

Application Number: 16/03595/OUT

Outline application for residential development to provide approximately 16 units with access from Walton Road together with landscaping, infrastructure and ancillary works.

AT Land Off, Walton Road, Wavendon

FOR Hewlett Packard Enterprise Services UK Limited

Target: 24th March 2017

Ward: Danesborough And Walton

Parish: Wavendon Parish Council

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1.0 INTRODUCTION

1.1 The main section of the report set out below draws together the core issues in relation to the application including policy and other key material considerations. This is supplemented by an appendix which brings together planning history, additional matters and summaries of consultees' responses and public representations. Full details of the application including plans, supplementary documents, consultee responses and public representations are available on the Council's Public Access System www.milton-keynes.gov.uk/publicaccess. All matters have been taken into account in writing this report and recommendation.

1.2 The application is referred to the Development Control Committee for determination as a result the level of public opposition to the proposal.

1.1 The Site

1.1.1 The application site is located immediately adjacent to the development boundary of Wavendon which benefits from a number of local services including a pub, a primary school and a church.

1.1.2 The site comprises a 0.94 hectare parcel of land on the north side of Walton Road and is located to the east of, but within, the Wavendon Tower Business Park. As such, the site is defined as an employment area by the Milton Keynes Local Plan.

1.1.3 The site borders the boundary of the Strategic Land Allocation (SLA) and, for the purposes of employment use, is currently vacant.

1.2 The Proposal

- 1.2.1 Outline planning permission is sought for the erection of up to 16 dwellings with all matters reserved for determination at a later date except for access.
- 1.2.2 The application is accompanied with an indicative layout to identify the proposed access and to demonstrate how the site could be satisfactorily developed with up to 16 dwellings. The submission is also supported with a Planning Statement, a Transport Assessment and Travel Plan, an Arboricultural Report and Utility Reports.
- 1.2.3 It is the stated intention of the applicant to provide housing that would not exceed 2.5 storeys in height and would provide a mix of detached dwellings with an appropriate 30% proportion of affordable housing.
- 1.2.4 Access to the proposed site would be taken from Walton Road.

2.0 RELEVANT POLICIES

2.1 National Policy

2.1.1 National Planning Policy Framework 2012 (hereafter referred to as 'the NPPF')

Paragraphs 11-16: Presumption in favour of sustainable development
Paragraph 17: Core Planning Principles
Section 3: Supporting a Prosperous Rural Economy
Section 4: Transport
Section 6: Housing
Section 7: Design
Section 8: Promoting Healthy Communities
Section 10: Meeting the challenge of climate change & Flooding
Section 11: Conserving and Enhancing the Natural Environment
Paragraphs 187 & 187: Positive approach to decision taking
Paragraphs 196 & 197: Determining applications
Paragraphs 203-206: Conditions and Obligations

2.2 Local Policy

2.2.1 Adopted Milton Keynes Core Strategy 2013 (hereafter referred to as 'the Core Strategy')

Policy CSA: Presumption in favour of sustainable development
Policy CS1: Milton Keynes Development Strategy
Policy CS3: Employment Land Supply
Policy CS5: Strategic Land Allocation
Policy CS9: Strategy for the Rural Area
Policy CS10: Housing
Policy CS11: A Well Connected Milton Keynes
Policy CS12: Developing Successful Neighbourhoods

Policy CS13: Ensuring High Quality, Well Designed Places
Policy CS14: Sustainable Construction
Policy CS18: Healthier and Safer Communities
Policy CS19: The Historic and Natural Environment
Policy CS21: Delivering Infrastructure

2.2.2 Milton Keynes Local Plan 2001-2011 (Saved Policies) (hereafter referred to as the Local Plan)

Policy S1: General Principles
Policy S10: Open Countryside
Policy D1: Impact of Development Proposals on Locality
Policy D2A: Urban Design
Policy D2: Design of Buildings
Policy D4: Sustainable Construction
Policy T1: Transport User Hierarchy
Policy T2: Access for those with Impaired Mobility
Policy T3: Pedestrians and Cyclists
Policy T5: Public Transport
Policy T9: The Road Hierarchy
Policy T10: Traffic
Policy T15: Parking Provision
Policy NE2: Protected Species
Policy NE3: Biodiversity and Geological Enhancement
Policy NE4: Conserving and Enhancing Landscape Character
Policy H4-H5: Affordable Housing
Policy H7: Housing on Unidentified Sites
Policy H8: Housing Density
Policy H9: Housing Mix
Policy E1: Protection of Existing Employment Land
Policy PO4: Planning Obligations

2.2.3 Supplementary Planning Guidance/Documents (SPG/SPD)

Parking Standards for Milton Keynes SPD (2016)
Sustainable Construction SPD (2007)
Social Infrastructure Obligations SPD (2005)
Education SPG (2004)
Leisure, Recreation & Sports SPG (2005)
Affordable Housing SPD (2013)
Residential Design Guide (2012)

2.3 Neighbourhood Planning

2.3.1 Once a Neighbourhood Plan has been agreed at a referendum and is made (brought into legal force by the local planning authority, it becomes part of the local planning authority's development plan as an official development plan document which carries statutory weight. Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. If a policy contained in the

development plan for an area conflicts with another policy in a development plan, the conflict must be resolved by the decision maker in favour of the policy which is contained in the latest document to become part of the development plan.

- 2.3.2 Neighbourhood Plans therefore form part of the development plan for the relevant area. They will necessarily be in general conformity with the strategic policies contained in the development plan for the area. If they are the most recent document to become part of the development plan, they will attract statutory priority. Neighbourhood plan policies will also take precedence over non-strategic development plan policies where there is conflict.
- 2.3.3 In May 2012, Wavendon Parish Council applied to Milton Keynes Council, in accordance with the Neighbourhood Planning (General) Regulations 2012, to designate a Wavendon Neighbourhood Plan Area.
- 2.3.4 Following a cabinet decision on the 25 July 2012, the area put forward by Wavendon Parish Council in their Neighbourhood Plan Area Application was approved as a Neighbourhood Plan Area.
- 2.3.5 At the time of writing there is no Neighbourhood Plan for Wavendon.

3.0 MAIN ISSUES

- 3.1
 - a) Principle of development
 - b) Access & other highways matters
 - c) Impact on the character and appearance of the area
 - d) Residential Amenity
 - e) Ecology/Landscaping
 - f) Drainage & Flood Risk
 - g) s106 Contributions

4.0 RECOMMENDATION

- 4.1 It is recommended that outline planning permission be granted subject to a s106 agreement to secure the planning obligations as detailed in Section 5.7 of this report. It is also recommended that the granting of permission be subject to the planning conditions detailed in Section 7.

5.0 CONSIDERATIONS

5.1 Principle of development

- 5.1.1 Law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Further, the NPPF is a material consideration in planning decisions.
- 5.1.2 The Council can demonstrate a 5 year housing land supply figure of 5.03

years. Therefore, the relevant development plan policies for the supply of housing are not considered to be out-of-date.

5.1.3 In terms of the principle of development the site designation must first be considered. The site is defined as an employment area by the Local Plan and is previously developed land. In these areas B1, B2 and B8 (employment) uses are acceptable. Policy E1 of the Local Plan aims to protect the loss of existing employment land stating that planning permission will be refused for the change of use or redevelopment of any land identified for employment use to other purposes, unless there would be no conflict with existing or potential neighbouring uses and:

(i) The proposal would result in a significant reduction in the detrimental environmental impact of an existing use; or

(ii) The proposed use is one that cannot be satisfactorily accommodated other than in an employment area; or

(iii) The proposed use will not significantly reduce the provision of local employment opportunities.

5.1.4 The proposed use of the site for residential purposes would be appropriate in the context of the surroundings which are largely residential. It is not therefore considered that the proposed development would conflict with neighbouring uses. In addition, the application site is a vacant parcel of land and comprises the surplus operational land of Hewlett Packard. Whilst within the confines of an employment site it has not been used for those purposes and its proposed development for residential purposes would not *significantly reduce the provision of local employment opportunities.*

5.1.5 Moreover, the NPPF is a material consideration in the assessment of the application, as set out above, and details in Paragraph 17 that planning should:

5.1.6 *“Encourage the effective use of land by reusing land that has been previously developed (brownfield), providing that it is not of high environmental quality”*

5.1.7 The site is not considered to be of high environmental quality and therefore the reuse of the site is encouraged by the NPPF.

5.1.8 In light of the above comments it is considered that the proposed development is acceptable in principle, but subject to the assessment of relevant other matters. Apart from the site access details, which form part of the proposed development requiring a decision as part of the current planning application, other relevant matters would be required be submitted and assessed if the current application were to be granted permission. However, the applicant has submitted illustrative details in order to demonstrate that it is likely that the proposed scheme can generally be successfully implemented. Site access and the other relevant matters are assessed below.

5.2 Access & other highways matters

- 5.2.1 Access is not a reserved matter. It must therefore be given full consideration under this application.
- 5.2.2 Saved policies D1 (i) and (vi), T10 and T15 of the Local Plan and CS13 of the Core Strategy require the decision maker to have particular regard to any additional traffic generation a development may cause and the resulting impact on the surrounding road network/parking provision/access. In addition, the Milton Keynes adopted Parking Standards SPD sets out the development related parking standards for Milton Keynes and should be read in conjunction with these policies.
- 5.2.3 The application has been submitted with a Transport Assessment (TA), Travel Plan and an indicative layout plan.
- 5.2.4 In terms of traffic the proposal for 16 residential units would result in 88 fewer trips on the highway network compared to a B1 office for the site (10% of the floor area of a consented scheme). However, all trips for the proposed residential use would use Walton Road which would not necessarily have been the case with the office scheme.
- 5.2.5 The number of vehicle trips generated from the proposed development has been estimated using TRICS data and quantified as a 4% increase in traffic on Walton Road between 08:00 and 09:00, a 6% increase between 17:00 and 18:00 and a total increase of 7% between the hours of 07:00 and 19:00. The Council's Highways Officer comments that these levels are unlikely to have a significant impact on the local highway network.
- 5.2.6 In terms of access the originally submitted access plan presented visibility splays of 2.4m x 25m, based on a speed of 20mph. The Council's Highways Officer raised a concern about the certainty of the 20mph speed limit and commented therefore that longer visibility splays be provided. The applicant has been made aware of these concerns and has subsequently submitted an amended plan demonstrating visibility splays of 2.4m x 110m in a westerly direction and 2.4m x 35m in an easterly direction. The Highways Officer raises no objection to the proposed access on this basis.
- 5.2.7 Highway improvements works will be required to support the proposed development and this is incorporated in the package of financial contributions set out in section 5.7 of this report.
- 5.2.8 In terms of parking and internal layout, this is a matter that would be considered at reserved matters stage.
- 5.2.9 In light of the above comments the proposed development accords with the development plan with regard to the proposed access arrangements.

5.3 Impact on the character and appearance of the area

- 5.3.1 In terms of policy context Policies D1(iii), D2 and D2A of the Local Plan and Policy CS13 of the Core Strategy require the decision maker to have particular regard to the design and visual impact of new development and to the context within which it is placed.
- 5.3.2 The application site comprises a 0.94 hectare parcel of land and, if developed for 16 dwellings, will have a density of 17 dwellings per hectare. This is below the density of 30 dwellings per hectare sought under Saved Local Plan Policy H8. However, the purpose of this policy is to ensure that developments are well related to the character and appearance of the surrounding area. A low density development of 17 dwellings per hectare is considered to be appropriate to this rural fringe location and helps to provide an acceptable transition from the open fields to the north-east and the village environment to the east and south.
- 5.3.3 A low density development will also represent opportunities to improve the character and appearance of the area with the site, currently vacant, not representing a particularly attractive landscape, largely as a result of its employment designation.
- 5.3.4 These matters can be considered in detail at the reserved matters stage to limit/enhance the visual impact of the development on the landscape quality of the area.
- 5.3.5 Subject to full assessment at the reserved matters stage, the proposal could comply with the relevant policies within the Local Plan, and aims of the NPPF.

5.4 Residential Amenity

- 5.4.1 Saved Policy D1 of the local plan states that planning permission will be refused where it would adversely affect residential amenity. This is echoed in guidance contained within the NPPF.
- 5.4.2 Given the physical separation from neighbouring residential properties, residential development on the site is unlikely to have any adverse impacts on existing residents within the locality. A full assessment against the Milton Keynes Residential Design Guide SPD would be required at the reserved matters stage when design, layout and scale would be under consideration.
- 5.4.3 All other considerations regarding amenity, privacy and outlook for the future occupiers of the development would be considered at the reserved matters stage.
- 5.4.4 It is however noted that objections have been received from neighbouring residents, specifically about the potential impact of headlight glare from vehicles emerging from the new access opposite 'The Barn'.

- 5.4.5 With specific regard to these concerns it is noted that Walton Road is street lit, and the new access road would similarly be street lit. The large majority of drivers would likely use dipped beam headlights which reduce glare. Light from car headlights will not be as prominent on a street with lighting as that occurring on an unlit street.
- 5.4.6 Most vehicles would likely depart the development during daylight hours i.e. after 08:00; with a much lower number departing during the hours of dark i.e. after 16:00 during winter and much later during summer months. During the evening peak hour (17:00-18:00) there will be around 4 departures or 1 every 15 minutes and less for the remainder of the evening. This is considered to represent a very low frequency.
- 5.4.7 For these reasons, subject to full assessment at the reserved matters stage, the proposal could comply with the relevant policies within the Local Plan, and aims of the NPPF.

5.5 Ecology/Landscaping

- 5.5.1 A primary aim of the NPPF is to contribute to and enhance the natural and local environment and requires decision makers to not only conserve but enhance biodiversity. Policies NE3 of the Local Plan and CS19 of the Core Strategy reflect this national guidance locally by requiring net gains in biodiversity.
- 5.5.2 The proposal is supported by a comprehensive ecological appraisal which identifies important habitats and species that are likely to be impacted by the development. Development of the site will result in the loss of some on-site habitats. However, the illustrative landscape masterplan appears to have been designed to incorporate the most valuable habitats and incorporate biodiversity enhancements that would provide the net gains for biodiversity required by both local and national policies. Recommendations contained within the ecological appraisal will protect retained ecological features and habitats and if implemented in full, will deliver additional habitats to mitigate for losses and to provide additional ecological enhancements. Appropriate long-term management of the site will ensure any mitigation and enhancements provided remain sustainable for the benefit of wildlife.
- 5.5.3 The Council's Countryside Officer raises no objection to the proposed development on the basis of the above comments.
- 5.5.4 Soft landscaping, whether or not there is public access to it, is important for its contribution to the quality of urban life by providing important green lungs, visual breaks and wildlife habitats in built-up areas. As a result, there are various policies, both locally and nationally, that aim to protect and/or encourage the provision of important open spaces. Policies CS13 and CS19 of the Core Strategy require all development to make a positive contribution to the character of the area in which it is located. In addition, Policies D1(v) and NE4 of the Local Plan require the consideration of the natural landscape. The National Planning Policy Framework echoes this guidance.

5.5.5 The site is considered capable of incorporating adequate levels of landscaping, the detail of which would be considered at reserved matters stage.

5.6 Drainage & Flood Risk

5.6.1 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. This guidance is echoed under Policy D1 of the Local Plan which advises that planning permission will be refused where inadequate drainage is identified. In addition, the NPPF and Planning Practice Guidance requires all applicants for major developments to give priority to the provision of sustainable drainage systems unless demonstrated to be inappropriate and this is echoed by Policy CS13 of the Core Strategy.

5.6.2 The site is located within an area modelled to be predominantly at very low risk from surface water flooding based on the Risk of Flooding from Surface Water mapping available through the Environment Agency.

5.6.3 A Flood Risk Assessment (FRA), incorporating drainage strategy for the site, has been prepared by the applicant to support the application. The FRA has been assessed against the SuDS Non-Statutory Technical Standards, the drainage requirements of the Milton Keynes Core Strategy and the MKC Local Guidance. The proposals for managing surface water are consistent with relevant technical guidance and policy requirements and no objections are therefore raised to the development on drainage/flooding grounds by the Local Lead Flood Authority.

5.7 s106 Contributions

5.7.1 Policy CS21 of the Core Strategy and Policy PO2 of the Local Plan requires that development of this scale adequately off-set the impacts of the development on local infrastructure. The calculations for these impacts are derived from the Councils Adopted Supplementary Planning Documents.

5.7.2 Based on the size of the development financial contributions are being sought for social infrastructure, education, leisure recreation and sports and the carbon offset fund as follows:

Education:

	Contribution
Total Early Years	£11,335
Primary pupils	£56,010
Secondary pupils	£60,283
Post 16 pupils	£13,076

	Provision Cost
Leisure & Community Facilities	£32,770
Open Space and Play areas	£60,680
Libraries & lifelong learning	£5,349
Crematorium/Burial Grounds	£2,466
Heritage	£2,565
Waste management	£5,740
Public Art	£6,000
Social Care	£6,265
Transport – Footpath connections	£44,857
Health	£33,141

Other:

5.7.3	Contribution
Flooding & Drainage	£3,965
Voluntary Sector Contribution	£3,965
Carbon Offset	£3,170

5.7.4

<u>Total Contribution:</u>	£351,637
<i>Per Unit:</i>	£21,977.31

5.7.5

In addition to the above, provision of 30% affordable housing will be required which should comprise 25% Affordable Rent (of which 5% should be levels broadly equivalent to Social Rent) and 5% Shared Ownership in accordance with the Affordable Housing SPD.

These contributions meet the tests as outlined at paragraph 204 of the NPPF. They are also CIL regulations 122 and 123 compliant.

The applicant has agreed to secure these financial contributions by way of s106 agreement, in principle. If Members are minded to grant permission it is noted that a decision will not be issued until the s106 is completed in accordance with the above requirements.

6.0 SUMMARY & CONCLUSION

6.1 The proposed development would not significantly reduce local employment opportunities and would be compatible with adjoining land uses. The development is therefore considered to be acceptable in principle. The proposed access is acceptable from a highway safety and operation perspective and the submitted plans have garnered support from the Council's Highways Officer. The proposed development is fundamentally acceptable in all other regards and matters of detail are reserved for

determination at a later date. It is therefore recommended that outline permission is granted, subject to conditions and a s.106 legal agreement.

7.0 CONDITIONS

(The conditions that need to be imposed on any planning permission for this development to ensure that the development is satisfactory. To meet legal requirements all conditions must be Necessary, Relevant, Enforceable, Precise and Reasonable)

1. Approval of the details of the scale, layout and appearance of the buildings, and landscaping of the site (hereinafter called "the reserved matters") shall be obtained in writing from the Local Planning Authority before any development is commenced.

Reason: Outline Planning Permission only is granted in accordance with the application submitted.

2. Application for approval of all the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

3. The development hereby permitted shall be begun on or before the expiration of two years from the date of the approval of the last of the reserved matters to be approved.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

4. No development shall take place until a detailed drainage strategy, and associated management and maintenance plan, for a surface water drainage scheme, for the site has been submitted to and be approved in writing by the local planning authority. The management and maintenance plan shall include a detailed time table for the implementation of the surface water drainage scheme. The approved drainage strategy shall subsequently be implemented in accordance with the approved detailed design and in accordance with the approved time table for implementation and be retained thereafter.

Reason: To ensure satisfactory and sustainable surface water drainage to prevent the increased risk of flooding on or off site in accordance with Saved Policy D1 (ii) of the Milton Keynes Local Plan 2001-2011.

5. No development shall take place until a Biodiversity Enhancement Scheme detailing specification and locations of biodiversity enhancements and their longer term management including bird and bat boxes incorporated into the development has been submitted to approved by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development and retained thereafter.

Reason: To ensure development includes biodiversity enhancement measures in accordance with saved Policy NE3 of the Milton Keynes Local Plan 2005.

6. No development shall take place until the developer has carried out an assessment of ground conditions to determine the likelihood of any ground, groundwater or gas contamination of the site.

The results of this survey detailing the nature and extent of any contamination, together with a strategy for any remedial action deemed necessary to bring the site to a condition suitable for its intended use, shall be submitted to and approved by the Local Planning Authority before construction works commence.

Any remedial works shall be carried out in accordance with the approved strategy and validated by submission of an appropriate verification report prior to first occupation of the development.

Should any unforeseen contamination be encountered the Local Planning Authority shall be informed immediately. Any additional site investigation and remedial work that is required as a result of unforeseen contamination will also be carried out to the written satisfaction of the Local Planning Authority.

Reason: To ensure that the site is fit for its proposed purpose and any potential risks to human health, property, and the natural and historical environment, are appropriately investigated and minimised, in accordance with Saved Policy D1 (iv) of the Milton Keynes Local Plan 2001-2011.

7. No development (including any structural alterations, construction, rebuilding, demolition and site clearance, removal of any trees or hedgerows, engineering operations, groundworks, vehicle movements or any other operations normally undertaken by a person carrying on a business as a builder) shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details of site procedures to be adopted during the course of all building operations including intended routes for construction traffic, vehicle wheel washing facilities, location of site compound, lighting and security and how dust and other emissions will be controlled. All building operations shall be carried out in accordance with the approved CEMP.

Reason: To ensure that there are adequate mitigation measures in place and in the interests of existing and future residents in accordance with Policy CS13 of the Milton-Keynes Core Strategy 2013 and Saved Policy D1 of the Milton Keynes Local Plan 2001-2011.

8. Prior to the initial occupation of the development the means of access and highway works shown on plan 1331/27 shall be sited and laid in accordance with details to be approved by the Local Planning Authority.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of access in accordance with Saved Policy T1 of the Milton Keynes Local Plan 2001-2011.

9. All existing trees and hedgerows to be retained shall be protected in accordance with the latest British Standards (currently BS 5837:2012 'Trees in relation to design, demolition and construction-Recommendations') at the time construction begins. All protective measures must be in place prior to the commencement of any building operations (including any structural alterations, construction, rebuilding, demolition and site clearance, removal of any trees or hedgerows, engineering operations, groundworks, vehicle movements or any other operations normally undertaken by a person carrying on a business as a builder). The Root Protection Area (RPA) within the protective fencing must be kept free of all construction, construction plant, machinery, personnel, digging and scraping, service runs, water-logging, changes in level, building materials and all other operations. All protective measures shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

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 and D2A of the Milton-Keynes Local Plan 2005 and Policy CS13 of the Milton-Keynes Core Strategy 2013.

(A brief outline of previous planning decisions affecting the site – this may not include every planning application relating to this site, only those that have a bearing on this particular case)

A1.1 15/02336/OUT

Outline application for 16 residential units with access from Walton Road with associated landscaping, infrastructure and ancillary works
WITHDRAWN 26.11.2015

A2.0 ADDITIONAL MATTERS

(Matters which were also considered in producing the Recommendation)

A2.1 None

A3.0 CONSULTATIONS AND REPRESENTATIONS

(Who has been consulted on the application and the responses received. The following are a brief description of the comments made. The full comments can be read via the Council's web site)

Comments

Officer Response

A3.1 Wavendon Parish Council

Noted. Please see sections 5.2-5.4 of report

First of all we repeat the following comments that we made in our letter dated 6th November 2015 regarding a previous application under reference number 15/02336/OUT and we believe are still relevant to this latest planning application.

- The Parish Council is particularly concerned about the increase in traffic on Walton Road that would result if this planning application were to be approved in its current form. There have been long running concerns about both the volume and speed of traffic using this country lane and the Parish Council can envisage little justification for this problem being exacerbated further. The proposed entrance/exit to the site is on the narrowest part of Walton Road, and only a short distance from an extremely dangerous "S" bend. Although it may be argued that there are only 16 dwellings being proposed here, this will invariably generate multiple journeys - going and returning from work (at least 2 per dwelling per day); taking the children to and from school (at least 4 per dwelling per day); as well as various sundry journeys/deliveries. Taken all together, the Parish Council would envisage that this small development*

could easily achieve upwards of an additional 200 vehicle movements each day, mostly at peak times.

- The entrance/exit to the proposed development will also cause problems for the properties opposite, on Walton Road. In particular, car headlights and the general increase in noise from vehicles entering and leaving the site. The Parish Council does not believe that these issues have been adequately addressed by the applicant.*
- The proposed widening scheme for Walton Road would normally be welcomed by the Parish Council. However, this will entail the loss/destruction of a large mature hedge/tree line between Walton Road and 80 Walton Road and is therefore of concern.*
- The Parish Council considers that this development would only be viable if it were to be linked with the larger development site (i.e. 15/02337/OUT), so that there would be only one entrance/exit for the whole proposed development into Ortensia Drive (if approved by MKC). However, this would still be subject to the general point below, regarding retaining the integrity of Wavendon village.*
- Finally, should any development be approved for this site, the Parish Council would have serious concerns about access for construction traffic, which would be required over a prolonged period. As mentioned above, the only proposed entrance/exit to the site is on the narrowest part of Walton Road, a short distance from an extremely dangerous “S” bend. This is entirely unsuitable for construction traffic.*

In summary, we do not believe that the applicant has

addressed the issue in this new planning application with access to the site and the major disruption that this will have on the property opposite to the site entrance, therefore my Parish Council cannot support this application in the present form.

A3.2 Highways Development Control

Noted. See condition 6.

The access arrangements are now acceptable following the receipt of an amended plan, subject to the following condition:

Prior to the initial occupation of the development the means of access and highway works shown on plan 1331/27 shall be sited and laid in accordance with details to be approved by the Local Planning Authority.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of access.

Informative: the developer will be required to enter into a s.278 agreement for the works within the highway. The developer should contact the council's highway adoptions team for advice on the information required in order to complete this process.

A3.3 Environment Agency

Noted

No objection

A3.4	<u>Anglian Water</u>	Noted
	No comments received	
A3.5	<u>Internal Drainage Board</u>	Noted
	No comments to make	
A3.6	<u>Lead Local Flood Authority</u>	Noted. See condition 4.
	No objection subject to conditions	
A3.7	<u>Councils Archaeologists</u>	Noted
	No comments to make	
A3.8	<u>MKC Urban Design</u>	Noted
	No comments to make	
A3.9	<u>Councils Countryside Officer</u>	Noted. See condition 5.
	No objection subject to condition	
A3.10	<u>Cranfield Airport</u>	Noted
	No comments received	
A3.11	<u>Environmental Health</u>	Noted. See condition 7.
	No objection subject to conditions	

A3.12 Landscape Architect Noted

Further details required regarding the planting and protection of trees

A3.13 Landscape Services Manager - Trees Noted

No comments received

A3.14 Ward - Danesborough And Walton - Cllr D Hopkins Noted

See below

A3.15 Ward - Danesborough And Walton - Cllr Bramall Noted

No comments received

A3.16 Ward - Danesborough And Walton - Cllr V Hopkins Noted

No comments received

A3.17 Local Residents

Representations received from 25 individuals objecting to the application on the following summarised grounds:

- Inappropriate rural location
- Impact on residential amenity by virtue of noise impact, light impact, air pollution, overlooking, overbearing impact
- Insufficient highway capacity/highway safety
- Pedestrian safety

- Loss of landscaping
- Lack of clarification of number of units
- Surface water flooding
- Loss of employment use