

Application Number: 21/00129/FUL

Description New dwelling including new access and amenity space, new access and drive to existing dwelling (re-submission of 20/02803/FUL)

At 1 Wolverton Road, Castlethorpe, Milton Keynes MK19 7EP

For Mr J Markham

Statutory Target: 15th March 20201

Extension of Time: 29th April 2021

Ward: Newport Pagnell and Hanslope

Parish: Castlethorpe

Report Author/Case Officer: Charlotte Ashby
Planning Officer

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1.0 RECOMMENDATION

1.1 It is recommended that permission is granted subject to conditions set out in this report.

2.0 INTRODUCTION

The Site

2.1 The application site is a detached bungalow located within the corner plot between Wolverton Road and Bullington End Road. The dwelling is located within the settlement boundary of Castlethorpe, with the boundary running along the south eastern edge of the site. Open countryside is located to the east. The existing dwelling is set back within the plot from Wolverton Road, with the existing access to the property originating from the corner junction of Bullington End Road. Trees are located to the north-west of the site. The site is not subject to any planning constraints.

The Proposal

2.2 The application proposes a detached dwelling to the west of the existing dwelling, to be served by a repositioned access off Bullington End Road, along with an

associated parking area and amenity space. A new access and driveway is also proposed for the existing dwelling from Wolverton Road. The proposed 3-bedroom dwelling is a chalet bungalow style located to the west of the existing bungalow located at the site.

Reason for referral

- 2.3 The application has been referred to the Panel by Castlethorpe Parish Council in respect of highway concerns relating to the new access onto Wolverton Road.

Scope of debate/decision

- 2.4 This application proposal is a full planning application and so all matters are to be considered.

3.0 RELEVANT POLICIES

National Policy

- 3.1 National Planning Policy Framework (February 2019) (NPPF)

Section 12 - Achieving well-designed places

In addition, the Planning Practice Guidance is also a material consideration.

The Development Plan

- 3.2 Castlethorpe Neighbourhood Plan (October 2017)

Policy 1 - Settlement Boundary

Policy 3 - Design Guidance

Policy 9 - Surrounding Countryside and Landscape

- 3.3 Plan:MK (March 2019)

Policy DS1- Settlement Hierarchy

Policy DS2 - Housing Strategy

Policy HN4 - Amenity, Accessibility and Adaptability of Homes

Policy D1 - Designing High Quality Places

Policy D2 - Creating a Positive Character

Policy D3 - Design of Buildings

Policy D5 - Amenity and Street Scene

Policy FR1- Managing Flood Risk

Policy FR2 - Sustainable Drainage Systems and Integrated Flood Risk Management

Policy NE2 - Protected species and priority species and habitats

Policy CT2 - Movement and Access

Policy CT3- Walking and Cycling

Policy CT6 - Low Emission Vehicles

Policy CT9 - Digital Communications

Policy CT10 - Parking Provision
Policy SC1 - Sustainable Construction

3.4 Supplementary Planning Documents/Guidance

Parking Standards SPD (January 2016)
New Residential Development Design Guide SPD (April 2012)

3.5 Emerging Policy

Emerging Castlethorpe Neighbourhood Plan (submitted modifications version, 2020)

Castlethorpe's emerging neighbourhood plan has been through examination, but has not yet been to referendum or been adopted. It holds considerable weight in the determination of this planning application, but not full weight. The following policy from the emerging Neighbourhood Plan is relevant:

Policy CAS1 - Settlement Boundary
Policy CAS3 - Housing Need
Policy CAS4 - Design Guidance
Policy CAS6 - Climate Change
Policy CAS11 - Surrounding Countryside and Landscape

3.6 Human Rights Act 1998

There may be implications under Article 8 and Article 1 of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions. However, these potential issues are in this case amply covered by consideration of the environmental impact of the application under the policies of the development plan and other relevant policy guidance.

3.7 Equality Act 2010

Due regard, where relevant, has been had to the Milton Keynes Council's equality duty as contained within the Equality Act 2010.

4.0 **RELEVANT PLANNING HISTORY**

4.1 Application Site

15/01585/FUL
Demolition and reconstruction of fire damaged property
Approved 26.08.2015

15/03001/DISCON
Details submitted pursuant to discharge of 3 (external materials), 4 (tree survey plan), 5 (tree protection measures) and 7 (construction site fencing) attached to application 15/01585/FUL
Details Refused 25.01.2016

16/00210/DISCON

Details submitted pursuant to discharge conditions 3 (external materials), 4 (tree survey) and 5 (tree protection measure) attached to planning permission 15/01585/FUL

Conditions not discharged 15.03.2016

20/02803/FUL

New dwelling including new access and amenity space, new access and drive to existing dwelling.

Withdrawn 18.12.2020

The previous scheme was withdrawn due to issues with the proposed access arrangement which required further information and amendment.

5.0 CONSULTATIONS AND REPRESENTATIONS

5.1 Castlethorpe Parish Council

Object to the new proposed access to the existing dwelling due to the following reasons:

- It is too close to the traffic calming 'build out' forcing traffic onto the side of the road by the proposed access;
- The Parish Council speed indicator device clocks speeds between 35mph and 44mph with less than half of traffic within the 30mph speed limit by the post opposite the site. The access is dangerous and the Parish Council would rather the existing access is retained or a new shared access created on Bullington End Road;
- Alternatively, the traffic build out could be located further from the village.

5.2 Cllr Andrew Geary - Newport Pagnell North and Hanslope Ward

No comments received.

5.3 Cllr George Bowyer - Newport Pagnell North and Hanslope Ward

No comments received.

5.4 Cllr Bill Green - Newport Pagnell North and Hanslope Ward

No comments received.

5.5 MKC Highways

Officers originally objected for the following reasons:

- The applicant failed to demonstrate any facilities for pedestrians;
- Issues with tracking of vehicles seems to be caused by a deficiency in terms of junction radius onto Wolverton Road. A single car should not track over the carriageway centre line and the applicant should revise plans to show an

access with at least a 4m radius and then check the tracking accordingly;
and

- The Bullington Road access similarly lacks a radius onto it, which will need to be corrected.

Following receipt of amended plans it has been confirmed that the revised layout for plot 2 satisfies the previous concerns. Furthermore, the revised footpath route located along the north aspect of Wolverton Road satisfies earlier comments. It lacks detail of the pedestrian crossing points on Bullington End Road, the west aspect having no pedestrian access point featured. It is stated that it is likely that this detail can be included as part of the section 278 (s278) application.

5.6 MKC Landscape Services (Tree Officer)

No representations were received at the time of writing this report.

5.7 Representations from interested parties

No comments have been received.

6.0 **MAIN ISSUES**

Principle of development;
Highway matters and parking;
Design and impact on the character and appearance of the area;
Residential amenity;
Landscape;
Flooding; and
Sustainable construction.

7.0 **CONSIDERATIONS**

Principle of development

- 7.1 Policy DS1 of Plan:MK emphasises that developments within the settlement boundaries will be permitted where they comply with all other relevant policies of Plan:MK and the neighbourhood plan. Policy DS2 of Plan:MK (2019) sets out that over the course of the development plan period the authority will seek to deliver a minimum of 26,500 dwellings. In addition to site allocations, part 13 states that development proposals within defined settlement boundaries will be permitted where proposals accord with all other relevant policies within the development plan. The site is located within the settlement boundary of Castlethorpe situated amongst other residential properties. In addition, given the existing dwelling situated within the site, the location has an established residential use.
- 7.2 Policy 1 of the Castlethorpe Neighbourhood Plan (2017) and Policy CAS1 and CAS3 of the emerging Castlethorpe Neighbourhood Plan (2020) also outline that windfall development within the settlement boundary will be supported. As such, the proposal is acceptable in principle, subject to the material planning considerations outlined in the remainder of this report.

Highway matters and parking

- 7.3 Policy CT2 of Plan:MK ensures safe movement and access. Castlethorpe Parish Council have objected to the proposed access to the existing dwelling from Wolverton Road, given the location within close proximity of the existing traffic calming measure, and the speed at which road users enter the 30 mph speed limit zone on Wolverton Road from the national speed limit zone. During the course of the application amended plans were received which resulted in minor alterations to the proposed accesses from both Wolverton Road and Bullington End Road. These sought to satisfy highways concerns in relation to the submitted tracking plans and swept path analysis. The initial plans showed a direct conflict with the traffic island feature and a lack of junction radius onto the roads. The amended plans satisfied previous concerns and the highways officer has no objection to the submitted plans for accesses to the existing and proposed dwelling. Satisfactory visibility splays are indicated on the proposed plans. Whilst comments from Castlethorpe Parish Council are noted, the Council's Highways Officer considers the amendments to be acceptable and are not in conflict with the existing traffic calming measure, with no evidence that vehicles are, on average, exceeding the posted limit. As such, the development is considered to comply with Policy CT2 of Plan:MK.
- 7.4 The initially submitted plans did not include a footway to allow pedestrian access between Castlethorpe village and the existing dwelling, given the alterations to the access removing the current access to Bullington End Road. As such, revised plans were submitted which addressed this detail and have since provided a footway running along the southern edge of the property boundary to meet the junction at Bullington End Road. Whilst it is acknowledged that no crossing point has been provided to the opposite side of the highway, the highways officer has no objection to the proposal and suggests that this detail can be included within the necessary s278 agreement under Highways legislation. As such, it is considered that the proposal complies with Policy CT3 of Plan:MK.
- 7.5 Policy CT10 of Plan:MK requires all new development proposals to meet the council's adopted standards unless mitigating circumstances dictate otherwise. The development would result in the sub division of the plot with the existing and proposed dwellings subsequently allocated their own parking provision. The development requires 2 allocated spaces and 0.5 unallocated spaces per dwelling. Garages are not counted towards parking provision within the Parking Standards SPD and, therefore, the repositioning of the garage for the existing dwelling would not be included. The proposed dwelling includes 2 allocated spaces in line with the Parking Standards, with additional driveway space that could accommodate one additional vehicle should any unallocated spaces be required by visitors to the site. Similarly, the existing dwelling does allow for allocated parking to the front of the garage. Whilst specific allocated spaces are not marked out on the plan, given the length of the driveway and provision of a turning head, it is considered that at least 2 spaces can be provided with additional space for one further vehicle in line with the unallocated provision. The highways officer has no objections to the provision of adequate parking within the scheme. The development is therefore considered to comply with the Milton Keynes Parking Standards and Policy CT10 of Plan:MK.

- 7.6 Policy CT6 requires all new residential dwellings to provide one Electric Vehicle (EV) Charging Point per unit. An EV charging point is not indicated on the proposal plans and as such can be secured via condition, therefore according with Policy CT6 of Plan:MK and Policy CAS6 of the emerging Castlethorpe Neighbourhood Plan (2020).

Design and impact on the character and appearance of the area

- 7.7 Policies D1 to D3 of Plan:MK seek to ensure that development proposals as a whole respond appropriately to the site and surrounding context through appropriate scale, design, boundary treatments and associated works. Policy 3 of the Castlethorpe Neighbourhood Plan (2017) and Policy CAS4 and CAS11 of the emerging Neighbourhood Plan (2020) seeks to ensure that development reflects and enhances the architectural and historic character and scale of the surrounding buildings and landscape and does not result in harm to the character of the open countryside.
- 7.8 The development does not propose any alterations to the appearance of the existing dwelling. The proposed bungalow would be located to the west of the existing property, separated by a close board fence.
- 7.9 The chalet style bungalow is considered to relate well to No. 1 Wolverton Road in scale and massing, and incorporates gable style dormer windows. Similar gable design features are visible within the local area. The dwelling would not exceed the height of No. 1 and is considered to be of a similar footprint that would be a sympathetic addition within the site. The proposed dwelling seeks to incorporate similar materials to that used on the existing dwelling, although details of the specific materials have not been provided. It is thus considered appropriate that a condition for a schedule of materials is appended to the decision.
- 7.10 The proposed dwelling is located to the west of 1 Wolverton Road and is not an overly prominent proposal in relation to the character of the open countryside, given the height, scale and massing. The existing mature trees to the north-west of the site are prominent and characterful within the local area, and therefore the development seeks to retain most of the trees as part of the landscaping for the proposed dwelling. As such, the proposed development is considered to comply with Policy D1, D2 and D3 of Plan:MK and Policy 3 of the Castlethorpe Neighbourhood Plan and Policy CAS4 and CAS11 of the emerging Castlethorpe Neighbourhood Plan (2020)

Residential amenity

- 7.11 Policy D5 of Plan:MK seeks to ensure that development proposals do not cause a detrimental impact on the amenity of nearby residents, or indeed the future occupiers of the site. Within policy D5 there is a requirement for levels of sunlight and daylight within buildings to be acceptable, and for dwellings to be dual aspect whilst retaining sufficient privacy.
- 7.12 Policy HN4 requires that residential units meet the Nationally Described Space Standard (NDSS), as well as other criteria regarding accessibility and flexibility of homes. The proposed 3 –bedroom, two storey, 4 person dwelling measures

approximately 157 square metres. This exceeds the minimum standards and therefore complies with Policy HN4 of Plan:MK.

- 7.13 The Milton Keynes Residential Design guide sets out the minimum recommended distances between dwellings. The rear to flank distance specified requires a separation in excess of 13.7 metres from first floor. No. 2 Bullington End Road is located directly to the north of the proposed dwelling. However, given the single storey nature of the neighbouring property, the rear to flank distance guidance would not apply. The proposed dwelling is located approximately 11 metres to the south of No. 2, and whilst a window is proposed to the north elevation, given that no windows exist within the side elevation of No. 2 the proposal would not be considered to result in a loss of privacy.
- 7.14 The proposed dwelling would be located approximately 1.3 metres to the west of 1 Wolverton Road with a close board fence separating the properties. Whilst it is acknowledged that the proposed dwelling is bulkier in relation to No. 1 by virtue of the chalet style gable windows, the proposal is a similar height and is not considered to be significantly overbearing or visually intrusive. In addition, given the chalet style and the orientation of the plot in relation to the sun, the proposal would not result in a significant loss of sunlight to No. 1. The design of the dwelling does not allow significant outlook over the rear amenity space of No. 1 Wolverton Road. Whilst some aspects may be possible from the rear bedroom window, given the orientation of the dwelling this would not be considered to result in a significant loss of privacy.
- 7.15 Policy D5 also requires all new development proposals to provide sufficient amenity space to meet the reasonable needs of occupiers, and also provide adequate cycle and refuse storage facilities. The Milton Keynes Residential Design advocates that a depth of 10m should be achieved. The rear amenity space of the proposed dwelling measures approximately 10 metres and 18 metres in width, therefore exceeding the guidance. The existing dwelling retains approximately 7.6 metres in garden depth. However, given the 18 metres width the overall amenity space is considered to meet the reasonable needs of occupiers and be acceptable. No cycle parking is indicated on the proposed plans, but given the garage and storage available, this can be secured by condition. As such, the development is considered to comply with Policy D5 of Plan:MK.

Landscape

- 7.16 The application site is currently an area of amenity land associated with 1 Wolverton Road. The site contains a number of mature trees and hedges for which the development seeks to retain the hedges surrounding the site and most trees, with the loss of one tree and one small group of trees. The hedges, trees, close boarded fencing and remaining grass has been outlined within the submitted plans. Given the residential use it is considered that the landscaping as proposed is satisfactory for the proposed and existing dwelling within the location, for which the site is adjacent to the open countryside. As such, it is considered that the proposal would comply with Policy D2 of Plan:MK in relation to requiring landscaping proposals to ensure that developments exhibit a positive sense of place and character for development.

Flooding

- 7.17 The application site is located within Flood Zone 1 which is at the lowest risk of flooding. The proposal would result in some additional hardstanding given the proposed property located within the current open green space and the new accesses. However, in this instance and given the overall garden space remaining as undeveloped land, it is considered that drainage needs can be addressed by condition so to ensure the proposal would not result in additional surface run off deemed detrimental to the local area. This is considered acceptable with regards to Policies FR1 and FR2 of Plan:MK.

Sustainable Construction

- 7.18 Policy SC1 of Plan:MK requires all new development to demonstrate how sustainable construction principles will be implemented within the proposed development, to include the minimising of waste, the sourcing of materials, energy and climate reduction and water consumption.
- 7.19 No sustainable construction plan has been submitted. However, this can be secured by condition.

Connectivity

- 7.20 Policy CT9 of Plan: MK (2019) requires development proposals to demonstrate that they can provide at least super fast broadband speeds, but will give preference to future proofed services providing Ultrafast speeds for all residents and businesses, for example using full fibre "fibre to the premises" (FTTP) technology. No information has been submitted in relation to Part A of Policy CT9, however, this can be secured by condition.

8.0 CONCLUSIONS

- 8.1 In conclusion the application is considered to accord with the relevant policies within the development plans and is therefore recommended for approval, subject to conditions. Whilst the concerns of Castlethorpe Parish Council are noted the amendments to the accesses are supported by the Highway officers and are not considered to conflict with the development plan.

9.0 CONDITIONS

1. The approved development shall be carried out in accordance with the following drawings/details:

20-076-01 rev A, Existing and Proposed Plans & Elevations, Location Plan, date: 04/01/2021, received 18/01/2021

20-076-03, Vehicular Visibility Splays, date: Mar 21, received 11/03/2021

20-076-02 rev D, Existing and Proposed Site Access Points, date: 08/03/2021, received 11/03/2021

50042/2001/001 revision A, Vehicle Swept Path Analysis and Visibility Splays, date: 15/03/2021, received 15/03/2021

Reason: For the avoidance of doubt and in the interests of securing sustainable development.

2. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To prevent the accumulation of planning permissions; to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances; and to comply with section 91 of the Town and Country Planning Act 1990.

3. No development shall take place above slab level until a Schedule of the external materials to be used in the construction of the development have been submitted to, and approved in writing by, the Local Planning Authority. The Schedule shall include detailed specification, photo examples, RAL numbers and/or samples, as appropriate. The development shall thereafter be carried out in full accordance with the approved details prior to the first occupation of the development.

Reason: To ensure that the development does not detract from the character and appearance of the area in accordance with Policies D2 and D3 of Plan:MK (2019).

4. Prior to the first occupation of the development hereby permitted, details of the Electric Vehicle Charging Spaces (at a minimum of 1 space per dwelling) shall be submitted to and approved in writing by the Local Planning Authority, these details shall be implemented prior to first occupation and retained thereafter.

Reason: To provide suitable Electric Vehicle Charging Spaces in accordance with Policy CT6 of Plan:MK (2019).

5. Prior to the commencement of development above slab level, a sustainable construction strategy demonstrating how the development will accord with the principle as set out in Policy SC1 shall be submitted to and approved in writing by the Local Planning Authority, the development shall be carried out in accordance with these details.

Reason: To accord with Policy SC1 of Plan:MK (2019).

6. No development shall take place until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this

proposal and maintained for the lifetime of the proposal in accordance with policies D1 and FR2 of Plan: MK.

7. The existing trees and/or hedgerows shown to be retained on the plans hereby approved shall be protected in accordance with BS 5837:2012 and shall not be damaged or destroyed, uprooted, felled, lopped, topped or poisoned during the construction period of the development without the prior written consent of the Local Planning Authority.

Reason: To protect significant trees and hedgerows, safeguarding the character of the area and preserving habitat and to minimise the effect of development on the area in accordance with policies D1, D2, D4 and NE5 of Plan:MK.

8. Prior to the first occupation of the development hereby approved details of the proposed bicycle parking shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details prior to the first occupation of the development and shall thereafter be retained for those purposes.

Reason: To ensure the provision and availability of adequate cycle parking in accordance with Policy CT3 of Plan:MK (2019).

9. No building or use hereby permitted shall be occupied or the use commenced until the car/vehicle parking area shown on the approved plans has been constructed, surfaced and permanently marked out. The car parking area so provided shall be maintained as a permanent ancillary to the development and shall be used for no other purpose thereafter.

Reason: To ensure adequate parking provision at all times so that the development does not prejudice the free flow of traffic or the safety on the neighbouring highway in accordance with Policies SD1, D1 and CT10 of Plan:MK (2019).

10. Prior to the occupation of the development the new means of access serving the dwelling shall be provided in accordance with the approved drawing and constructed in accordance with Milton Keynes Council's guide note "Residential Vehicle Crossing Details" and shall be retained as altered thereafter. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

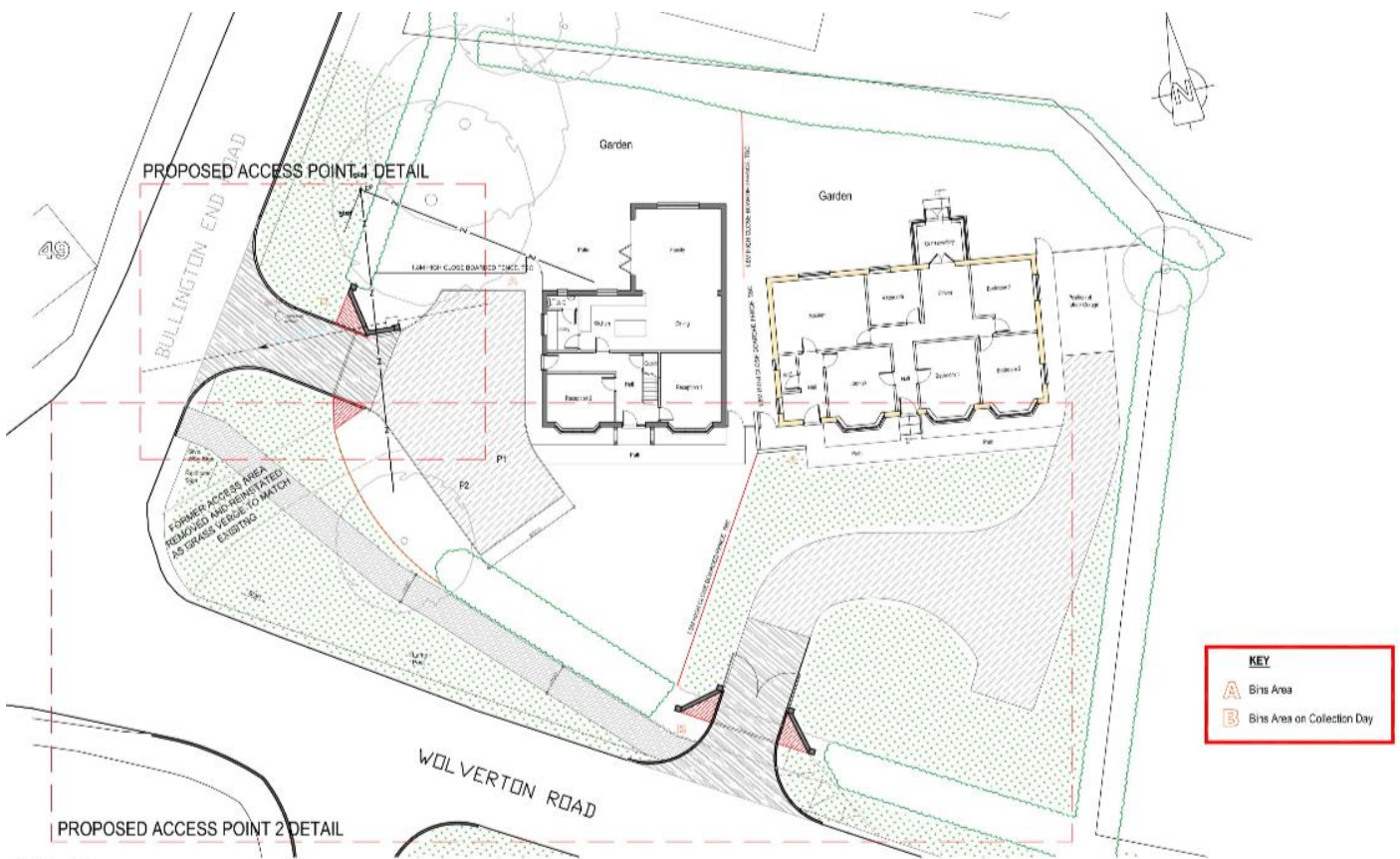
Reason: In the interests of highway safety in accordance with Policy CT2, D1 of Plan:MK (2019).

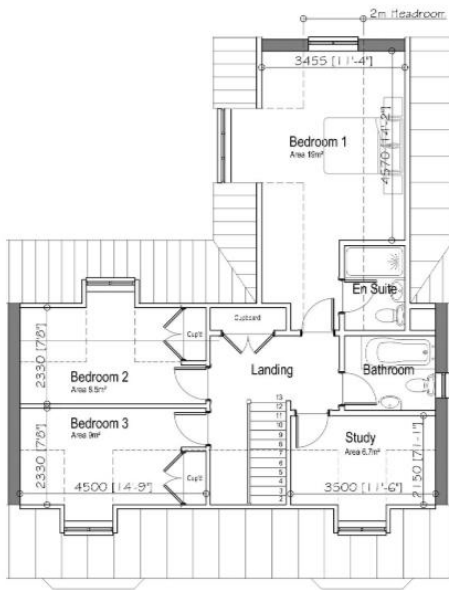
11. Prior to the occupation of the development, details of how superfast broadband infrastructures will be delivered to the new dwelling, subject to network capacity being available, shall be submitted to, and approved in writing by, the Local Planning Authority. The agreed superfast broadband infrastructures shall be installed prior to the first occupation of the dwelling.

Reason: To ensure that ducting infrastructure can be utilised to support the need for ever increasing broadband speeds and high capacity cabling with minimum disruption to the highway network in accordance with Policy CT9 of Plan:MK.

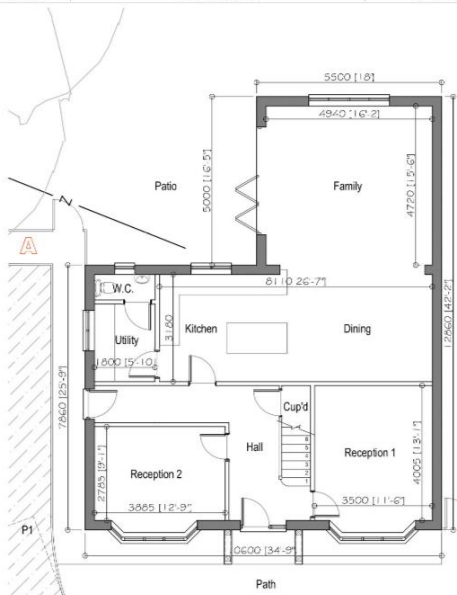


Existing Block Plan
Scale 1:500





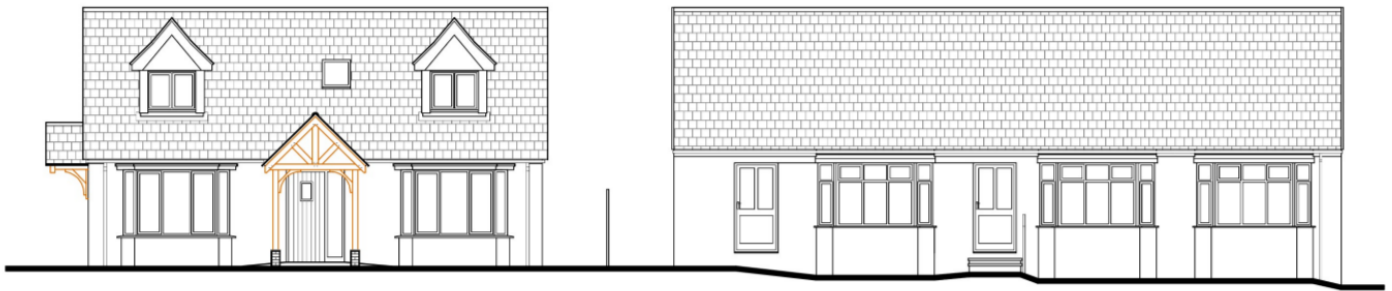
Proposed First Floor Plan
Scale 1:100



Proposed Ground Floor Plan
Scale 1:100



Existing Ground Floor Plan
Scale 1:100



Proposed Street Scene Scale 1:100

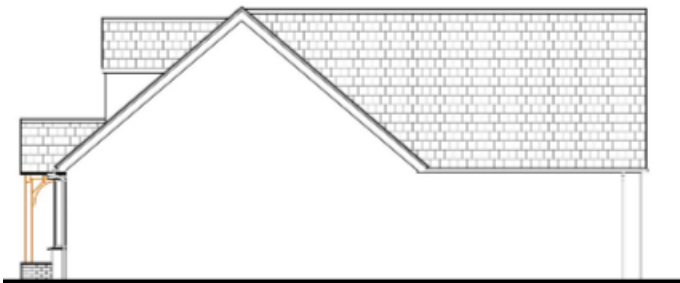
ELEVATIONS OF PROPOSED DWELLING



Proposed Side (West) Elevation
Scale 1:100



Proposed Front (South) Elevation



Proposed Side (East) Elevation

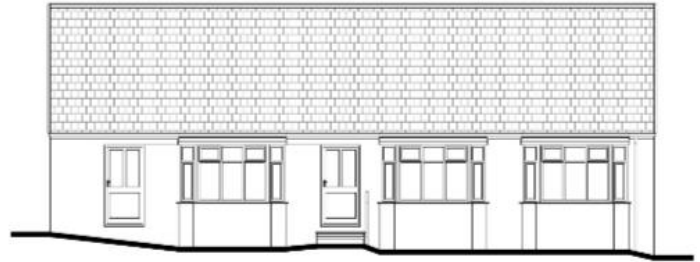


Proposed Rear (North) Elevation

ELEVATIONS OF EXISTING DWELLING



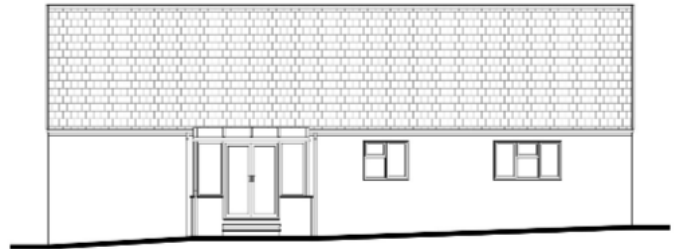
Existing Side (West) Elevation
Scale 1:100



Existing Front (South) Elevation



Existing Side (East) Elevation



Existing Rear (North) Elevation

A1.0 FULL CONSULTATIONS AND REPRESENTATIONS

A1.1 Castlethorpe Parish Council

“This application appears to be a re-submission of 20/02803/FUL with amendments to the road splay onto Wolverton Rd.

Castlethorpe Parish Council has no objection in principle to a new dwelling being constructed at this site nor to the proposed design. However, the new dwelling will access the public highway onto Bullington End Road and the Council requests that the orientation of the new dwelling is rotated 90 degrees so that it faces the road from which it is accessed to comply with Plan:MK Policy D1(A.2).

The Parish Council objects very strongly to the new access proposed for the existing dwelling onto Wolverton Road.

1. This is close to the traffic calming ‘build out’ which forces all traffic onto the side of the road by the proposed access. We have had previous contact with the MKC Road Safety Officer in the context of employing further traffic calming such as humps actually to the west of the build out and the proposed access and this was not possible for road safety reasons as traffic typically remains on the ‘wrong’ side of the road until it reaches the Fox Covert Lane junction.
2. The Parish Council (and Neighbourhood Action Group) operate a Speed Indicator Device (SID) on a post opposite the site on Wolverton Rd. The results are variable but the critical 85th percentile speed for incoming traffic is usually between 35mph and 44mph with only about half of incoming traffic within the 30mph speed limit. Maximum speeds are recorded up to 65mph. Note that these vehicles are on the ‘wrong’ side of the road at the proposed access. Prior to the SID, we conducted Community Speed Watch with TVP at this site and observed a number of dangerous confrontations at the build out (despite the advertised police presence) and we continue to work with TVP to conduct speed enforcement here.
3. This access would therefore be extremely dangerous and the parish council asks the applicant to either retain the existing access entrance or a new shared access on Bullington End Rd. The parish council understands that this prevents a ‘clean break’ between the existing and proposed new properties and the possible creation of a shared driveway but it will be much safer.
4. An alternative would be for the traffic build out to be located further away from the village with the associated extension of the 30mph zone. This would have to be in conjunction with MKC Highways and at the applicant’s cost

The Parish Council therefore respectfully requests the applicant to modify its application on orientation and access. If the case officer is minded to approve the application, then we would request that the decision is referred to the Development Control Panel at which we would speak. “

A1.2 Cllr Andrew Geary - Newport Pagnell North and Hanslope Ward

No comments received.

A1.3 Cllr George Bowyer- Newport Pagnell North and Hanslope Ward

No comments received.

A1.4 Cllr Bill Green - Newport Pagnell North and Hanslope Ward

No comments received.

A1.5 MKC Highways

Initial Comments

“The planning application still has failed to demonstrate any facilities for pedestrians and I object to the application on this point.

Issues with tracking vehicles seems to be caused by a lack of junction radius onto Wolverton Road. A single car should not track over the carriageway centre line. The applicant should revise plans to show an access with at least a 4m and then check the tracking accordingly.

The Bullington Road access similarly lacks a radius onto it, which will need to be corrected.

Based on the above I object to the planning application.”

Comments on Revised Information

“The proposed footway on the south side of Wolverton road involves an unnecessary crossing of Wolverton Road. It is our suggestion that the footway should be on the north side and then follow the bellmouth of Bullington End Road and link up with the new driveway. An uncontrolled crossing point can be placed across Bullington End Road at a point just to the south of the existing Give Way sign and the street name plate. Both dwellings will be therefore be able to use this crossing point.

It is noted that the width of north verge varies in width and potentially involves a narrow section of around 1.5m but this is over a short distance.

The accesses are shown as bellmouth with an appropriate radius although tracking has not been provided and the plan does not show the priority passing place sign which may be in conflict. Furthermore, the original tracking plans of the 9.5m pantechicon showed a direct conflict with the traffic island feature. It would seem that the access could be positioned further to the west to avoid this conflict. Inside the plot the developer may wish to place the turning stub on the opposite side of the plot but the plot size is generous enough that there are plenty of options to arrange parking and turning.

The Wolverton Road access is on straight section of road. Much wider splays beyond 43m should be possible, so can the developer confirm and show on plans that this is the case.

Clearly there is still work to do to create an acceptable scheme so as it stands the objection remains. Depending whether the original plan or the revised one is the validated plan will potentially impact on what the reason for refusal is.

Acceptance of the suggestions above are on the basis of receiving some satisfactory revised plans and an examination of them.”

Further comments following revisions

“The revised layout for plot 2 appears to satisfy the previous concerns from highways.

Notably the previous layout showing the swept analysis at the proposed plot 2 access was conflicting with the existing traffic calming feature to the East on Wolverton Road.

The revised layout seems to satisfy this concern, but can we ask for the swept analysis to be transposed onto the revised layout to confirm that this is indeed the case.

Secondly the revised footpath route is now located along the North aspect of Wolverton Road which satisfies earlier highways comments. It lacks detail of the pedestrian crossing points on Bullington End Road, the West aspect on Bullington Road has no pedestrian access point featured. It is likely that this detail can be included in the S278 application. “

“The swept analysis is satisfactory.”

A1.6 MKC Landscape Services (Tree Officer)

No representations were received at the time of writing this report.

A1.7 Representations from interested parties

No comments received.