

**Application Number: 16/02871/REM
Major**

Reserved matters application pursuant to outline permission 14/02817/OUT for the construction of 12 x residential dwellings, including associated access, landscaping and infrastructure

AT Land Between 36 And 38, Long Street Road, Hanslope

FOR Mulberry Property Developments

Target: 29th December 2016

Ward: Newport Pagnell North And
Hanslope

Parish: Hanslope Parish Council

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1.0 INTRODUCTION

(A brief explanation of what the application is about)

- 1.1 The main body 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 This application is referred to the Development Control Committee for determination as an objection has been received from one of the Ward Councillors. Notwithstanding this, the application would need to be determined by the Development Control Committee as more than one third party letter of objection has been received.
- 1.3 **The Site**

The application site comprises a rectangular parcel of land to the northwest side of Long Street Road in Hanslope. It forms part of an agricultural field in the open countryside, with a public footpath running through the site in a northerly direction from the existing field access off Long Street Road. The site is bounded by mature hedgerows and trees to three boundaries, but is open to

the remainder of the field to the northwest rear boundary of the site. There are residential properties to both sides of the site, which are served by deep rear gardens and front Long Street Road.

1.4 The Proposal

This application seeks approval of reserved matters for access, appearance, landscaping, layout and scale for a total of 12 residential dwellings served by the existing and a new vehicular access. The original outline planning permission (reference 14/02817/OUT) was granted at appeal on the 14th March 2016.

- 1.5 The proposed dwellings comprise 4 x three bed houses and 8 x four bed houses, with 10 of the properties being detached and one pair of semi-detached dwellings. The properties would be traditional in appearance and utilise a range of materials including brick, stonework and render.
- 1.6 The existing access would serve 3 of the dwellings, with a new access created to the northern part of the site's frontage to serve the remaining 9 dwellings. The existing public right of way through the site would be relocated to run alongside the new access road, but would exit the site to the rear in a similar position to the current route. In addition, the existing speed calming measure is shown to be moved further north along Long Street on the submitted plans to accommodate the new access.
- 1.7 The three bed houses would all be served by two parking spaces and the four bed houses would all be served by three parking spaces. In addition, all the detached properties would benefit from a detached garage and the 12 houses would be served by 10 visitor parking spaces.

2.0 RELEVANT POLICIES

(The most important policy considerations relating to this application)

2.1 National Policy

National Planning Policy Framework – Paragraphs:

6,7,8 and 14 - Presumption in Favour of Sustainable Development
17 - Core Planning Principles
32 and 39 – Transport and Parking
56, 57, 60, 61, 63, 64 - Requiring Good Design

2.2 Local Policy

Milton Keynes Core Strategy (Adopted 2013) – Policies:

CSA: Presumption in Favour of Sustainable Development)
CS12: Developing Successful Neighbourhoods
CS13: Ensuring High Quality, Well Designed Places
CS18: Healthier and Safer Communities

CS19: The Historic and Natural Environment

Milton Keynes Local Plan 2001-2011 (Adopted 2005) – Saved Policies:

D1: Impact of Development Proposal on Locality
D2a: Urban Design Aspects of New Development
D2: Design of Buildings
D4: Sustainable Construction
NE3: Biodiversity and Geological enhancement
T1-T5, T9, T10, T11 and T15: Transport

Supplementary Planning Guidance/Documents

New Residential Development Design Guide (April 2012)
Parking Standards (January 2016)
Sustainable Construction (April 2007)

3.0 MAIN ISSUES

(The issues which have the greatest bearing on the decision)

- 3.1 The main issues for the consideration of this application comprise as follows:
- Principle of development
 - Layout and Design
 - Landscaping
 - Residential Amenity
 - Access and Parking
 - Surface Water Drainage
 - Ecology
 - Adjacent Planning Application 16/02937/OUT

4.0 RECOMMENDATION

(The decision that officers recommend to the Committee)

- 4.1 It is recommended that planning permission be granted subject to the conditions set out at the end of this report and a condition listing the approved plans.

5.0 CONSIDERATIONS

(An explanation of the main issues that have led to the officer Recommendation)

5.1 Principle of Development

The outline planning permission 14/02817/OUT, which was permitted at appeal, established the principle of the erection of 12 residential dwellings on this open countryside site.

5.2 Layout and Design

Saved Policies D2, and D2A of the Milton Keynes Local Plan 2001 – 2011 and Core Strategy Policies CS12, CS13 and CS18 seek to ensure that all new developments are high quality, well designed and relate well to the

surrounding area and that proposals should reinforce townscape character and design out opportunities for crime.

5.3 The development has been designed with a forked main access road to the northern part of the site to serve nine of the proposed houses, with the existing access retained to serve the remaining three proposed houses. The properties located along the frontage of the site with Long Street Road would be set behind the existing boundary hedge and have been designed to either have frontages facing towards Long Street Road or have animated side elevations to reflect the existing linear pattern of development along Long Street. Furthermore, properties along the main access road have been designed to front onto and provide surveillance of the public realm including the public footpath. The layout also allows for green and open areas within the development to reflect the rural location on the site. Turning to the design of the dwellings, the two storey scale and traditional appearance of the proposed houses would reflect properties in the locality.

5.4 Overall, it is considered that the proposed development is a good design solution for this site and respects the character and appearance of the surrounding area. No objections are therefore raised with to Saved Policies D2, and D2A of the Milton Keynes Local Plan 2001 – 2011 and Core Strategy Policies CS12, CS13 and CS18

5.5 **Landscaping**

Saved Policy D2 of the Milton Keynes Local Plan 2001 – 2011 details that proposals should include landscaping that integrates with the surrounding area.

5.6 The proposal would allow for the retention of a large proportion of the existing front boundary hedgerow the side boundary hedging would also be retained. Further, a new hedge including hedgerow trees is proposed to the rear boundary of the site to clearly delineate the edge of the development and effectively define the new boundary of the settlement; as well as meet Landscape Character Area objectives. Additional tree planting is proposed throughout the development with the layout including space for landscaping to create a rural feel to the development. The Senior Landscape Architect has advised that the details are acceptable overall and has welcomed the applicant's suggestion that they would impose covenant to detail that the front boundary hedgerow is not to be removed but to be maintained in perpetuity. This matter cannot however be controlled under the planning legislation.

5.7 Overall, it is considered that the landscaping proposed would relate well of the rural nature of the site and no objections are raised with regards to Saved Policy D2 of the Milton Keynes Local Plan 2001 – 2011.

5.8 **Residential Amenity**

Saved Policy D1 of the Milton Keynes Local Plan 2001-2011 details that planning permission will be refused for development where it would adversely affect residential amenity. In addition, the New Residential Development Design Guide SPD (2012) provides guidance on achieving acceptable levels

of amenities for future occupiers. Further, the core planning principles in the National Planning Policy Framework (Paragraph 19) details that planning decisions should seek to secure a good standard of amenity for all existing and future occupants of land and buildings.

- 5.9 The application site is neighboured by No. 38 Long Street to the north west side and No. 36 Long Street to the south east side, with the former comprising a detached dwelling and the latter an end of terrace dwelling.
- 5.10 In respect of No. 38 Long Street, this property fronts Long Street and would be neighboured by Plots 1 and 3 of the proposed development. Plot 1 would be set to the side of the dwelling at No. 38 with a front and rear aspect. The flank of Plot 1 would contain a first floor flank windows, but given its siting it is considered that it is not necessary to require it to be obscure glazed. Furthermore, given that the habitable rooms in No. 38 benefit from front and rear facing windows, the proposal would not adversely affect daylight to this neighbouring property such that an objection could be sustained. As such, overall, it is considered that the dwelling on Plot 1 would not result in an unacceptable impact on the amenities of No. 38.
- 5.11 Plot 3 would be located to the northern corner of the site and would back onto the side boundary with No. 38 with a rear garden depth of some 12 metres to the main part of the dwelling, although this would be reduced to the eastern side by a proposed rear projection. The amenity area located immediately to the rear of a dwelling is the most important to protect. It is considered that the siting of Plot 3 is such that the amenity area immediately to the rear of No. 38 would not be subject to an unacceptable level of overlooking or visual intrusion and, overall, plot 3 would not affect the amenities of No. 38 such that an objection could be sustained.
- 5.12 Turning to No. 36 Long Street Road, this property also fronts Long Street. Plots 7, 8, 9 and 12 of the proposed development would all back onto the side boundary with No. 36. These proposed dwellings would have rear garden depths varying from some 10 metres to 13 metres. As such, and given that No. 36 is set in from the side boundary with the application site and its side boundary splays out such that its rear garden widens to the rear, it is considered that the proposed dwellings would not result in an unacceptable loss of privacy or appear unduly prominent when viewed from No. 38.
- 5.13 It is also necessary to consider the amenities of future occupiers and in this respect it is noted that all habitable rooms would be served by windows. Furthermore, all of the properties would have rear garden depths of 10 metres as required by the New Residential Design Guide. In addition, the proposal would accord with the back to back and side to back privacy distances set out in the New Residential Development Design Guide.
- 5.14 Overall, it is considered that the proposal would not unacceptably impact on the amenities of neighbouring properties and a good level of amenity would be afforded for future occupiers. No objections are therefore raised with regards to Saved Policy D1 of the Milton Keynes Local Plan 2001-2011.

5.15 **Access and parking**

Saved Policy T10 of the Milton Keynes Local Plan 2001-2011 relates to highway safety and details that proposals will be refused for development if it would be likely to generate motor traffic that would exceed the highway capacity of the local road network or cause significant risk of accident. In addition, Saved Policy T15 of the Milton Keynes Local Plan 2001-2011 and the new Milton Keynes Parking Standards Supplementary Planning Document (2016) set out the parking requirements for proposed developments. The National Planning Policy Framework (2012) also details in Paragraph 32 that development should be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

5.16 In terms of parking provision, the application site is in Zone 4 under the Parking Standards. The table below outlines the parking requirements of the proposed development in accordance with the Council's Parking Standards

	<i>Total</i>	<i>Parking Standard</i>		<i>Total Requirement</i>	
		<i>Allocated</i>	<i>Unallocated</i>	<i>Allocated</i>	<i>Unallocated</i>
<i>3 bed house</i>	<i>4</i>	<i>2</i>	<i>0.5</i>	<i>8</i>	<i>2</i>
<i>4 bed house</i>	<i>8</i>	<i>3</i>	<i>0.33</i>	<i>24</i>	<i>2.64</i>
<i>Tandem</i>	<i>11</i>		<i>1 space per 2 tandem</i>		<i>5.5</i>
<i>TOTAL</i>		<i>-</i>	<i>-</i>	<i>32</i>	<i>10</i>

5.17 The proposed development would have 32 allocated and 10 unallocated spaces to meet the Parking Standards, with the spaces well distributed across the site. Where garages are supplied, cycle storage will be within those and where no garages are provided the plots concerned are provided with cycle lockers.

5.18 Turning to access and layout arrangements, it is noteworthy that the indicative plans accompanying the outline planning permission showed four accesses serving the site. The applicant has however entered into detailed pre-application discussions and as a result the number of access proposed under the current reserved matters application is only two, which the Senior Highway Engineer advises is acceptable. Furthermore, the Senior Highway Engineer has assessed the two accesses and advises that they are acceptable in both width and vision splay, exceeding the requirements of Manual for Streets, and also notes that the new access has footpaths to either side, which allows residents to make full use of the existing public footway alongside Long Street Road. Moreover, the revised route of the public footpath would be acceptable in planning terms, exiting the site to the rear in a similar position to the existing route. In addition, refuse tracking plans have been provided during the course of the application, which the Highway Engineer advises are acceptable.

- 5.19 The access proposals for the application site will result in a need for the existing priority passing traffic calming feature to be re-sited. The Senior Highway Engineer advises that the re-siting of this existing highway feature will also result in a requirement for the installation of a further set of speed cushions between the relocated priority passing feature and the existing set of cushions. Furthermore, the Senior Highway Engineer details that the re-siting of this traffic calming feature will not have a detrimental effect on the acceptance of this planning application and that these off-site highway works as well as the establishment of the accesses can be addressed as part of the S278 highway technical approval process.
- 5.20 Notwithstanding that the principle of 12 units on the site has been accepted under the outline planning permission, the Senior Highway Engineer also takes the opportunity to highlight that the proposed 12 units would generate an insignificant level of traffic onto Long Street Road, as set out in the submitted Transport Assessment.
- 5.21 Overall, the Senior Highway Engineer advises that the development would have no severe impact on the local highway network. As such no objections are raised to the proposal with regards to Saved Policies T10 and T15 of the Milton Keynes Local Plan 2001-2011, Milton Keynes Parking Standards Supplementary Planning Document (2016), and paragraph 32 of The National Planning Policy Framework (2012).
- 5.22 **Surface Water Drainage**
The outline planning permission is subject to a pre-commencement condition relating to surface water drainage (Condition 17), however this reserved matters application has been accompanied by Preliminary Surface Water Drainage Calculations. Discussions are ongoing regarding the acceptability of this with the Local Lead Flood Authority and this matter will be addressed in an update paper to the Development Control Committee.
- 5.23 **Ecology**
The outline planning permission is also subject to a pre-commencement condition relating to biodiversity enhancements (Condition 15), however an Ecological Enhancement and Management Plan has been provided with this reserved matters application. The Countryside Officer has assessed this and advised that it is acceptable in principle but there are a number of anomalies and further details are required regarding the lighting of the development. These anomalies and lighting can be addressed under a revised document which can be provided pursuant to the conditions imposed under the outline planning permission.
- 5.24 **Planning application 16/02937/OUT opposite the application site**
Representations have been received regarding a suggested need to consider the impact of outline planning application 16/02937/OUT for 141 houses opposite the application site on the current proposals, in particular with regards to highway impacts. However, as the adjacent site does not benefit from planning permission and is not allocated for housing under the development plan, it is considered that very limited weight can be given to this

adjacent application at this time. Furthermore, an objection could not be sustained to the current application on the grounds of highway safety arising from the submission of this adjacent planning application. .

5.25 **Conclusion**

To conclude, the principle of development of this site is established under the outline planning permission. Furthermore, the proposed layout is considered to integrate acceptably with the rural character of the area and would adequately safeguard the amenities of neighbours, whilst providing a good standard of amenity for future occupiers. In addition, the proposed layout, parking and access arrangements are acceptable in highway terms.

5.26 In light of the above, it is recommended that planning permission be granted subject to the conditions set out below and an approved plans condition.

6.0 **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. Nothing herein contained shall be deemed to affect or vary the conditions imposed on outline planning permission ref. 14/02817/OUT dated 14th March 2016, which shall continue in full force save insofar as they are expressly varied by any conditions imposed hereby.

Reason: For the avoidance of doubt.

2. Prior to the commencement of the construction of any dwellings hereby permitted above ground floor slab level, details of all external materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance of the development and in accordance with Saved Policies D1, and D2A of the Milton Keynes Local Plan 2001-2011.

INFORMATIVE: The applicant is advised that the development for which planning permission has been granted requires works on or abutting the public highway. The applicant will therefore be required to enter into a S278 Legal agreement and in order to progress this, the applicant should contact the Highway Traffic Schemes and Adoptions Manager, Mrs L Smart by telephoning 01908 254561.

INFORMATIVE: The applicant is advised that the boundary treatments on the submitted plans are acceptable with regards to Condition 13 of outline planning permission 14/02817/OUT.



Coloured Layout 1:500 A3

Rev A: Boundary updated to suit comments RC 20.10.14
 Rev B: Amendments reflect layout changes. WB 19.09.16
 Rev C: Amendments reflect layout changes. MA 03.11.16

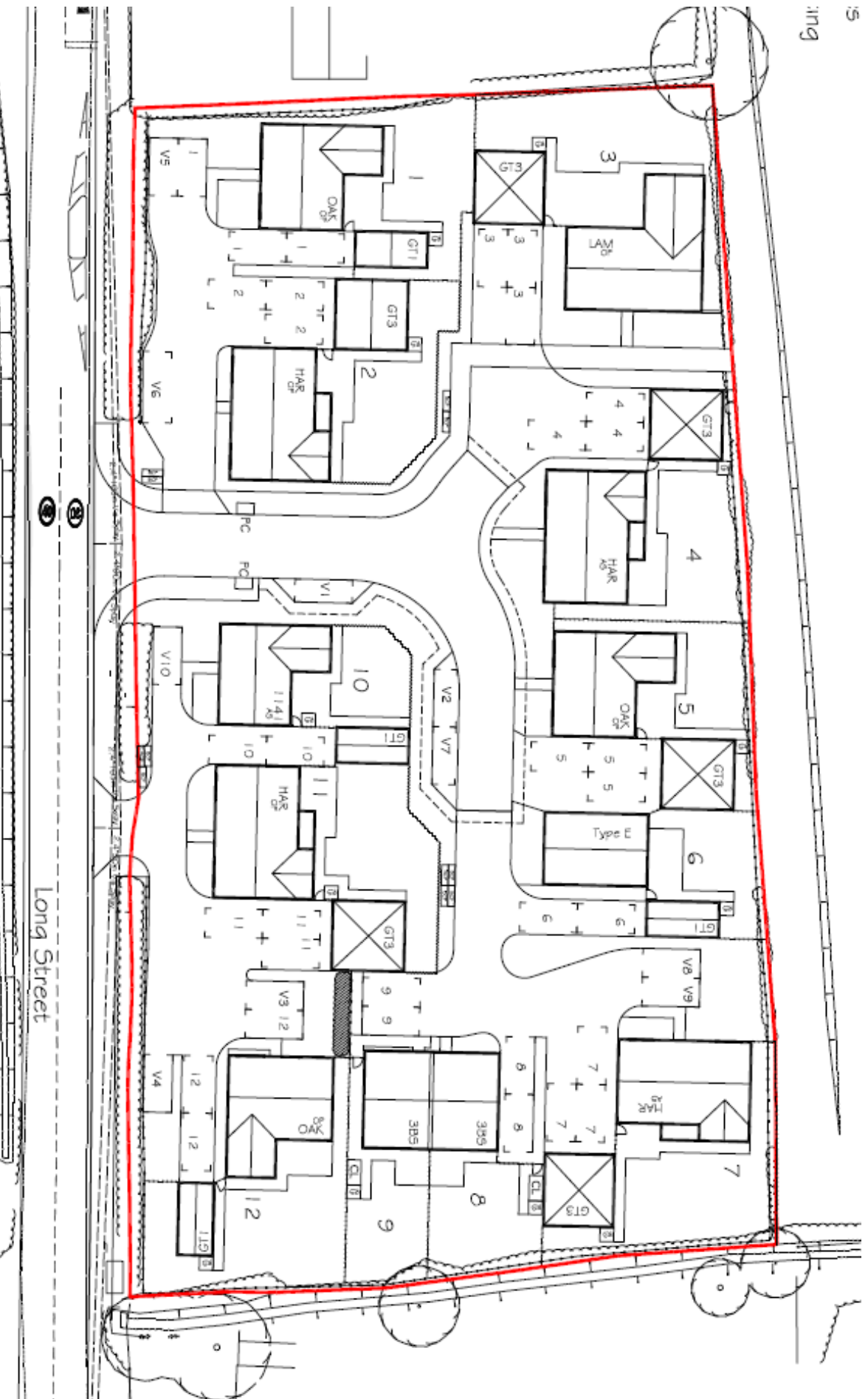


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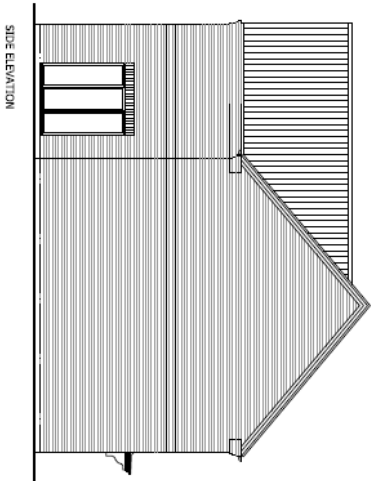
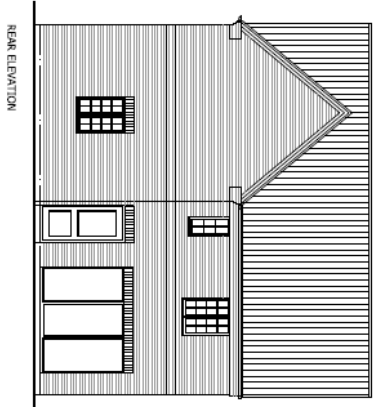
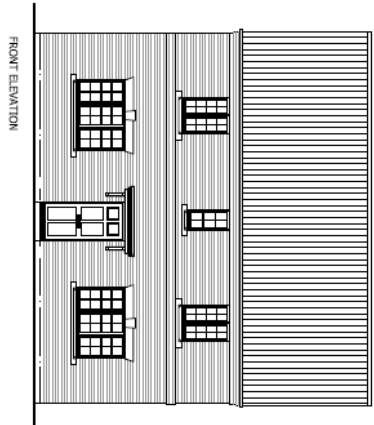
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Dwg No: UC977-111

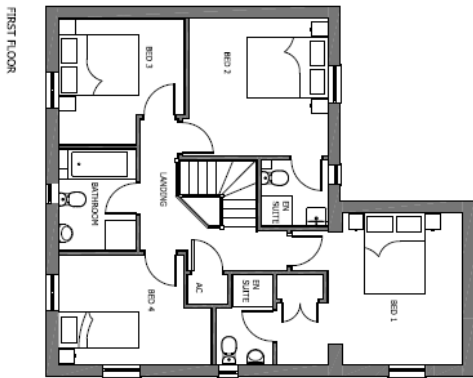
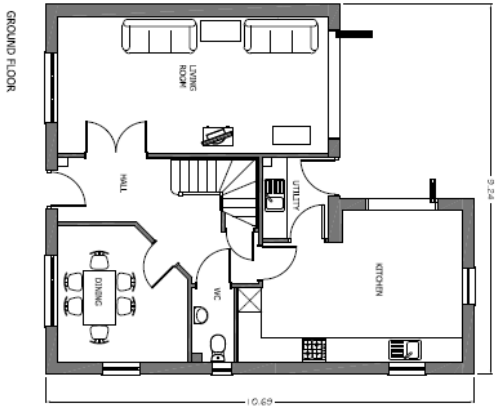
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0m 1 2 3 4 5m
scale 1:100



Oakwell - Plans & Elevations (Classic Style) 1:100 @ A3

FIG 1.2 A3

Rev A: Window positions, Kitchen layout and door canopy updated following client comments, RC, 13.10.16

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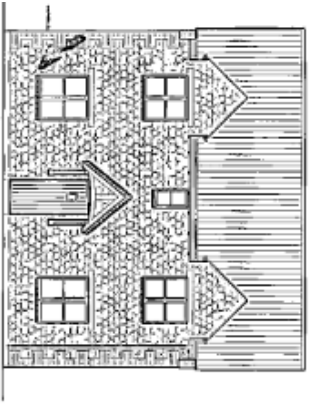
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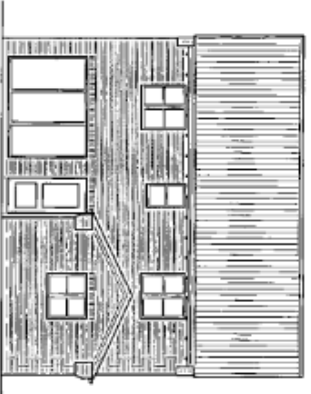
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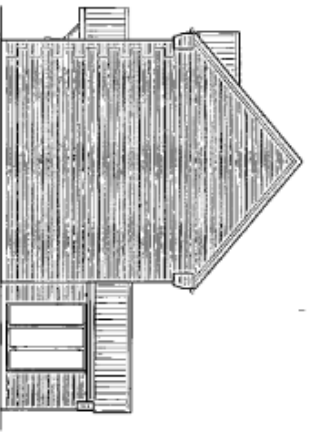
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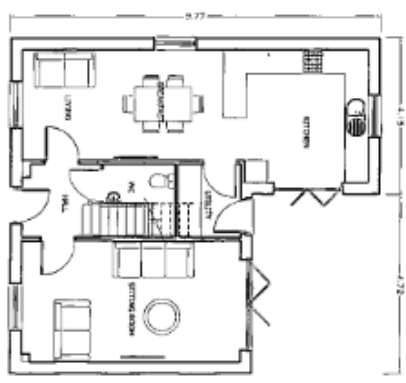
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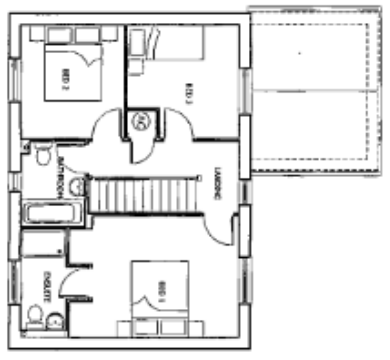
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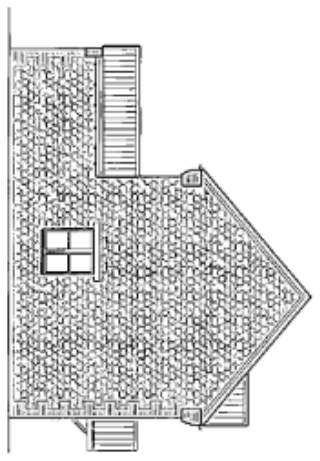
SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

1141 Type- Plans & Elevations (Cottage Style)

1:100 @ A3

mulberry

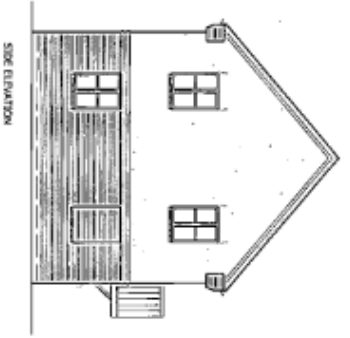
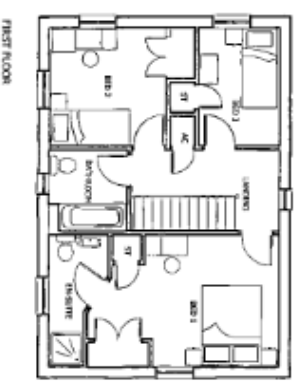
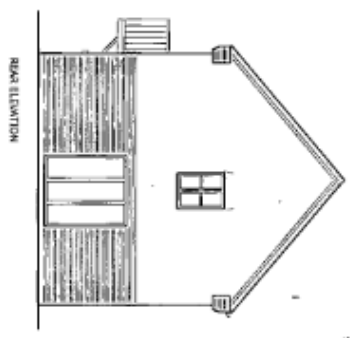
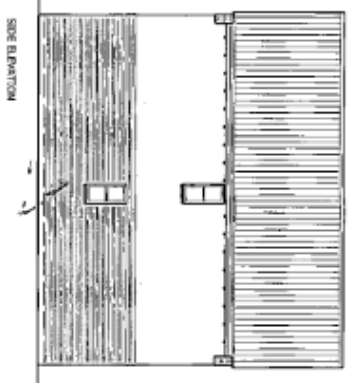
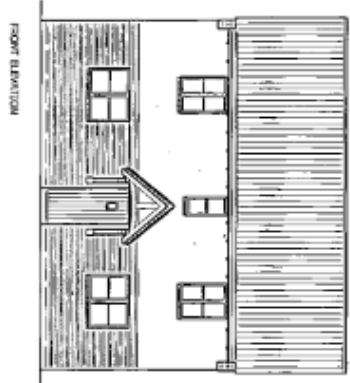
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Draw No. LC977-154

Plot 10 A3

Long Street, Hanslope

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E type- Plans & Elevations (Cottage Style) 1:100 0.45

Pls. C. As

Draw No. LUC977-156

Appendix to 16/02871/REM

A1.0 RELEVANT PLANNING HISTORY

(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 05/01660/OUT

Residential development and associated works (outline)
Refused 13.01.2006

14/02817/OUT

Outline application for the construction of 12 x residential dwellings, including associated access, landscaping and infrastructure
Refused 06.03.2015; appeal allowed 14.03.2016.

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 Parish - Hanslope

No comments received.

Ward - Newport Pagnell North And Hanslope - Cllr A Geary

No comments received.

Ward - Newport Pagnell North And Hanslope - Cllr Green

I am extremely concerned as to the two entrances coming out of the above site onto which is an extremely busy road (Long Street). The site has always had one entrance. When this Planning Application was granted on appeal, what does the outline planning application indicate it is: one entrance or more than one?

The applicant is now requesting two entrances and there is a public footpath going through the development. Two entrances within close proximity of each other could add to confusion for walkers when coming in and out of the site as well as the car driver. This is a dangerous piece of road and my objection is on the grounds of safety to walkers and pedestrians. The road has a history of accidents.

I further note on the plans that the traffic calming has been

See 5.15-5.21 and 5.24 – The appeal plans showed 4 accesses. The Highway Engineer advises that the proposal for two accesses is acceptable.

See 5.15-5.21 - The Highway Engineer advises that the proposal for two accesses is acceptable.

See 5.15-5.21. A site meeting has taken place between

moved further down the road. Therefore I would like to discuss this with planning and Highways regarding the accumulative impact this will have if the site on the opposite side of the road was to be granted planning permission.

Highways and Councillor Green.

Ward - Newport Pagnell North And Hanslope - Cllr Patey-Smith

No comments received.

Urban Design

The amended plans are acceptable and I have no objection in terms of design to the revised application.

Noted – See 5.2-5.4

Landscape Architect

The revised plans are acceptable.

Noted – See 5.5-5.7

Although, please note the response from Shaun in relation to the proposed hedgerow along the NE boundary which is required in order to make the development acceptable: "There will be a post and rail inset of the hedgerows to protect and ensure growth. There will be a covenant on the property demise stating the hedgerow is not to be removed but to be maintained in perpetuity."

Countryside Officer

No comments received.

Highways Development Control

Noted -See 5.15-5.21

Introduction

The application has been the subject of detailed discussions with the applicant and his representatives and as a result

the plan now presented has had a high level of input from the Highway Authority.

Parking

The layout provides on-plot parking in accordance with the current parking standards (zone 4) and dimensionally to the new Residential Development Design Guide.

The site provides 10 visitor spaces which is in excess of what the standards call for.

Where garages are supplied, cycle storage will be within those and where no garages are provided the plots concerned are provided with cycle lockers.

Access

The main access is 5.50 metres wide and then turns into a 4.8m wide residential access which is acceptable. There is a minor access serving 3 units which has a width of 4.8m which is also acceptable. This access joins the public highway via an acceptable splay junction. The junction also allows for pedestrian access either side to allow residents to make full use of the existing public footway alongside Long Street Road.

Original plans for this development showed four points of access to the site from the public highway. This was excessive and the two points of access are now considered acceptable.

The plan shows available visibility in line with recommendations made within a Transport Statement that

has been submitted to support the application. This is in excess of that called for in Manual for Streets and can therefore be deemed acceptable. The existing hedge will require removal to allow for the two points of access and some local trimming around the accesses to provide the full visibility.

There has previously been a request that the applicant carries out their own analysis of traffic speed on Long Street Road. This was carried out in July prior to the Summer school holiday. The survey showed average speeds in compliance with the set speed limit on this section of Long Street Road. However, it also shows the importance of retaining the priority passing place in this location. The proposals show this feature to be re-sited as mentioned below.

The applicant has submitted a refuse wagon tracking plan for such a vehicle to enter and leave the site at the main access in forward gear and I confirm that this is acceptable. Refuse will be collected from the road side for the 3 residential units served from the secondary access. I have checked all tracking for cars and found this to also be acceptable.

Transport Statement

The applicant has submitted a Transport Statement to support the planning submission even though there is no requirement for a development of this size to provide one under the stated thresholds contained within the DfT's document 'Guidance on Transport Assessment' (GTA). This document lays down trip rates for the proposed

development and I can confirm my agreement to those and it can be seen that the development is forecast to generate an insignificant level of traffic onto Long Street Road.

Off Site Highway Works

The access for the application site shows that the existing priority passing traffic calming feature requires re-siting. The re-siting of this existing feature will require the installation of a further set of speed cushions between the relocated priority passing feature and the existing set of cushions. This work as well as the new accesses onto the public highway will require the applicant/developer to enter into a S278 agreement.

I do not consider that the re-siting of this traffic calming feature to have a detrimental effect on the acceptance of this planning application. The off-site highway works as well as the establishment of the accesses will be subject to a road safety audit as part of the S278 highway technical approval process.

Conclusion

NPPF paragraph 32 states that 'development should only be prevented or refused where the residual cumulative impacts of development are severe'. It is clear in my view that this development has no severe impact on the local highway network. I therefore have no objections to the proposed development subject to a highway informative.

Local Lead Flood Authority

No comments received.

Archaeological Officer

No comments received.

Footpath Officer

No comments received.

Ramblers Association

No comments received

Local Residents

The occupiers of the following properties were notified of the application:

- 23, 25, 27, 28A, 28, 29, 30A 30 32 34 36 38 40 42 44
46 48 50 Long Street Road Hanslope Milton Keynes
- Holiday Cottage 1 Holiday Lane Hanslope

In addition, a site notices was posted and an advert placed in the newspaper to publicise the application.

Seven letters of objection (from four properties) have been received which include the following points:

- Objections to the principle of the development including on the grounds of traffic, infrastructure, sustainability of location, lack of benefits to the village, loss of sense of community for the Halfway Houses and character of Hanslope See 5.1 – The principle of development has been established under the outline planning permission
- One access rather than two onto Long Street would be safer. Long Street is a very busy road with speed calming, a bus stop, dips and bends in the road affecting visibility. There have also been serious crashes in the locality. See 5.15-5.21 – The Highway Engineer raises no objections on highway safety grounds
- Ten visitor parking spaces for 12 houses is limited See 5.15-5.21 – The proposal meets the parking standards

and will result in parking overspill onto Long Street exacerbating highway safety issues.

- The development is designed to maximise the profit of the development. This is not a material planning consideration.
- There is only limited detailed on access visibility See 5.15-5.21 – Highways advise details are acceptable.
- The site is Green Belt land. The site is not Green Belt.
- The properties would be overly close to the boundary with No. 38 Long Street Road and reduce light. See 5.8-5.14 – The relationship of the development to neighbouring properties is considered acceptable.
- The access to the existing footpath would be restricted. A re-sited footpath is proposed as part of the application which would connect with the footpath along Long Street