

**18/06550/FUL**

**Consultations and Notification Responses**

**Ward Councillor Preliminary Comments**

**Councillor David J Carroll**

No objection apart for an occupancy condition required.

I would like this application to be determined by the Planning Committee because of local concerns.

**Parish/Town Council Comments/Internal and External Consultees**

**Hughenden Parish Council**

Comments: No objection provided the application complies with Green Belt & AONB regulations. We would request that the application be subject to an agricultural workers dwelling condition so that the development must be retained as living accommodation for farm workers on Hoppers Farm. We would also request that if the officer is minded to approve the application, that it be considered by the WDC planning committee.

**County Highway Authority**

Comments: The application site is located off a private drive off Cockpit Road, a C-class road subject to a 30mph speed restriction in the vicinity of the site.

A residence for a farm worker would reduce the number of vehicular movements being made to the site. In highway terms the vehicular movements associated with the proposed development would be offset by the existing vehicular movements associated with the site, resulting in no material change in traffic generation. This is subject to the dwelling being solely for use by workers associated with the site. It is therefore required that this is secured by condition to ensure no intensification of the site access.

No objection in highway terms subject to the imposition of an agricultural workers dwelling condition.

**Further comments:**

I write further to my comments dated the 5 July 2018, in which the Highway Authority recommended the application for approval, with the suggested inclusion of a condition restricting the future occupancy of the dwelling to be used solely by an agricultural worker, which, in effect, would not generate a material change in trips to and from the site with regard to the previous use of the site. It is my understanding that such a condition may not be justified in this situation. As this is the case, I have the following comments to make.

When considering trip generation, I would expect the change of use from an agricultural building to a dwelling in this location to result in additional vehicular movements. The proposed access arrangements will need to be assessed in order to demonstrate that they are suitable to accommodate the anticipated additional vehicular movements.

As Cockpit Road is subject to a speed restriction of 30mph, visibility splays of 2.4m x 43m are applicable, commensurate with current Manual for Streets guidance. I am confident that these splays are achievable from the proposed access point. In terms of access width, I note that the existing access width is sufficient to allow for the change of use from agricultural building to a dwelling in this location.

In terms of car parking, using Buckinghamshire County Councils document 'Countywide Parking Standards', the proposed dwelling would require three parking spaces, as the

dwelling would fall within Residential Zone B and provide two bedrooms on site. These spaces have been provided on site, with adequate space within the site for these vehicles to turn and leave the site in a forward gear.

Mindful of the above, I have no objection to the proposals subject to the following conditions being included on any planning consent that you may grant:

**Condition 1:** No other part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 43 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

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

**Condition 2:** The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

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

**Informatives:**

- 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.

**Control Of Pollution Environmental Health**

Comments: Objection unless subject to: Condition: Non-Mains Foul Drainage Details of the method of non-mains drainage shall be submitted to and approved in writing by the Local Planning Authority (LPA). The details shall show compliance with paragraph 020 (Reference ID: 34-020-20140306) of the National Planning Policy Guidance (NPPG) titled 'Are there particular considerations that apply in areas with inadequate wastewater infrastructure?' Should anything other than a package treatment plant be chosen, the applicant will need to submit a drainage assessment to the LPA in accordance with the NPPG. The scheme shall be implemented in accordance with the approved details prior to the occupation of the development. Reason ' to protect controlled waters and residential amenity.

**Buckinghamshire County Council (Non Major SuDS)**

Comments: The LLFA has reviewed the information provided including:

- Soakaway design
- Site plan

- Trial Pit Log
- Infiltration graph for soakaway testing
- E-mail correspondence.

No objection to a condition requiring submission and approval of a surface water drainage scheme.

### Representations

#### Great Kingshill Residents Association

- The association would not normally comment on this type of application but in view of the site history any application relating to the site is sensitive locally. Any development should not proceed without careful consideration.
- No objection per se but request an agricultural use restriction is place on the property if permission is granted, to prevent piecemeal development which is in the Green Belt and AONB.

5 comments have been received objecting to the proposal:

#### Summarise comments

- Given the degree of protection afforded to the area by being in the GB and AONB the application is questionable particularly given the applicant is claimed to have disposed of other accommodation for agricultural workers within the locality.
- Proposal may establish a precedent for residential property on the wider site.
- Application should be considered by Planning Committee given the wider implications.
- Should the Council give permission it should be subject to a condition restricting use to a single residence for agricultural workers.
- Applicant has recently sold off a number of properties used by farm workers including Laburnum Cottage.
- No water or electricity services to the building – services are stretched at present.
- Domestic use would extend well into the field, beyond the building line set out by Hoppers House. This would potentially alter the future use of the land between the proposed development and dwellings along cockpit Road.
- Although there may not be bats in the building they are in the locality and there is a variety of wildlife in the area.
- Security is only a valid argument if other reasonable steps have been tried and failed. The entrance gates by Cockpit Road are never locked or closed.
- There is no perimeter fence surrounding all the property, granting access across fields. The gate at the northern boundary is often left open.
- Villagers are using buildings on the north of the site for storage.
- Buildings at the entrance are in poor condition inviting groups of teenagers to use them. Electricity has been disconnected so there is no CCTV, security lights or alarm system.
- Building is on the opposite side of the farm to the turkey barns so the occupant would not know if there was an intruder.
- The access gate on the private driveway is left unlocked for long periods of time.
- The static caravan granted in 2015 has never been moved, as required by condition, and rarely occupied.
- Application is stated as a conversion but in practice would be knocked down and replaced.