



## Report to Wycombe Area Planning Committee

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<b>Application Number:</b>	19/06180/FUL
<b>Proposal:</b>	Demolition of existing barn & erection of a single storey block comprising 6 x letting room with en-suites & a laundry/dining room with WC & bin stores. Conversion of second barn to two self-contained 1-bed holiday flats. Change of use of Manege to recreational use for Holiday lets, car parking & erection of lockable cycle store. Alterations to access and driveway.
<b>Site Location:</b>	Upper Warren Farm Hampden Road Hughenden Valley Buckinghamshire HP16 0JL
<b>Applicant:</b>	Mr Simon Lloyd
<b>Case Officer:</b>	Jenny Ion
<b>Ward(s) affected:</b>	Previous Greater Hughenden Ward
<b>Parish-Town Council:</b>	Hughenden Parish Council
<b>Date valid application received:</b>	22nd May 2019
<b>Statutory determination date:</b>	17th July 2019
<b>Recommendation</b>	Application Permitted

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

- 1.1 This application seeks permission to create holiday letting accommodation, through the replacement of existing stables with six B&B letting rooms, and the conversion of a barn into two self-contained 1-bedroom units. To facilitate this alterations are proposed to the existing driveway access and it is proposed to use the existing manege as outdoor space for guests.
- 1.2 The proposed development would provide letting accommodation for tourists / visitors which will support the local, rural economy and facilities such as the local pubs and shop. The design of the conversion and new units is suitable for the AONB location and would have negligible impact on the surrounding landscape and would not harm the openness of the Green Belt. The additional trip generation could be accommodated within the local highway network, adequate parking is provided, and the development would not have an adverse impact on the amenity of neighbouring properties. The application is therefore recommended for approval.

- 1.3 Cllr Broadbent requested the application is considered by the Planning Committee. In support of his request he commented as follows:

*It is clear that a lot of consideration and work has been afforded to this application, which has resulted in a conditional permission recommendation. The fact remains that this application represents a significant change of use, with multiple policy considerations, including highways, drainage and the building developments itself. These factors, combined with interest from local residents in the application would be best served by full consideration via the planning committee. This would ensure both the application and the recommended conditions would be tested by the oversight of the committee members. In short, a change of use within the AONB, such as the one proposed would benefit from full, public consideration.*

- 1.4 Cllr Carroll also requested that the application is considered by the Planning Committee. His reasons were:

*This application is of great community concern. It's in the Area of Outstanding Natural Beauty and Green Belt. Damaging and detrimental to the area. This is a change of use.*

- 1.5 Recommendation – conditional permission.

## **2.0 Description of Proposed Development**

- 2.1 The application proposes the provision of holiday accommodation. There are two elements to the scheme. The first is the conversion of an existing building to provide two one-bedroom letting units. The second is the demolition of existing stables and a hay storage barn and the construction of six one-bedroom letting rooms with en-suite shower rooms, with a small shared dining kitchen space and utility. Car parking is proposed adjacent to the conversion, and for the run of six rooms on part of what is currently a manege. A covered cycle store would also be proposed. The remainder of the manege would become a shared garden area available for use by guests.
- 2.2 The application follows pre-application discussions with the applicant. It is intended that the letting rooms would provide bed and breakfast accommodation. It is not intended to provide any facilities within the existing house. Breakfast would be provided within the rooms, with a small communal kitchen dining space also available for use by guests. The conversion would provide self-catering accommodation and is designed to be accessible to disabled guests.
- 2.3 The building to be converted is constructed from blockwork on three sides with a mono-pitch sheet roof. The front is partially enclosed to create stables, and the end bay has a garage style door. It is proposed to enclose the front of the building and face it with horizontal timber cladding. The building would be divided internally to create to separate, identical, but handed, units. They would have a kitchen / sitting room, with large glazed windows and a door to the front. Each unit would have one bedroom with an en-suite accessible shower room.
- 2.4 The six letting rooms would replace a row of existing stables, which are constructed from a mix of brick and blockwork under a shallow pitched roof. They are cut into the slope of the ground so that the rear eaves is just above the level of the manege behind. Adjacent is a modern, curve topped barn, with a steel frame, part blockwork walls, part sheet walls and part open. The stables have been used in connection with the livery use on the site and the barn is used to store hay associated with this use.

- 2.5 These buildings are in a poorer condition and it is proposed to demolish them and replace them with six letting rooms. These have been designed to have the appearance of stables, clad in timber under a shallow pitched roof with an overhang at the front, a stable style door and a window. They could comprise one bedroom with an en-suite per unit. They are shown to be arranged as a terrace in pairs of two which step down the slope. The one end, adjacent to the access to the parking area, is a small kitchen with dining area and a laundry and accessible w.c. for use by guests.
- 2.6 The existing manege is behind the stables. It is understood to be in poor conditions with some drainage issues, and it is therefore proposed to use this area in part for parking, and the remainder as a recreational space for guests. One parking space would be provided for each letting room. For the self-catering units parking would be adjacent to the units.
- 2.7 The site is located to the north west of Hampden Road. An existing access drive serves the house, the equestrian buildings and agricultural buildings. The latter are modern buildings which are used in association with the agricultural land, which is rented to a local farmer. They will therefore continue in agricultural use.
- 2.8 There is also a livery use at the site, although it is understood that this has reduced in recent years. The livery has catered for up to 14 horses, but at the time of pre-application discussions this had reduced to 7 horses. The large barn in the centre of the farm complex accommodates stables, tack and other equipment storage connected to the equestrian use.
- 2.9 Some changes are proposed to the access to meet the requirements of the highway authority. These include widening the bellmouth on the north east side and providing a wider driveway for the first 12 metres to ensure two vehicles can pass. A passing place has also been introduced part way up the drive so that cars can pass without the need for reversing.
- 2.10 The application is accompanied by:
- a) Ecology Wildlife Checklist
  - b) Bat Survey Report
  - c) Transport Assessment, etc.
- 2.11 Amended plans were submitted during the application to address a request from the Highway Authority to amend the access and provide sufficient width for two vehicles to pass at the entrance. Additional information about surface water drainage was also provided.

### **3.0 Relevant Planning History**

- 3.1 There is no recent planning history for the site. There have been various applications from the 1950s – 1980s relating to the farmhouse and the farm, but none has a direct bearing on the current application.

### **4.0 Policy Considerations and Evaluation**

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

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development), CP3 (Settlement Strategy), CP8 (Protecting the Green Belt), DM30 (Chilterns Area of Outstanding Natural Beauty), DM33 (Managing Carbon Emissions, Transport and Energy Generation),

DM42 (Managing Development in the Green Belt), DM45 (Conversion of Existing Buildings in the Green Belt and Other Rural Areas)

- 4.1 The site is located within the Green Belt and the Chilterns AONB. There are two aspects to this application, the conversion element and the new letting rooms, which have different policy considerations.

#### *Conversion*

- 4.2 Policy DM45 says that the conversion of existing buildings to new uses is acceptable in the Green Belt and AONB where it meets three criteria. The first is that the building must be of sound and permanent construction, suitable for the proposed use; the second is that it is not a building less than 10 years old; the third is that the use will support the vitality and sustainability of the local rural community, rural economy or local services.
- 4.3 In this instance the building is of the requisite age and is of a solid blockwork construction. It therefore has potential to be converted to a residential use. The supporting text to Policy DM45 recognises that building works to facilitate conversion will be required and says that this will normally be acceptable. Some work will inevitably be required to bring this building up to a habitable standard, such as providing insulation. This could be achieved by insulating the walls inside and replacing the roof covering with a similar profile sheet with insulation on the underside. This would not require the substantial reconstruction of the building.
- 4.4 The proposed use, as holiday letting accommodation, would support the rural economy and local services, with tourists using local facilities such as the local pubs (the nearest are in Hughenden Valley and Bryants Bottom), the village shop in Hughenden Valley, and visits to local tourist attractions. The conversion of the building to two letting units is therefore acceptable in principle.

#### *B & B units*

- 4.5 The proposed six letting rooms would replace existing stables and a hay barn, used in conjunction with the existing equestrian use on the site. Horse related facilities fall within the definition of previously developed land, which is set out in the National Planning Policy Framework (NPPF). Policy DM42 follows the guidance of the NPPF, in allowing development which is not inappropriate, as defined in the NPPF.
- 4.6 Paragraph 145 of the NPPF sets out what forms of development are not inappropriate. This includes the partial or complete redevelopment of previously developed land, whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt than the existing development.
- 4.7 Since this element of the proposal comprises partial redevelopment of previously developed land it is acceptable in principle, subject to the impact on openness. The proposed letting rooms replace a large, effectively two storey, barn, and single storey stables. Overall it is considered that the new development will not have a greater impact on the openness of the Green Belt than the existing structures do – the single storey nature of the building means it will be less prominent visually than the existing barn.
- 4.8 Policy CP3 indicates that rural businesses will be supported and further advice can be found in paragraphs 83 and 84 of the NPPF. Paragraph 83 says that policies and decisions enable: a) the sustainable growth and expansion of all types of business in

rural areas, both through conversion of existing buildings and well-designed new buildings; b) the development and diversification of agricultural and other land-based rural businesses; c) sustainable rural tourism and leisure developments which respect the character of the countryside. Both elements of the proposal would facilitate rural tourism through the provision of additional visitor accommodation.

- 4.9 Paragraph 84 recognises that rural sites will be less well served by public transport, but that this should not have an unacceptable impact on rural roads. This is addressed in the section below.
- 4.10 Third parties have queried the impact of the removal of the stables and manege on the livery business and suggested that the site should remain a farm. As noted above, the existing agricultural barns and land are not affected by these proposals. The operation of the livery business is largely a matter for the applicant, but the stables to be removed are of poor quality by modern standards, with the stables currently in use being in a building which is to be retained. The manege is understood to have limited use due to some drainage issues with the surface.

### **Transport matters and parking**

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

DSA: DM2 (Transport requirements of development sites)

- 4.11 Upper Warren Farm is served by its own private drive off Hampden Road, which is subject to the national speed limit. Whilst the proposed development will result in an increase in trips to and from the site, the Highway Officer advises that this could be safely accommodated on the surrounding highway network. The visibility from the access is suitable in both directions.
- 4.12 The Highway Officer is also satisfied that, with the alterations shown to the bellmouth and first 12 metres of the access, to widen it, that the access would allow a car and agricultural vehicle to pass, so that vehicles would not need to wait on or reverse back onto the carriageway.
- 4.13 The scheme proposes one parking space per letting room / self-catering unit, which is appropriate for the type of accommodation provided. It also makes provision for cycle parking, either for visitors arriving by bike or those bringing bikes with them to explore the area. The site is close to promoted cycle routes. The provision of cycle parking is encouraged in the parking guidance, although there is no standard for B&B accommodation. The inclusion of cycle parking has been questioned in the representations, with a query as to whether there is an intention to create a cycle track. This is not part of the application. Cycling is an increasingly popular recreational activity and provision for cyclists is therefore appropriate in connection with tourist accommodation such as this.
- 4.14 Paragraph 84 of the NPPF suggests that development in rural areas should take opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The provision of cycle storage therefore feeds into that approach.
- 4.15 Paragraph 84 also says that the use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist. The site is just outside the settlement of Hughenden Valley and is just 0.8 km from the nearest pub and 1.9 km from the village shop. There is also a

doctor's surgery within the village. Therefore the site has reasonable access to nearby facilities.

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

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM30 (Chilterns Area of Outstanding Natural Beauty), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)

Chilterns Building Design Guide

- 4.16 The proposed letting rooms are designed to have the appearance of traditional timber stables. The changes in topography have been taken into account by stepping the building down the slope. The use of horizontal timber boarding with slate for the roof are suitable and traditional materials used in the Chiltern AONB. The design is therefore in keeping with the rural AONB location.
- 4.17 The building to be converted is a fairly utilitarian structure, but the proposed cladding and glazing would improve its appearance, which is also acceptable in AONB terms. Parking would be close to the building in the existing yard area in front of the building so would not be visually intrusive.
- 4.18 The proposed parking area for the letting rooms makes use of the existing level manege, and is largely screened by existing trees, bushes and hedges. It will not, therefore, appear unduly obtrusive in the surrounding area and is conveniently located for use by guests. Similarly, the use of the remainder of the manege for sitting out / play space will not have any greater impact on the landscape than the existing manege.

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

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

- 4.19 There is only one non-related dwelling adjacent to the application site, which is Warren Farm, to the west. This is served by a separate driveway access. The proposed conversion and new letting rooms are set well away from the neighbouring house and so would not have any impact in terms of light or privacy.
- 4.20 The use of the access, which passes close to the boundary with Warren Farm House, will introduce some additional activity from cars passing up and down the drive. However, Warren Farm House is set back from the boundary, there is some screening, and there are outbuildings in the garden of Warren Farm House. As such the level of activity, which must be balanced against the reduction in activity associated with the livery use, although it will result in additional movement, would not result in an unacceptable loss of privacy or noise and disturbance.
- 4.21 The accommodation is proposed as short term letting accommodation, for which the level of amenity provided would be satisfactory, in terms of size, natural light and ventilation. Concern has been expressed that the self-catering units in particular could become separate dwellings in future. Given the small size of the units and their lack of private amenity space they would not be suitable as a sole or main place of residence and it is therefore proposed to restrict occupation to short term letting accommodation by imposing suitably worded conditions. The same would be true for the B&B letting rooms.

## **Environmental issues**

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), CP12 (Climate Change), DM20 (Matters to be determined in accordance with the NPPF), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

### **Air Quality SPD**

- 4.22 There is sufficient space within the site to enable storage of waste in connection with the development. Given the location in the AONB and part way up the hill it is reasonable to control the provision of lighting to ensure that any new lighting is appropriately low level lighting, to prevent light pollution in an otherwise relatively dark part of the AONB.
- 4.23 The recently adopted Air Quality SPD requires the provision of car charging points in connection with all minor developments. This is to reduce air pollution within the Council's Air Quality Management Areas. Whilst the site is not within an AQMA it is likely that visitors to the letting accommodation would travel through the AQMA to access the site, or during their stay. A condition will be imposed to secure their provision.

## **Flooding and drainage**

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

- 4.24 The site is not in an area at risk of river flooding. All applications are, however, required to show that surface water drainage can be adequately managed to prevent an increased risk of flooding, either within the site or elsewhere.
- 4.25 The determination of this application has been delayed to allow the applicant the opportunity to submit additional information about how they intend to deal with surface water drainage. Two sets of additional information have been submitted and the Lead Local Flood Authority has confirmed that they are satisfied that the development can be accommodated without increasing flood risk as a solution to surface water management is possible.
- 4.26 The applicant has indicated an intention to use a combination of measures, including permeable paving, infiltration to a soakaway, and rain gardens, in the form of raised planters. The LLFA advise that they therefore have no objections to permission being granted, subject to the imposition of a condition requiring the approval of a surface water drainage scheme.

## **Landscape and Visual Impact**

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM11 (Green networks and infrastructure), DM13 (Conservation and enhancement of sites, habitats and species of biodiversity and geodiversity importance), DM30 (Chilterns Area of Outstanding Natural Beauty) DM32 (Landscape character and Settlement Patterns), DM34 (Delivering Green Infrastructure and Biodiversity in Development)

- 4.27 The site is within the Chilterns AONB and development is expected to be of a high standard of design and should not have an adverse impact on the landscape. The building to be converted is grouped with other buildings. It will not change in terms of its overall volume, and its appearance will be improved by the infilling of the front

elevation with timber boarding, which is appropriate to the AONB. This will therefore not have any impact on the wider landscape.

- 4.28 The proposed letting rooms replace existing stables and a sheet clad barn. This part of the site is in a more elevated position, and the existing curved top barn is visible from some distance away along the Hampden Road / Warrendene Road because of its height. The existing stables are less prominent, as they are much lower, and there is a large barn adjacent on the down slope side.
- 4.29 The replacement letting rooms would be low, single storey buildings, which have also been designed to step down the slope to follow the natural contours. The land slopes up significantly to the rear (the eaves of the existing stables are only just above the level of the manege behind). The new building will therefore be viewed against the backdrop of the rising ground, as well as being part of the cluster of farm buildings. As such it will not be unduly prominent in the landscape. The design, to look similar to traditional timber stables, is in keeping with traditional building forms within the AONB. They would therefore not have a detrimental appearance on the special character or appearance of the AONB landscape
- 4.30 Representations have suggested that there will be an adverse impact on views from footpaths in the area. There are no paths immediately adjacent to the site and all are at some distance. A path on the east side of the valley passes through woodland so would not have clear views to the site. The path which connects to the south side of Hatches Lane is over 0.5km away. The paths to the south and west, starting at the cross roads (320m away) and the drive to Sherwood Farm (250m) will have limited views until reaching higher ground because of intervening structures. Given the small scale of the proposed buildings and their design and materials they would have limited impact on public views towards the site and would not adversely affect the enjoyment of the AONB landscape.

### **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)

- 4.31 The applicant has submitted a bat survey with the application. This has confirmed that, following a survey by a suitably qualified ecologist, the buildings have negligible potential to support roosting bats. No further surveys were recommended. The proposal will not therefore have an adverse impact on bats.
- 4.32 The buildings do have potential for use by nesting birds, but this is not an obstacle to development. Any demolition or conversion work would need to take place either outside the nesting season or following a check of the buildings by an ecologist to confirm that no nesting birds are present. This could be addressed by adding an informative to any permission.

### **Building sustainability**

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



4.33 It is considered necessary to condition water efficiency in accordance with Policy DM41. This requires development to meet suitable standards of water efficiency. There is potential for the development to include measures such as solar panels or air source heat pumps to reduce carbon emissions and a suitable condition can be imposed to secure this.

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

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

DSA: DM19 (Infrastructure and delivery)

4.34 The development is a type of development where CIL may be chargeable. It is considered that there would not be other types of infrastructure that will be put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure.

### **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 development plan policies.

5.4 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 (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.

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

- was provided with pre-application advice,

- the applicant/agent was updated of any issues after the initial site visit,
- The applicant was provided the opportunity to submit amendments to the scheme/address issues.
- The application was determined in accordance with the revised timescale agreed with the agent.
- 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**

### **7.1 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 1765/01, 1765/02A, 1765/03, 1765/04B and 1765/05; 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 other part of the development shall be occupied until the existing means of access has been altered in accordance with Buckinghamshire Council's guide note "Commercial Vehicular Access Within Highway Limits" 2013 and the details shown on the approved plans, including the widening of the access and the provision of a passing bay, shown on drawing no. 1765/04B.  
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

6. 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.

7. No works other than demolition shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Demonstration of a 1m freeboard between the base of all infiltration components and the water table. This can be demonstrated by:
- Providing further groundwater level monitoring during the winter period (November- March), or by revising the proposed depths of the infiltration components based upon current ground investigations
- Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the hierarchy listed in the informative below.
- Base co-efficient of both infiltration components to be set as 0.00m/hr
- Clarification as to the connectivity between the foul and surface water drainage systems, removal of connecting pipe where necessary, or demonstration that flows are able to be accommodated
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Drainage layout detailing the connectivity between the dwellings and all drainage components, showing pipe numbers, gradients and sizes, complete together with storage volumes of all SuDS components
- Maintenance schedule for the raised rain gardens

Reason: The reason for this pre-construction condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 163 of the National Planning Policy Framework and Policy DM39 of the Wycombe District Local Plan(2019) to ensure that there is a satisfactory solution to managing flood risk.

8. No external lighting shall be installed in the parking areas, adjacent to the letting units or along the access unless it is in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting which is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interest of visual amenity due to the location of the site in a rural part of the Chilterns Area of Outstanding Natural Beauty.

9. 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 Policies CP12 and DM41 of the adopted Wycombe District Local Plan.
10. No letting room or holiday flat shall be occupied until details of the provision of renewable technologies within the development (such as heat pumps and photo voltaic cells) have been submitted to and approved in writing by the Local Planning Authority. Thereafter no letting room or holiday flat shall be occupied until the scheme for that unit has been implemented.  
Reason: To ensure that measures are incorporated within the development to reduce carbon emissions in accordance with Policies CP12 and DM33 of the adopted Wycombe District Local Plan (2019).
11. The six letting rooms hereby permitted shall be occupied only as short term holiday let accommodation ancillary to the residential occupation of Upper Warren Farm and at no time shall be severed and occupied as separate independent units or as a sole or main place of residence.  
Reason: The proposed letting rooms, by virtue of their size and amenity provision, would not provide a suitable standard of accommodation as independent dwelling units or for long term residential occupation.
12. The two self-contained holiday flats hereby permitted shall be occupied only as short term holiday let accommodation and at no time shall be severed and occupied as separate independent units or as a sole or main place of residence.  
Reason: The proposed holiday flats, by virtue of their size and amenity provision, would not provide a suitable standard of accommodation as independent dwelling units or for long term residential occupation.
13. Unless the Local Planning Authority first agrees in writing; prior to any of the six letting rooms being brought into use one electric vehicle charging point shall be installed in the adjacent parking area hereby permitted, and prior to either of the self-contained holiday flats being brought into use one electric vehicle charging point shall be installed in the parking area serving the holiday flats. The charging points shall thereafter be retained as such, in working order.  
Reason: To assist in the reduction of air pollution from vehicular traffic by facilitating the use of electric vehicles to reduce the negative impact on the health of residents living within the Air Quality Management Area and to meet the requirements of Policies CP12 and DM33 in the adopted Wycombe District Local Plan (2019).

### **Informative(s)**

1. In accordance with paragraph 38 of the NPPF Buckinghamshire Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. Buckinghamshire Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

In this instance the applicant was updated of issues after the site visit and given the opportunity to address issues relating to access and surface water drainage. Following the submission of amended / additional information the application was determined in accordance with the timescale agreed with the applicant.

- 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 Development Management at the following address for information:-

Development Management (Works Co-ordination & Inspection)  
Buckinghamshire Council  
6th Floor, County Offices  
Walton Street,  
Aylesbury  
Buckinghamshire  
HP20 1UY

- 3 To comply with paragraph 080 of the Planning Practice Guidance (PPG) 'the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:

- into the ground (infiltration);
- to a surface water body;
- to a surface water sewer, highway drain, or another drainage system;
- to a combined sewer.'

Although rain water reuse is not included within the list above, the LLFA strongly encourage the consideration of its use within developments as the LLFA considers rainwater reuse to sit above the drainage hierarchy (page 8). This allows rainwater to be collected and used for non-potable water purposes, helping reduce dependency on potable water usage and act as an effective way of managing surface water.

- 4 The applicant should note that under Part 1 of the Wildlife and Countryside Act 1981, with only a few exceptions, it is an offence for any person to intentionally:

- take, damage or destroy the nest of any wild birds while the nest is in use or being built,
- take kill or injure any wild bird,
- take or destroy the egg of any wild bird.

Birds nest between March and September and therefore demolition of buildings and removal of dense bushes, ivy or trees or parts of trees etc. during this period could lead to an offence under the Act. You are therefore advised to carry out any demolition outside the nesting season. If demolition is carried out during the nesting season the buildings to be demolished should first be checked by a suitably qualified ecologist to ensure that no nesting birds are present.