Guidance identifies the site as being located within Zone B. Based on the scheme proposed the optimum parking for the development would be to deliver a total of 280 allocated parking spaces plus an additional 20% visitor parking spaces (56 spaces), and therefore an overall provision of 336 spaces. The scheme proposes a total of 365 parking spaces to serve the development, of which 57 would be unallocated visitor parking spaces.
- 2.6 Of the on street parking spaces, there would be a total of 33 on street spaces which would be within 200m of the school. 200m is considered to be an acceptable walking distance and which equates to a walk time of approximately 2minutes. The spaces and their proximity to the school is demonstrated within the image below (green spaces with yellow dot).



- 2.7 The Highways Authority have reviewed the developments parking provision and consider that the over provision of allocated parking spaces will reduce the demand for the proposed existing parking spaces, and as such more of the unallocated spaces should be available for use for visitors of the school during drop off and pick up. To ensure that there is no additional pressure for on street parking from the development itself, it is considered that it would be reasonable to attach a condition to ensure that the proposed garages should remain for parking use and remove any permitted development rights for their conversion.
- 2.8 Concern has been raised with regard to the roads remaining private and therefore the availability of the spaces could not be retained, and remaining available for school drop off/pick up use, in perpetuity should the residents decide to gate their estate. The applicants have explored options to address this concern.
- 2.9 The applicants have liaised with the Highways Authority to discuss what changes to the scheme would be required for the Highways Authority to adopt the main estate roads. The necessary required alterations would have knock on implications, most critically

any changes would result in a reduction in on street parking spaces and also result in the loss of on street planting. The impact of which would result in a scheme which would not provide the necessary additional on street parking provision which would be available for school use. Additionally, the amendments would also reduce the overall design quality of the development through the provision of a more engineered street design and the loss of on street trees. There could be further impact on delivery of canopy cover through the site. It has therefore been concluded, and agreed with the Local Planning Authority and Highways Authority, that the scheme should remain unadopted for these reasons set out.

- 2.10 While the risks of the access from Stratford Drive being gated off is extremely unlikely, an appropriate solution to address the concern would be to attach a condition to any Reserved Matters requiring that vehicular/pedestrian access from Stratford Drive remain open and that no barriers or means of enclosure be erected. Such a condition is considered to satisfy the required tests and would ensure that unallocated on street parking remains available. Furthermore, the condition will ensure that the Council retain control over the development in this regard.
- 2.11 The applicants have also confirmed that they would provide a sustainable travel brochure for all future occupants of the development which would detail matters with regard to links and connections (to the wider PROW network) and they intend to detail matters relating to parking in this document.
- 2.12 It is considered that the matters relating to highways and parking have been adequately addressed and, as conditioned, the development would comply with Development Plan.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP9 (Sense of place); BE1 (Slate Meadow, Bourne End); DM32 (Landscape character and Settlement Patterns); DM34 (Delivering Green Infrastructure and Biodiversity in Development); DM35 (Placemaking and Design Quality)

DSA: DM11 (Green networks and infrastructure),

DM16 (Open space in new development)

Residential Design Guide

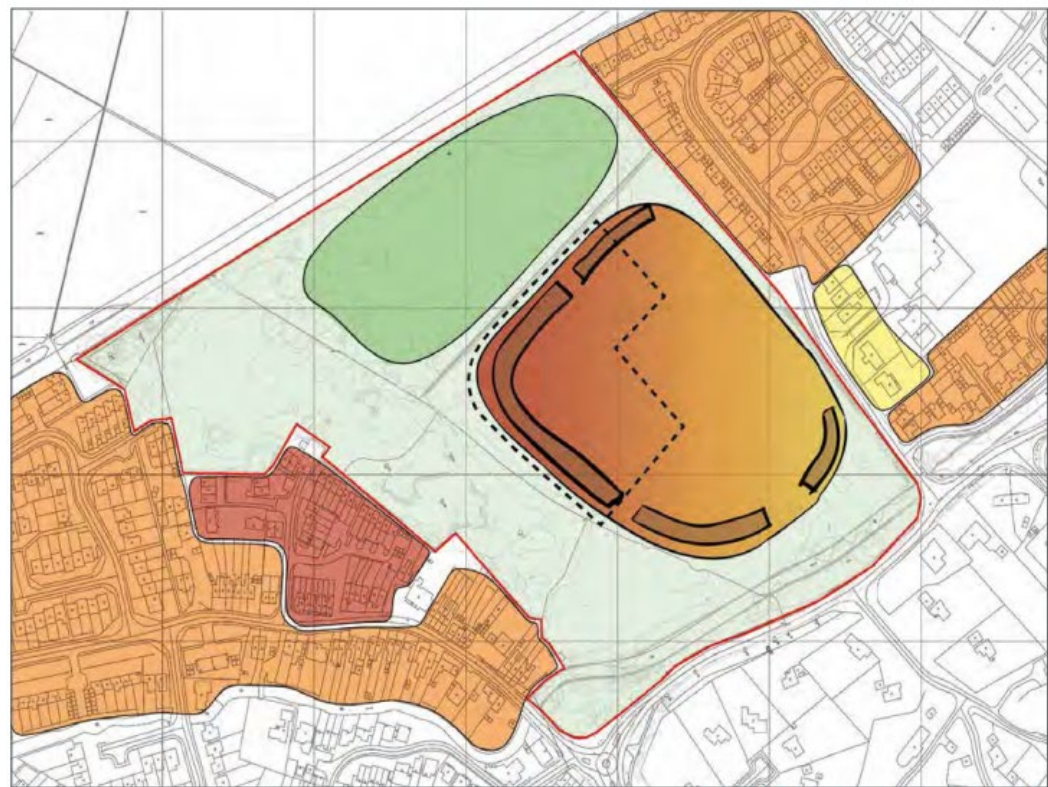
Slate Meadow Development Brief

- 2.13 This is a reserved matters application which considers matters of detail, the key considerations with regard to place making and design are the matters relating to layout, appearance and scale. Concerns were raised with regard to the scale/heights and layout of the proposed development particularly with regard to the location of apartment blocks, and also concerns relating to views through the proposals.
- 2.14 The application proposals have not been amended following committee, however this report provides further clarification on the points raised.

Scale, density and heights

- 2.15 The Development Brief confirms that the development has the potential to provide for 2.5 and 3 storey developments. Development Brief Figure 4.5, below, shows the indicative areas where higher density development and heights may be appropriate confirming these as being within the centre and northern third. Also, below is a plan detailing the scale of the buildings within the proposed development. The plan demonstrates that the scale of the development would be predominantly 2 storey with

elements of 2.5 storey which would be provided to the centre and northern parts of the development platform and this is wholly consistent with the aspirations of the Development Brief.



KEY

Figure 4.5 Density and Heights framework plan



Figure 4.5 Extract from Development Brief



Indication of heights within the proposed development.

- 2.16 Concern was raised with regard to the location of the proposed apartment block where they front the village green and within the centre of the development. As set out above the location of the 2.5storey units is consistent with the requirements of the brief, while Objective 11 confirms that the scale of buildings shall be predominantly 2 storey and “rising up to 3 storeys to the north overlooking the village green. Elsewhere taller buildings may be acceptable in key locations to emphasise important spaces or features”. The apartment blocks in this instance overlook the village green to the north and also the central area of open space within the site.
- 2.17 The proposed retained open space to the north and west of the development is significant and as such it is important that this area is fronted by buildings of appropriate scale to ensure the spaces are framed and that the development relates satisfactorily with these areas, hence the commentary within the Development Brief. This is an established principle of good place making, and consistent with other development approved in the Wycombe District including Abbey Barn South which has a large open space framed by the taller apartment blocks of the development. Again, the central area of open space is a design feature of the development and it is appropriate to ensure that this space is framed and overlooked by buildings of an appropriate scale and design.
- 2.18 Development Brief Figure 4.5 also demonstrates that there are a mix of densities within the surrounding area which includes elements of 60dph to the west and a small area of lower density (up to 20dph) to the east of the site on the eastern side of Stratford Drive. The development proposals as submitted include lower density development fronting Stratford Drive and the River Wye, and higher density development in the centre and northern parts of the development platform which, as set out above, respond to areas of open space.
- 2.19 Further concern was raised with regard to the heights of the development in the context of adjacent properties. As set out above the development is predominantly 2 storey in scale which is reflective of the scale of properties within the surrounding area, including those on Stratford Drive which would back on to the development. The dwellings which are within the immediate context of these units would be 2 storey in height.
- 2.20 Additional sectional details have been provided which show properties on Stratford Drive in the context of the proposed development (see below). This information demonstrates that the heights of the proposed development would not be out of context with their immediate surroundings.



- 2.21 No.21 Stratford Drive has a ridge height of 40.82AOD, while the nearest property would have a ridge height of 41.046AOD, this is inclusive of any required changes in land levels. The ridge height difference between these properties would be 22.6cm which would be imperceptible. Other two storey properties within this section would have ridge heights of between 41.117 and 41.338AOD which is considered to be appropriate. Furthermore, these represent the maximum height of the dwellings and

many of these properties have lower elements which breaks up the mass and provide interest within the streetscene.

- 2.22 The 2.5 storey apartment blocks are sited some distance away from the existing dwellings with 2 storey properties in between. While their heights would be greater, due to their proximity and siting, these would not result in any over dominance of existing properties. The provision of such development, in the locations proposed, is identified as being acceptable within the adopted Development Brief.

Layout

- 2.23 Concern was raised with regard to views through the site of the hills beyond. This is in the context of Policy BE.1 4 a) which states that development should retain views up to the valley sides to the north and south, both from within the site and from outside the site across/through the developed areas within it. Objective 11 of the Development Brief expands on this further and states that modelling work should demonstrate from external view-points the “retention of views from the river bank over roofs to the hills beyond” (emphasis added) and internally that “as much as possible streets should be aligned to allow views along them” to the village green and hills.
- 2.24 The modelling work carried out demonstrates that views can be retained through the development from the River Wye, over the roof tops of the development as suggested by the Development Brief.



- 2.25 Furthermore, principal streets within the development are aligned so that they allow for the retention of views towards the hills to the north and south. It is considered that the development is compliant with Policy BE.1 and the Development Brief in this regard.
- 2.26 Comment was made that the indicative layout considered at the outline application showed a greater degree of views through the development than that proposed at Reserved Matters stage. It is important to note that the indicative layout only showed

the block form of the development and did not go into detail to factor in important matters such as appropriate parking, spacing distances and amenity spaces for the dwellings which would clearly affect the overall layout.

- 2.27 If an unbroken view through the development, which is not specifically cited as required, is provided then this would have further consequences on the overall design quality of the development. Consent has been granted for up to 150 dwellings, to provide an unbroken view without any intervening development would be at the expense of the overall design quality of the development. It would result a requirement for more space to be dedicated to achieve the view, and therefore a more intensive development including more apartment blocks to deliver the consented quantum of development. An appropriate balance needs to be struck between all competing elements. Your officers are of the opinion that the development achieves this and delivers a high quality design which is compliant with the Policies of the Development Plan, the Development Brief and advice advocated by the NPPF.

Flooding and drainage

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP12 (Climate Change); DM39 (Managing Flood Risk and Sustainable Drainage Systems); BE1 (Slate Meadow, Bourne End and Wooburn)

Flood Risk

- 2.28 At the deferred committee it was reported that comments from the EA were awaited and, unfortunately, the further comments from the EA still remain outstanding. Since the June committee the LPA have reaffirmed to the EA that their outstanding concern with regard to Flood Risk can be dealt with by way of existing conditions on the outline consent which require the submission of a flood compensation scheme as a pre-commencement necessity.
- 2.29 Nonetheless, the recommendation remains one which is conditional on the EA confirming removal of their objection on flooding grounds and for the application being referred back to committee should they maintain their objection and/or the development requiring significant amendment to address their concerns.

Drainage Scheme

- 2.30 Concern had been raised by the Parish Council with regard to the adequacy of the drainage solution of the development. As confirmed previously, there are conditions attached to the outline consent (namely 10 and 11) which requires the submission of a surface water drainage scheme as a pre-commencement condition. Condition 10 specifically requires, inter alia, information with regard to water quality, ground investigations, ground water level monitoring, construction details and layouts, calculations to demonstrate the drainage can be contained on site, and proposed overland flow routes, some of which are directly related to the substance of the concerns raised. The detail therefore ought not be considered under this Reserved Matters application and are to be dealt with under the approval of detail reserved by condition application, which is reflected in the LLFA comments.

- 2.31 Notwithstanding the above, it has since been confirmed by the applicants that the use of private roads, rather than an adoptable highway, within the development means that further improvements to the drainage strategy could be incorporated, including, the use of infiltration; the use of porous sub-bases; the removal of the attenuation basin; and, the removal of piping, manholes and storage tank; and the removal of the head wall to the River Wye.

Green networks and infrastructure, biodiversity and ecology

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP9 (Sense of Place); CP10 (Green infrastructure and the Natural Environment); DM34 (Delivering Green Infrastructure and Biodiversity in Development); BE1 (Slate Meadow)

DSA: DM11 (Green networks and infrastructure); DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geodiversity importance); DM14 (Biodiversity in Development)

Slate Meadow Development Brief

Impact on Burnham Beeches Special Area of Conservation (SAC)

- 2.32 Strong concerns were raised by local Members with regard to the proposed SAC mitigation being directed towards the Burnham Beeches SAMMS project, and that any mitigation ought to be directed more locally with specific reference made to provide contributions towards improvements at the Little Marlow Lakes County Park (LMLCP).
- 2.33 To direct any financial contributions towards LMLCP there needs to be a scheme in place to which the development could contribute and demonstrate appropriate mitigation. At this time there remains no scheme of improvements, with the exception of the suite of improvements set out in the Hollands Farm (BE.2) Development Brief. It is a policy requirement that the Hollands Farm development contributes towards that scheme and delivers the majority of the enhancements set out, including all of the high priority measures.
- 2.34 Policy RUR.4 relates specifically to Little Marlow Lakes Country Park and allocates the land for outdoor recreation. The justification to that policy acknowledges that improvements to the park could offset the impacts of proposed housing growth at Bourne End on the Burnham Beeches SAC and s.106 contributions will be sought from BE1 to invest in the park.
- 2.35 Policy RUR4 also requires development to provide safe, convenient and direct access to Bourne End for pedestrians, cyclists and disabled users. This is supplemented by paragraph 5.5.30 which cites providing the opportunity to create new access for walkers, cyclists and disabled users, and links to the wider highway network, and to secure easy access to residents of Bourne End.
- 2.36 It remains the position that the impact on the SAC could be satisfactorily dealt with by way of contributions towards the SAMMS project, and therefore the adverse impacts on the SAC would be mitigated. However, the applicants have confirmed that they are open to the requisite financial contributions being directed towards improvements to enhance the Little Marlow Lakes as a destination and/or improvements to the network from Bourne End to increase its accessibility and attractiveness for residents of the development and Bourne End.

- 2.37 As set out above there remains no ratified scheme or specific projects to which financial contributions can be directed at this time. However, there is some flexibility in as much as the contribution need not be allocated to a project until the site is ready for occupation so a lead time can be written into a legal agreement to allow such a scheme to be developed. Should the projects not progress in that time then any legal agreement would require the monies to be directed towards the SAMMS project. Ensuring that the impacts on the SAC are appropriately mitigated.
- 2.38 It remains that the development provides a significant over provision of public open space, while financial contributions towards improvements of the public right of way network are already secured through the outline legal agreement. Both of these elements contribute towards mitigation.
- 2.39 A financial contribution towards the Little Marlow Lakes project and/or further access improvements, in line with the SAMMS amount, would need to be equivalent in terms of the impact the project had upon the Burnham Beeches SAC for it to be acceptable mitigation. Provided the mitigation was equivalent for the same contribution then there would be no detriment to the SAC or the developer irrespective of which project the contribution was put towards. Your officers are of the opinion that an additional contribution as a package of mitigation would be CIL compliant. The conclusion is that the impacts on the SAC would be mitigated for and no adverse impacts would arise.

Biodiversity proposals

- 2.40 As confirmed in the update Committee Report in Appendix C, the application proposals were reassessed by the Councils Ecology Officer following comments made by the Environment Agency with regard to the impact on the River Wye habitat and protected species. A robust suite of conditions have been suggested to address the comments. With regard to protected species and habitats, the conditions would require updated water vole surveys to be carried out, a further assessment of the river bank habitat, along with any necessary mitigation measures, and also an updated scheme of river enhancements. It should also be noted that a surface water drainage scheme which did not propose an outlet into the River Wye would also reduce the perceived impact on the River Wye. Furthermore, conditions relating to the details of an Ecological Clerk of Works have also been suggested. The ECoW would supervise and monitor any works carried out within the River Wye buffer zone to ensure that the development is being appropriately carried out in the interest of its habitat value.
- 2.41 It is also noted that there were also concerns raised with regard to effectiveness of the seasonal wetlands, and whether they would be sufficient to act as an ecological asset. It must be noted firstly that the requirement for these basins are to ensure appropriate flood plain compensation first and foremost, and as such they would be multi-functional features of the development. Notwithstanding this, the additional conditions require full details of these features to be provided to ensure that they would be effective for all purposes, this would be a belt and braces approach to the matter.

Net Gain

- 2.42 Concern was raised that the proposed biodiversity metric used to calculate biodiversity net gain is outdated. Best practice guidance confirms that if a project is done with a previous metric then it is not recommended that this is changed mid project due to the potential for discrepancies. The Development Plan does not set a target for how much

net gain should be delivered. The Environment Act, which is not yet in force, indicates that a 10% net gain ought to be delivered. In this instance, the Biodiversity Metric shows a habitat net gain of 20.25%, and hedgerow net gain of 677.83%.

- 2.43 As set out above, the application proposals demonstrate a significant level of biodiversity net gain enhancement on-site which is above and beyond the requirements of current Development Plan policies and emerging Central Government targets.

Weighing and balancing of issues / Overall Assessment

- 2.44 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.

- 2.45 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

- 2.46 As set out above, and within the earlier reports, it is considered that the proposed development would accord with the development plan policies and would bring with it the benefits established through the outline consent.

- 2.47 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

3.0 Working with the applicant / agent

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

- 3.2 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.

- 3.3 In this instance:

- The applicant was provided with pre-application advice.
- The applicant was provided the opportunity to submit amendments to the scheme/address issues and the LPA has worked collaboratively with the applicant to find solutions
- The case was considered by the planning committee where the applicant had the opportunity to answer representations.

Recommendation: That the application is delegated to the Director of Planning and Environment for Approval subject to:

- 1) The completion of a signed Unilateral Undertaking or Deed of Variation to original Legal Agreement to secure:
 - b) Burnham Beeches Special Area of Conservation mitigation comprising financial contributions towards either:
 - i) Recreational and/or accessibility improvements at Little Marlow Lakes Country Park, in accordance with measures set out in any future scheme for LMLCP that would provide equivalent mitigation to the SAMMS for the same contribution; or,
 - ii) the Burnham Beeches SAMMS, should other options not be forthcoming and/or feasible by the time the site is ready for residential occupation;
- 5) The removal of the objection from the Environment Agency on flood risk grounds, or if significant changes to the layout are necessary, then the application will be returned to Committee for further consideration;
- 6) Any further conditions/measures necessary arising from the EA; and,
- 7) The referral to the Secretary of State
 - a. if an objection on flooding grounds is maintained by the EA
 - b. for their determination as to whether the application should be called in (in accordance with the third party call-in request received), and,

Subject to the following condition(s):

1. The development hereby approved shall be carried out in strict accordance with the plans detailed within the document titled Planning Application Register (prepared by Croudace Homes - dated 5th August 2022), received on 5th August 2022.

Reason: In the interests of clarity and to secure the satisfactory layout, scale, appearance, access and landscaping of the development.
2. Notwithstanding the details submitted with the application, prior to any works commencing within the 10m river buffer area, the following shall occur, in sequential order, details of which shall be submitted for the approval, in writing, by the LPA:
 - Updated water vole surveys will be undertaken of both banks of the river through the site, and an assessment of the suitability of habitat within 100m of the site up and down stream;
 - Updated proposals and designs for river enhancements shall be developed to include at least a 50% increase in river enhancement (this can include both river bank enhancement and in river enhancements). The proposals shall be led by ecologists, landscape architects and coordinated with engineers, to the approval of the Local Planning Authority;
 - Where any element cannot be achieved for technical reasons, then full detailed justification shall be provided by the engineers for submission to the Local Planning Authority;
 - Updated water vole mitigation (including the timing and phasing or works) and enhancement details;
 - Details of the timing and delivery of all measures; and,
 - If necessary, a licence shall be sought and received from Natural England, prior to commencement.

Works shall then proceed in strict accordance with approved details, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that impacts upon water vole are mitigated against and enhancements are delivered.

3. Notwithstanding the details contained within the application, prior to any works within the strategic open space corridor, updated details (including plans and sections) of the seasonal wetland areas shall be submitted to and approved in writing by the Local Planning Authority.

The submitted details shall:

- Be led by ecologists, landscape architects and coordinated with engineers, to ensure that proposals are multi-functional, aesthetically pleasing, provide good habitat value and meet drainage/flooding requirements;
- Include natural undulations and not have uniform slopes;
- Be presented using contoured plans and sections; and
- Include details of the timing and delivery of such works.

Where any element cannot be achieved for technical reasons, then full detailed justification shall be provided by the engineers for submission to the Local Planning Authority.

The development shall be carried out in strict accordance with the approved details unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that seasonal wetland areas are fully multifunctional.

4. Notwithstanding the details submitted with the application, prior to the commencement of any works within the red zones, as identified by the Biodiversity Protection Zones Plan (Contained within Appendix 4 of the Construction Environmental Management Plan: Biodiversity, prepared by SES, dated 20th December 2021), the following shall be submitted to, and approved in writing by, the LPA:

- Details of the appointed Ecological Clerk of Works (ECoW).
- Details of the power of the ECoW to control the works.
- A schedule when supervisory works will occur,
- Agreed number and approximate frequency of monitoring visits, and
- A commitment to submit produce and submit short reports to the council after each visit.

Reason: To ensure the works on site relating to ecology are appropriately supervised, monitored and subsequently reported back to the LPA.

5. Notwithstanding the details contained within the application, prior to first occupation, the ECoW shall sequentially:

- Undertake an audit of ecological mitigation compensation and enhancement measures.
- produce a snag list of any outstanding issues
- Re-inspect any items on the snag list once they have been resolved and certify that they have been addressed.

Full details of all monitoring and supervisory reports, the aforementioned audit report, snag list and certification, shall be submitted to the LPA prior to first occupation. The reports shall be held on public record.

Reason: To ensure the works on site relating to ecology are appropriately supervised, monitored and recorded by the LPA.

6. Prior to their construction, details of the construction of the estate roads and footways shall be submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and no dwelling shall be occupied until the estate roads which provide access to it from the existing highway have been laid out and constructed in accordance with the approved details.
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
7. Prior to the construction of the new means of access, details of the disposal of surface water from the highway shall be approved in writing by the Planning Authority in consultation with the Highway Authority and no dwelling shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.
Reason: To minimise danger and inconvenience to highway users.
8. Prior to first occupation, the new means of access serving the site's estate roads shall be sited and laid out in accordance with the approved drawing and constructed in accordance with the Buckinghamshire Council guide note "Commercial Vehicular Access within the Public Highway".
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
9. Plots 1 – 2 & 138 – 140 shall not be occupied until the new means of access serving these plots have been sited and laid out in accordance with the approved drawing and constructed in accordance with the Buckinghamshire Council guide note "Private Vehicular Access within the Public Highway".
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
10. Plots 141 to 143 shall not be occupied until such a time as the area for refuse vehicles to turn, in accordance with the approved plans, has been laid out and that area shall not thereafter be used for any other purpose.
Reason: To enable vehicles to draw off and turn clear of the highway thereby avoiding the need to reverse excessive distances.
11. The scheme for parking, garaging and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and, unless otherwise agreed in writing, that area shall not thereafter be used for any other purpose.
Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.
12. Prior to the commencement of any works on the site, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operatives vehicles) shall be submitted and approved in writing by the Planning Authority in consultation with the Highway Authority. Thereafter, the development shall be carried out in accordance with such approved management plan.

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

13. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) Order 2015, as amended, the garages hereby approved shall be retained for the purpose of the storage of a private motor vehicle and at no time shall be converted to habitable accommodation.

Reason: To ensure that the development is served by an appropriate level of parking including unallocated on street parking which is required to be available for use by the nearby school for drop off and pick up.

14. The vehicular and pedestrian access from Stratford Drive to the development hereby approved shall be kept open and free for passage at all times and no form of barrier or means of enclosure shall be erected across the site access, without the prior written approval of the Local Planning Authority.

Reason: To maintain access and to comply with the terms of provisions of Policy BE1 (Slate Meadow) of the adopted Local Plan with regard to the provision and access of on street parking for the purposes of use by the nearby school for drop off and pick up.

APPENDIX A: 20/07006/REM

Additional Consultation Responses and Representations

Buckinghamshire Council – Local Highways Authority - I have the following comments to make regarding the school parking as well as a better breakdown of how the site's parking requirement was assessed to try and address any Councillor concerns.

Policy BE1 of the Wycombe Local Plan states:

Development of the site will be required to:

Provide for school travel improvements through the provision of additional, unallocated, on-street parking on site, including any necessary alterations to Stratford Drive to facilitate pedestrians crossing from the development to the school and back.

The most recent plans demonstrate that the site would provide 57(no) visitor parking bays of which 51(no) are 'on-street'. Having scaled from the plans, 33(no) of the on-street visitor bays would be located within a 200m walking distance of the schools gates or a 2 minute walk.

The site resides within Residential Zone B (as identified by the Buckinghamshire Countywide Parking Guidance policy document), with the text highlighted for the standards for that particular zone:

Table 5. Residential car parking standards (above 10 dwellings)

Zone	1-4 habitable rooms ¹ / 1 bedroom	5 habitable rooms ¹ / 2 bedrooms	6 habitable rooms ¹ / 3 bedrooms	7 habitable rooms ¹ / 4 bedrooms	8+ habitable rooms ¹ / 5 bedrooms
A	1	1.5	2	2	2.5
B	1.5	2	2	2.5	3
C	1.5	2	2.5	3	3.5

When assessing the level of habitable rooms featured within each plot, the site has a total parking requirement of 280 plus an additional 20% for unallocated visitor parking which in this case would be 56(no) spaces. The site is providing a total of 313 allocated parking bays although when assessing the application, the garage spaces for plots 20 – 21, 110 – 115, 121 – 122, 125 – 126 and 136 – 137 (total of 15(no) plots) were not considered as parking spaces because the parking arrangement demonstrated a tandem of 3(no) spaces in a row. The Highway Authority do not generally consider parking 3(no) or more vehicles in a tandem arrangement to be practical and therefore tandem arrangements are only considered suitable to park two vehicles. Tandem parking spaces are often under-utilised by households with two or more cars in regular use. The space located furthest from the estate's carriageway would require two vehicles to move to allow for access/egress. The space located furthest from the carriageway is not considered functional and is likely to result in vehicles parking on the public highway.

This has not been raised as a concern previously because all the dwellings with tandem parking for three vehicles feature 6(no) habitable rooms and therefore only require 2(no) spaces. Rather than requesting that the third space was removed, it was considered beneficial for the garages to remain for storage purposes including for the storage of bicycles.

A total of 298(no) of the allocated parking spaces were considered practical and counted towards the sites allocated parking requirement. This is 18(no) spaces above the sites actual requirement when assessed using the BCPG. The over provision is as a result of a significant number of the plots which require half spaces having their respective provision rounded up.

In consideration that the site is providing an over provision of allocated parking spaces, future residents would be less reliant on on-street visitor parking bays. Therefore, more bays should be available for during school pick-up and drop-off periods.

Representations

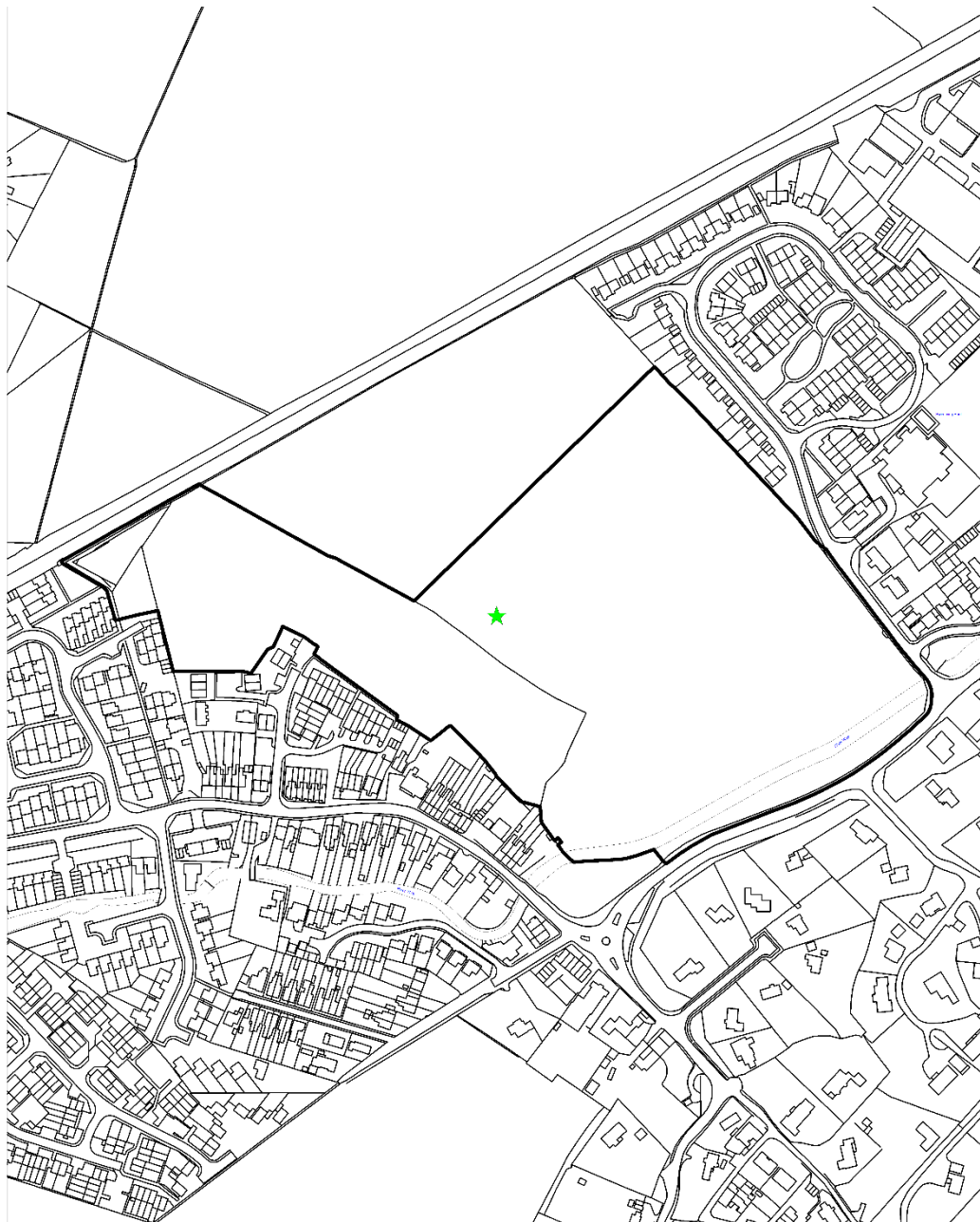
One further letter of representation objecting to the development on the following grounds:

- Volume of traffic too much for local highway network
- Pedestrian safety issues
- River Wye is a rare chalk based river and should not be interfered with
- Houses too high will result in overlooking, overshadowing and loss of privacy

APPENDIX B: Site Location Plan

21/07006/REM

Scale 1/3500



Planning Committee
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APPENDIX C: Original Committee Report (08th June 2022)

APPENDIX D: Update Report to Committee (08th June 2022)