



Report to West Area Planning Committee

Application Number:	22/07970/FUL
Proposal:	Demolition of existing dwelling and annexe and erection of two pairs of semi-detached 3-bed dwellings and creation of access from Chilton Close
Site Location:	70 Hazlemere Road Penn Buckinghamshire HP10 8AG
Applicant:	Rivergate Homes Ltd
Case Officer:	Victoria Burdett
Ward(s) affected:	Tylers Green And Loudwater
Parish-Town Council:	Chepping Wycombe Parish Council
Date valid application received:	7th November 2022
Statutory determination date:	2nd January 2023

Recommendation

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 The application seeks full planning permission for the demolition of existing dwelling and annexe and erection of two pairs of semi-detached 3-bed dwellings and creation of access from Chilton Close.
- 1.2 The application site comprises a part single part two storey dwelling located at 70 Hazlemere Road which occupies a backland style plot accessed from a narrow drive leading from Hazlemere Road. To the rear (west) of the plot is a road frontage to Chilton Close. The host dwelling backs onto Chilton Close but is not visible from Hazlemere Road.
- 1.3 The application site is located within a built-up area, in the settlement boundary of High Wycombe.
- 1.4 The street scene of Hazlemere Road has a suburban type character; with medium-large sized detached properties sat within large plots. Some plots benefit from significant spacing to their respective flank boundaries, and some are constructed with approx. 1m gaps retained between the boundaries. The landscape quality in the street scene is high, whereby the buildings are fairly set back in the background with areas of greenery, hedges and trees at the forefront.

- 1.5 The street scene of Chilton Close is similar by its suburban type character but is more 'tight knit' with less distances retained between the buildings and the properties being slightly smaller in size and scale.
- 1.6 The proposed development would front onto Chilton Close, with the existing access stopped up, and 4 new accesses created from Chilton Close. No objections are raised in regard to the demolition of the existing, as it is not considered to architecturally contribute to the character of the area.
- 1.7 A planning application has been previously refused (REF: 22/06371/FUL) for a similar form of development, comprising of the demolition of existing dwelling and erection of 4 new dwellings with separate access points. The application was refused due to the impact on the character and appearance of the area by virtue of the proposed size, scale and design of the buildings. The semi-detached dwellings were considered to be large in scale, and appear as two large, detached buildings within the plot, as opposed to two set of semis.
- 1.8 No other objections were raised from Officers in regard to the previous application.
- 1.9 Following on from this, amendments have been made to the scheme which is now being considered. These amendments include a reduction in floor area (by approx. 30%) and a reduction from 4-bed houses to 3-bed. The proposed houses have also been re-designed; replacing the previous hipped roofs with gabled ends and incorporating tile hanging and render. The symmetry of the previous proposal has also been replaced by an offset front gable to each pair.
- 1.10 The proposed development is therefore considered to address the previous reason for refusal under REF: 22/06371/FUL.
- 1.11 The proposal is not considered to have an adverse effect upon the amenities of neighbouring properties, highway safety and ecology. The proposal would not be at risk of flooding and would not increase the risk of flooding elsewhere.
- 1.12 The application has been referred to the Planning Committee at the request of Cllr Thomas and Cllr Wood on the grounds that the development would have parking and highway implications, in particular that the application states a garage for each property which is not shown, and the development would constitute overdevelopment and would be out of character for Chilton Close.
- 1.13 Officers note that no garages are proposed as part of the application but were as part of the previous refusal under REF: 22/06371/FUL despite this reference within the submitted Design & Access Statement.
- 1.14 The proposal is therefore considered to comply with the policies of the Development Plan and is therefore recommended for approval.

2.0 Description of Proposed Development

- 2.1 Planning permission is sought for the demolition of the existing dwelling at No. 70 Hazlemere Road and the erection of two sets of semi-detached dwellings (4 dwellings in total) with separate access points from Chilton Close.
- 2.2 The existing access point from Hazlemere Road would be stopped up and enclosed by a boarded fence.
- 2.3 Each proposed plot would benefit from its own residential curtilage, with a front driveway and rear garden.

- 2.4 The proposed dwellings would have an eaves height of approx. 5.1m and ridge height of 8.3m (with gabled roofs). The dwellings would be constructed of brick/render. However, no specific details have been submitted and therefore will be required by a planning condition.
- 2.5 The application is accompanied by:
- a) Covering Letter and Design & Access Statement
 - b) Ecology Report
 - c) Arboricultural impact Assessment
 - d) Arboricultural and Planning Integration Report
 - e) Waste Management Strategy
 - f) Floorspace Schedule
 - g) Ecology and Trees Checklist
- 2.6 Amended plans have been received throughout the duration of the application in order to amend the proposed design of the front of the dwellings, specifically the positioning of the front gables to allow symmetry to the proposed development.

3.0 Relevant Planning History

Reference	Development	Decision	Decision Date
91/05185/OUT	ERECTION OF TWO NEW DWELLINGS ON GARDEN PLOT	PER	31 July 1991
92/06804/FUL	ERECTION OF DETACHED HOUSE	PER	11 January 1993
93/05790/FUL	ERECTION OF DETACHED DWELLING	PER	13 July 1993
22/06371/FUL	Demolition of existing dwelling and annexe and erection of two pairs of semi-detached 4-bed dwellings and creation of access from Chilton Close	REF	20 September 2022

4.0 Policy Considerations and Evaluation

Principle and Location of Development

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

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

- 4.1 The application site is located within the settlement boundary of High Wycombe. The site is located within a Tier 1 Settlement, whereby in accordance with Policy CP3 of the Wycombe District Local Plan (2019) new residential development is considered to be acceptable.
- 4.2 As such, the proposed development is considered to be acceptable in principle, subject to complying with all relevant Development Plan Policies.

Affordable Housing and Housing Mix

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

- 4.3 This application falls below the Council's threshold for affordable housing.
- 4.4 Two sets of semi-detached dwellings in an existing residential area would be consistent with the housing mix within the locality.

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)

- 4.5 The Highway Authority has been consulted as part of this application, and has made the following comments:
- 4.6 "The application proposes the demolition of an existing dwelling and the erection of 4(no) residential dwellings accessed from Chilton Close. Chilton Close is an unclassified road subject to a 30mph speed restriction. The road does not have parking or waiting restrictions and benefits from pedestrian footways.
- 4.7 The Highway Authority commented upon a similar previous application at this site (22/06371/FUL) most recently dated 10th August 2022. Whilst the application was ultimately refused by the Planning Authority, the comments from the Highway Authority had no objections to the proposal. After assessing the proposed plans for the current application, I note the quantum of development is slightly reduced compared to the previous application, as 3(no) bedrooms are now proposed (previously 4(no) proposed).
- 4.8 The existing dwelling currently benefits from a vehicular access onto Hazlemere Road. The application would create four dropped kerb crossovers onto Chilton Close. The sites existing access would be stopped up by raising the existing dropped kerb and reinstating the existing footway and highway boundary to the same line, level and detail as the adjoining footway and highway boundary.
- 4.9 In previous highways comments for the aforementioned application, it was confirmed that the proposed 4(no) dwellings in this location would be expected to generate in the region of 24(no) vehicle movements (two-way) per day. Therefore, the residual cumulative impacts of this development on the local road network could not be considered as 'severe' in the context of Paragraph 111 of the NPPF.
- 4.10 In addition, the level of visibility achievable from each access is acceptable given the nature of the road and the expected slow speeds of vehicles travelling past the site. Each of the proposed accesses onto Chilton Close is suitable to serve a single residential dwelling. Furthermore, similar access arrangements which require vehicles to reverse onto or off the carriageway are not uncommon to Chilton Close.
- 4.11 The Buckinghamshire Council Highways Development Management Guidance document (adopted July 2018) states that in most cases, developments should provide vehicular access to the lowest category road available. The closure of an access onto Hazlemere Road (B474) would be supported by this guidance.
- 4.12 The site is located in Residential Zone B as set out in the Buckinghamshire Countywide Parking Guidance (BCPG) policy document. Each of the proposed dwellings, which

feature 6(no) habitable rooms including 3(no) bedrooms has a parking requirement of 2(no) parking spaces. In addition, parking space dimensions should measure 2.8m x 5m.

- 4.13 Having assessed the submitted plans, I note that 2(no) parking spaces have been provided for each dwelling which is satisfactory, and the parking spaces achieve the requisite dimensions. As such, I am satisfied with the parking arrangements proposed in this instance.
- 4.14 Proposals for residential development generally need to be well connected to non-car modes of travel in order to meet the overarching sustainable development principles set out in the National Planning Policy Framework. This particular site is reasonably well located for access to public transport options and daily amenities, reducing the reliance of future residents on the use of private motor vehicles.
- 4.15 Mindful of the above, the Highway Authority raises no objections to this application, subject to the following conditions being included on any planning consent that you may grant”.
- 4.16 As such, the Highway Authority have raised no objections subject to the appropriate conditions.

Raising the quality of place making and design

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

- 4.17 The application site and the surrounding area is characterised by medium to large plots, benefitting from ample space with high quality landscaping. These characteristics are more evident within Hazlemere Road, with the buildings present in Chilton Close being closer together, and closer to the highway, but nonetheless is still suburban in character with landscaping present. All the properties are of a similar design, with some being extended and some still in their original form.
- 4.18 As aforementioned above, the previous application (REF: 22/06371/FUL) was refused due to the impact on the character and appearance of the area. The proposed buildings were considered to result in the appearance of two large, detached buildings, rather than two sets of semis. This was due to the proposed central gable elements, extensive hipped roofs and uniform appearance.
- 4.19 It was noted that the previously proposed design failed to relate to the existing dwellings in the street scene whereby it was considered that an alternative design which picked up the key characteristics of the immediate locality would have been far less intrusive.
- 4.20 In this case, as aforementioned, the proposed application site would front Chilton Close and therefore would be considered as part of that street scene. The dwellings present in Chilton Close are medium to large in size, featuring front driveways, rear gardens and high-quality levels of landscaping. Gabled roofs form a strong characteristic within the street scene, with the exception of 1 hipped roof building located on the north-eastern side, which has fairly steep roof pitches which helps mitigate any bulk from the roof. Whilst not all buildings are identical, they have a visual coherency within the street scene which contribute to the suburban character of the area.
- 4.21 Following the refusal of the previous application, design changes have been made to the scheme in order to address the previous reason for refusal. The development continues to propose 4 dwellings, however these have been reduced in size to comprise of 3-bed

dwellings, as opposed to 4-bed, with an overall reduced floor area. As such, the size and scale of the proposed dwellings have been reduced.

- 4.22 Furthermore, it was suggested by Officers within the previous application that an alternative design should be considered, perhaps incorporating gabled roofs, which would reduce the bulk and better integrate with the character of the area. The proposed roof forms of the dwellings have been amended to comprise of gables, with a front gable projection to each pair of semis.
- 4.23 It was noted previously that the proposed gaps in between the buildings are considered to be acceptable given the spacing evident within the street scene already. However, it was considered that the bulk and design of the development would be out of keeping, resulting in a detrimental impact upon the character and appearance of the street scene.
- 4.24 In light of the amendments made, the proposed buildings have now been reduced in size and scale and feature gabled roof forms which would integrate with the appearance of other properties in the street scene. This view has been further supported by the Council's Urban Design Officer.
- 4.25 In comparison to the previous refusal, it is considered that the changes made to the development address this, and that the proposal would not have a detrimental impact on the character and appearance of the street scene, or wider locality.
- 4.26 No specific material details have been submitted with the application and it will therefore be necessary to secure these via a planning condition.

Amenity of existing and future residents

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

- 4.27 The proposed dwellings would be of an acceptable size which comply with Policy DM40 in regard to the Technical housing standards – nationally described space standards.
- 4.28 Furthermore, the level of amenity space proposed for each dwelling is considered to be sufficient.
- 4.29 The proposed dwellings would be constructed roughly in line with the building line of Chilton Close and would not extend past the rear elevations of either neighbouring property. As such, it is not considered that the proposed development would result in any loss of light or overbearing impact.
- 4.30 A first floor window is proposed within the outer flank elevations of each dwelling to serve a stairwell/landing area. These windows would face onto each other, and also the flank wall of neighbouring properties. It is therefore considered appropriate to condition these windows to be obscurely glazed to prevent any loss of privacy.
- 4.31 The proposed dwellings would retain an appropriate distance to the properties in Hazlemere Road, which would result in a larger gap maintained in comparison to the position of the existing dwelling. In addition, significant screening is present between the properties in Hazlemere Road and Chilton Close which would be retained.
- 4.32 It is therefore considered that the proposed development would not adversely affect the amenities of neighbouring properties.

Environmental issues

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

4.33 The Environmental Health Team has been consulted on the application and have raised no objections, subject to a condition being imposed for the installation of 4 electrical vehicle charging points (1 per dwelling). This will be conditioned accordingly.

Flooding and drainage

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

4.34 The application site is located in Fluvial Flood Zone 1 and is within an area which is at very low risk of surface water flooding.

4.35 Furthermore, the site is not in an area of ground or surface water flooding and there is no watercourse within the site boundary. It is therefore considered that the site is probably not in an area at risk of flooding. As such, the runoff from additional impermeable surfaces due to the proposal can be stored within the site and either reused or released into the ground through infiltration.

4.36 Provided re-use, infiltration or a combination of both is used, then the development would not result in the increase in flood risk elsewhere. If re-use or on-site infiltration methods are subsequently shown not to be possible then the developer would need to demonstrate why this is not possible and how they intend to ensure that the risk of flooding elsewhere would not be increased due to the development. This will be conditioned accordingly.

Green networks and infrastructure

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DSA: DM11 (Green networks and infrastructure), DM15 (Protection and enhancement of river and stream corridors)

4.37 The Council's Tree Officer has been consulted who has stated that the proposal would require the loss of T5, T6, T7, T8, T9, T10, T11, T12 and T13. These trees have been given a 'C' categorisation, meaning they are of individually lower merit and should therefore not be considered a constraint to development.

4.38 Nevertheless, it has been recommended that mitigation be sought through a landscaping scheme to be submitted to help meet the requirements of Policy DM34. The history of the site indicates a TPO Silver birch on site which does not appear to be present. Ensure that tree/s are incorporated to the front of the development would help to mitigate loss of this tree.

4.39 A Tree Protection Plan/Arboricultural Method Statement would also be required to ensure safeguarding of retained trees.

4.40 These details will be conditioned accordingly.

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)

4.41 The Council's Ecologist has been consulted on the application whereby no objections have been raised subject to a condition requiring the submission of ecological enhancements. This will be conditioned accordingly.

Building sustainability

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

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

Infrastructure and Developer Contributions

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

DSA: DM19 (Infrastructure and delivery)

4.43 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 the relevant development plan policies.

5.4 Insert any relevant equality and diversity issues.

5.5 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.

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 application was acceptable as submitted and no further assistance was required.
- 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

Application Permitted

Subject to the following conditions and reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).
2. The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers BC1, DPL-22-07-1 B, DPL-22-07-2 A and DPL-22-07-3 C ; unless the Local Planning Authority otherwise first agrees in writing.
Reason: In the interest of proper planning and to ensure a satisfactory development of the site.
3. Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before any work to the external finish of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason: To secure a satisfactory external appearance.
4. Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of all surfacing materials shall be submitted to and approved in writing by the Local Planning Authority before any work to the finished surfaces of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason: To secure a satisfactory appearance.
5. No development shall take place before a fully detailed landscaping scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.
Reason: This is a pre-commencement condition to ensure that a satisfactory standard of landscaping and green infrastructure is proposed and approved, prior to any works taking place.
6. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees,

plants or areas of turfing or seeding which, within a period of 3 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority first gives written consent to any variation.
Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.

7. Prior to the occupation of the development hereby permitted, four electric vehicle charging points with a minimum rating of 32amp must be installed in a location suitable to its use.

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

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. No further windows, doors or openings of any kind shall be inserted in the flank elevations of the 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.

10. Notwithstanding any other details shown on the plans hereby approved, the first floor windows in the flank elevations of the dwellings, 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.

Reason: In the interests of the amenity of neighbouring properties.

11. Unless otherwise first agreed in writing by the Local Planning Authority there shall be no building up or increase of the existing ground levels on the site.

Reason: To ensure that the proposal is constructed at an acceptable level with regards to the surrounding area.

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

Reason: This is a pre-commencement condition to ensure a biodiversity net gain, in line with policy DM34.

13. The development hereby approved shall store all additional runoff within the site and either reuse it or release it into the ground through infiltration. Where the additional runoff is not to be re-used or on-site infiltration methods are not proposed, details of how the risk of flooding elsewhere will not be increased shall be submitted to and approved by the local planning authority prior to any development taking place. The approved details shall thereafter be implemented prior to the development being

brought into use and thereafter managed and maintained for the lifetime of the development.

Reason: To ensure that the development does not increase the risk of flooding elsewhere.

14. No other part of the development shall be occupied until the new means of access to each dwelling 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.

15. Within one month of the new accesses being brought into use all other existing access points not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway and highway boundary.

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

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

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

17. 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.

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

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

19. A revised Arboricultural Method Statement (AMS) including a Tree Protection Plan (TPP) in accordance with the British Standard 5837: 2012 Trees in relation to design, demolition and construction - Recommendations shall be submitted to and approved in writing by the Local Planning Authority before any development or other site clearance works take place.

The AMS shall include:

- a) Detailed plans showing location of the protective fencing including any additional ground protection whether temporary or permanent;
- b) Details as to the location of proposed and existing services and utilities including drainage, where these are close to Root Protection Areas (RPAs);
- c) Details as to the method, specification and materials to be used for any "no dig" surfacing, and; (and the area within the development to which it applies).
- d) All phases and timing of the project in relation to arboricultural matters and details of supervision by a qualified arboriculturist.

Unless otherwise first agreed in writing by the Local Planning Authority, the development shall thereafter be carried out strictly in accordance with the AMS.

Reason: To ensure the satisfactory protection of retained trees in the interests of visual amenity.

Informative(s)

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.

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.

In this instance:

- the application was acceptable as submitted and no further assistance was required.
- 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 the off-site works will need to be constructed under a Section 184 of the Highways Act legal agreement. This Small Works Agreement 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 minimum period of 3 weeks is required to process the agreement following the receipt by the Highway Authority of a written request. Please contact Highways Development Management at the following address for information:

Highway Development Management (Delivery)
Buckinghamshire Council
6th Floor, Walton Street Offices
Walton Street,
Aylesbury
Buckinghamshire

HP20 1UY

It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.

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.

It is contrary to section 163 of the Highways Act 1980 for surface water from private development to drain onto the highway or discharge into the highway drainage system. The development shall therefore be so designed and constructed that surface water from the development shall not be permitted to drain onto the highway or into the highway drainage system.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

Cllr Nathan Thomas:

If Officers are minded to approve this application, I wish for this application to appear in front of the planning committee. This is due too:

- Parking and Highway concerns in particular the application states a garage for each property which is not shown.
- Out of character for Chilton Close/overdevelopment.

Cllr Katrina Wood:

There are many local concerns and objections to this revised application which still appears to be an overdevelopment of the site and creating extra entrances onto a narrow road. If officers are minded to approve then I would request that this application be brought before the planning committee for decision.

Parish/Town Council Comments

No comment.

Consultation Responses

Urban Designer – No objections.

Highways – No objections, subject to conditions.

Environmental Health – No objections, subject to condition.

Tree Officer – No objections, subject to conditions.

Ecology – No objections, subject to condition.

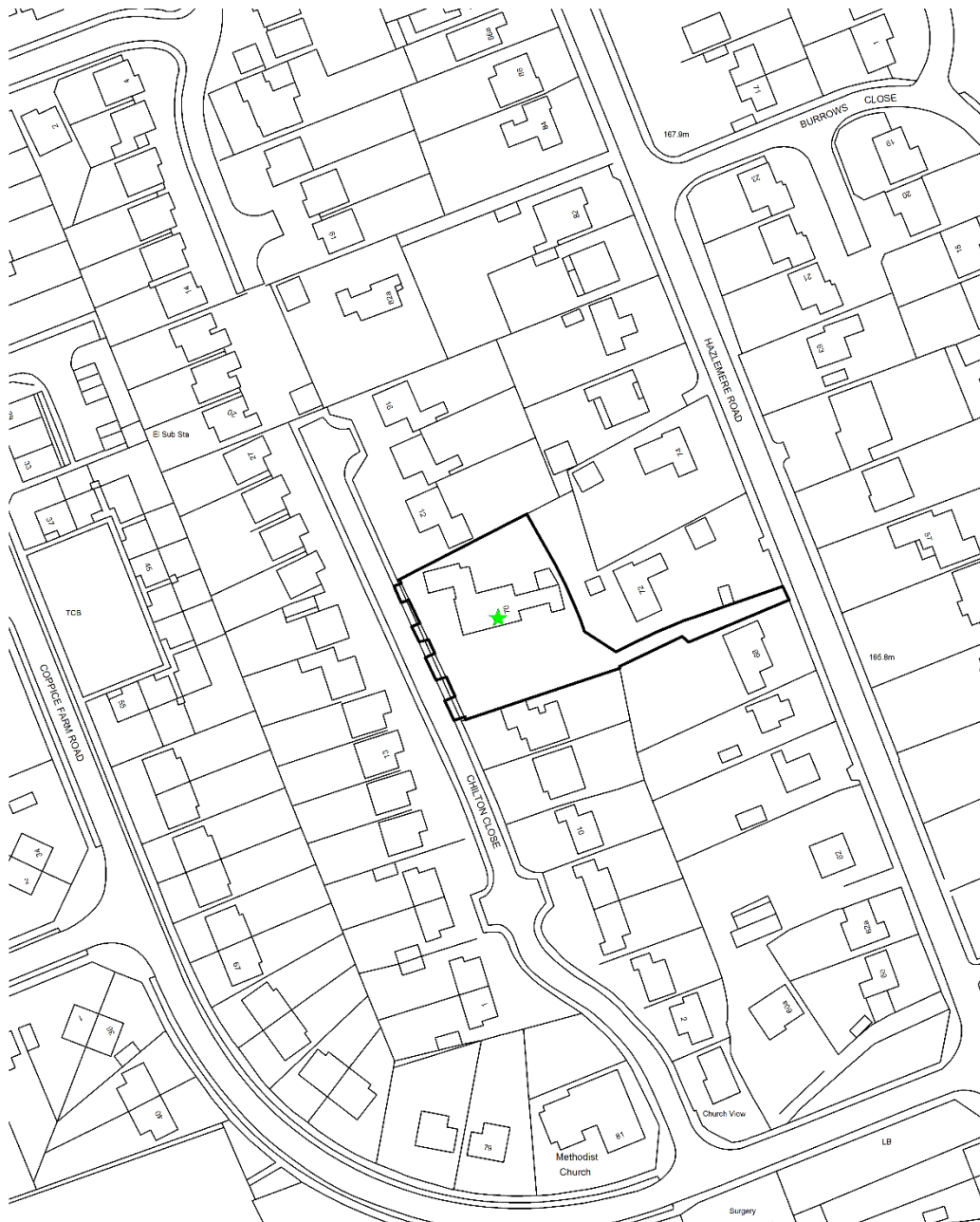
Representations

19 comments have been received objecting to the proposal:

- Out of keeping with houses on the road
- Access issues
- Application is virtually the same as the previously refused
- How will construction works be managed
- Strip of land between No. 70 and back of Chilton Close ownership
- Drainage issues
- Loss of greenery
- Development is excessive
- Impact on residents from construction works
- Absence of a garage
- Loss of privacy
- Impact on ecology
- Restrictive covenant
- Impact on local services
- Overdevelopment of the site
- Loss of light

APPENDIX B: Site Location Plan

22/07970/FUL
Scale 1/1250



Planning Committee
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Ordnance Survey 100062456