

## Planning and Heritage Statement

Planning Application

Erection of dwelling

Land at 8 Stock Lane Whaddon MK17 0LS



## CONTENTS

1.0	INTRODUCTION .....	1
2.0	SITE & CONTEXT ANALYSIS.....	2
3.0	RELEVANT PLANNING HISTORY .....	4
4.0	POLICY CONTEXT .....	5
5.0	DESCRIPTION OF DEVELOPMENT.....	6
6.0	CONSULTATIONS .....	8
7.0	PLANNING CONSIDERATIONS.....	12
8.0	CONCLUSIONS .....	23
9.0	APPENDIX 1 .....	24

## 1.0 INTRODUCTION

### 1.1.0 Background

1.1.1 This report relates to a planning application for a new dwelling to the side of 8 Stock Lane, Whaddon MK17 0LS.

### 1.2.0 Scope

1.2.1 This document comprises an overarching Planning Report. Sections 2 to 4 consider the physical, economic, social and historical context of the site, identifying the relevant local, regional and national planning policy framework; Section 5 sets out the details of the proposal; and Section 6 details the consultations undertaken prior to the submission of the application. All these sections inform the evaluation of the proposal in Section 7 against the identified planning policy framework. The overall conclusions are set out in Section 8 and which are summarised below at paragraph 1.3.0.

### 1.3.0 Summary

1.3.1 This proposal is for a dwelling within the centre of the village, surrounded by development and with a bus stop outside. The proposal would comply with Policy S2 regarding development in Smaller Villages and with adopted Policies S3 and D4.

1.3.2 The proposed dwelling would have a good standard of contemporary design and would sit comfortably within the context. High quality traditional materials would be used and the form and position of the dwelling would ensure that it would maintain or enhance the character and appearance of the adjacent Conservation Area and buildings of note in compliance with Policy BE1.

1.3.3 The proposed dwelling would be appropriate in its context and would relate well to the buildings on either side forming a transition between the two levels. It would be constructed in natural materials and would comply with Policy BE2. It would provide a good level of amenity for future occupiers and would not unreasonably harm the amenities of existing residents in compliance with Policy BE3.

1.3.4 The development would provide adequate parking for the new and existing dwellings with suitable manoeuvring space and visibility. There is therefore unlikely to be any resulting adverse impact on highway safety and the proposal would comply with Policies T6, T8 and Appendix B.

1.3.5 The proposed development will result in a net gain in Habitat Units and Hedgerow Units on site which is greater than the 10% increase in net gain required in the national guidelines.

## 2.0 SITE & CONTEXT ANALYSIS

### 2.1.0 Location

2.1.1 The Application site is located on the south west side of Stock Lane between its junctions with Church Lane and Vicarage Road in the village of Whaddon to the west of Milton Keynes. The location plan is reproduced in Figure 1 (not to scale).

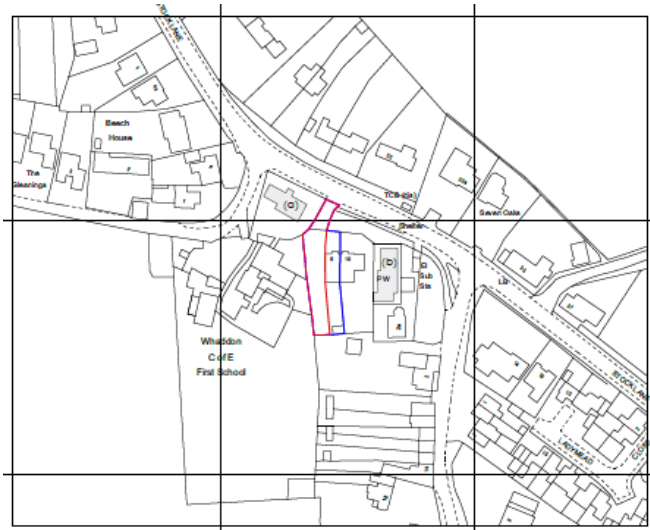


Figure 1 Location Plan

### 2.2.0 Application Site

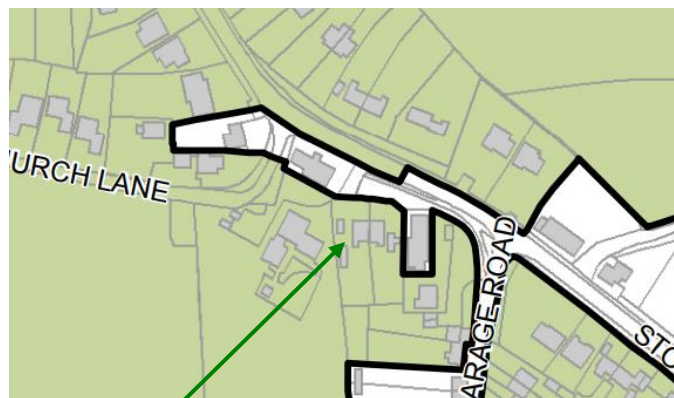
2.2.1 The application site is essentially rectangular and comprises No 8 Stock Lane, a semi-detached dwelling, and land to the west and south. The dwelling is set at an angle to Stock Lane and there is a grass verge to the road to the front of Nos 8 and 10 Stock Lane. A previous small side projection to the property has been removed. There is hardstanding along the side boundary.

### 2.3.0 Context

2.3.1 The site adjoins No 10 Stock Lane to the east and beyond this is the Selbie Memorial Congregational Church. To the south are the gardens of dwellings in Vicarage Road. To the west the site is adjacent to Whaddon Church of England First School, a single storey building on the frontage and further single storey buildings to the rear.

### 2.4.0 Proposals Map Notation

2.4.1 The site is located within the village of Whaddon. It is not within a Conservation Area but is adjacent to the Whaddon Conservation area as shown on the plan extract below (nts). It is not adjacent to any Listed Buildings but the Whaddon C of E First School and the Selbie Memorial Congregational Church are buildings of Local Note.



Application site

Figure 2 Conservation Area Boundary

### 2.5.0 **Local Services**

2.5.1 The village of Whaddon is served by a Post Office, a primary school, a village hall, a small retail shop, two churches and a pub. The site is very close to Milton Keynes with its full range of shops and services. Winslow at a distance of 16.5km is an attractive town with a weekly Wednesday market (principally for food items).

### 2.6.0 **Accessibility**

2.6.1 Bus stops directly outside and opposite the site are served by buses 54B and 68, both weekly services to Winslow with the 68 extending to Westcroft (which has a range of shopping available).

### 3.0 **RELEVANT PLANNING HISTORY**

#### 3.1.0 **Application Site**

3.1.1 There is only one previous application recorded for the property for a rear extension granted in November 1986 (LPA ref no 86/01677/APP).

## 4.0 POLICY CONTEXT

### 4.1.0 National Policy / Guidance

4.1.1 The National Planning Policy Framework (NPPF) 2019, sets out the Government's planning policies for England. The following sections are considered directly relevant:

2 Achieving sustainable development

5 Delivering a sufficient supply of homes

11 Making effective use of land

12 Achieving well-designed places

16 Conserving the historic environment

### 4.2.0 Development Plan Vale of Aylesbury Local Plan (VALP) - Adopted September 2021.

#### 4.2.1

Policy No.	Title
S1	Sustainable development for Aylesbury Vale
S2	Spatial strategy for growth
S3	Settlement hierarchy and cohesive development
D4	Housing development at smaller villages
T1	Delivering the sustainable transport vision
T4	Capacity of the transport network to deliver development
T6	Vehicle Parking
T8	Electric vehicle parking
BE1	Heritage Assets
BE2	Design of new development
BE3	Protection of the amenity of residents
NE1	Biodiversity and Geodiversity
NE4	Landscape character and local important landscape
NE8	Trees, hedgerows and woodlands
C3	Renewable Energy
I4	Flooding
Appendix B	Car Parking Standards

## 5.0 DESCRIPTION OF DEVELOPMENT

### 5.1.0 Use

5.1.1 The proposal is for a single storey dwelling to be located to the side of No 8 Stock Lane and the demolition of a small rear and side projection to the existing dwelling which was part of the 1986 extension.

### 5.2.0 Layout

5.2.1 The layout would comprise two bedrooms, combined kitchen/dining/living room, hall and bathroom. The dwelling would be located along the western boundary of the site set back from the frontage of No 8 Stock Lane by 2.9m. A distance of 1.1m would be retained between the new property and the proposed dwelling.

### 5.3.0 Appearance & Scale

5.3.1 The application is accompanied by a Design Statement by Grindley Architects. The proposal would have a contemporary appearance with a part mono pitched, part pitched and part flat sedum roof. The central mono-pitched roof section would have a height of 6.2m nearest to No 8 Stock Lane sloping down to 3.5m. This section would extend beyond the rear of No 8 by 0.5m and would be set back from its frontage by 2.9m. Beyond this the roof would have a ridge roof 4.5m in height. Along the boundary would be a flat sedum roof section 3m in height, projecting 0.6m forward of the mono-pitched element. This section would measure 2.35m at the front and taper to join the pitched roof part at the rear. Extracts from the elevations are reproduced below (© Grindley Architects nts).



*Figure 3 Proposed front elevation*



*Figure 4 Proposed rear elevation*



5.3.2 The materials would be brickwork to match the existing dwelling at No 8 Stock Lane and natural slate with a 30 degree pitch.

5.4.0 **Landscaping**

5.4.1 A generous garden of 112m<sup>2</sup> would be provided for the new dwelling with over 132m<sup>2</sup> retained for the garden of No 8 Stock Lane. Planting alongside the side boundary to the front of the dwelling is to be retained and 30 linear metres of hedging would be planted along the rear boundary. The rear garden which is currently a mix of concrete and hardstanding would be landscaped with domestic planting. Part of the proposed roof would be sedum as part of a green roof system for rainwater retention and biodiversity enhancement. A landscaping scheme can be made the subject of a planning condition.

5.5.0 **Ecology**

5.5.1 The application is accompanied by a Biodiversity Impact Assessment of the site. The proposed development would achieve the minimum 10% net gain in both habitat and hedgerow units as required by Defra. Following the recommendations in the report could be made the subject of a planning condition.

5.6.0 **Access**

5.6.1 A parking area is proposed in front of the two dwellings giving two parking spaces for each. The driveway would be surfaced with an improved porous gravel system. A tracking diagram has been supplied to show that there is sufficient manoeuvring space for cars to turn and leave the site in forward gear. The application is accompanied by a transport statement which demonstrates that adequate visibility can be retained.

5.7.0 **Other documents**

The application is accompanied by the following other reports:

Design Statement – Grindley Architects

Transport Statement - Grindley Architects

Sustainable Construction - Grindley Architects

Ecology Survey – Cherryfield Ecology

Sustainable Drainage Strategy - Grindley Architects

## 6.0 CONSULTATIONS

6.1.0 A pre-application enquiry was submitted to Buckinghamshire Council in February 2022. This was for a two storey dwelling along the side boundary of No 8 Stock Lane. Extracts from the site plan and front and rear elevations are shown below. (© Grindley Architects nts)

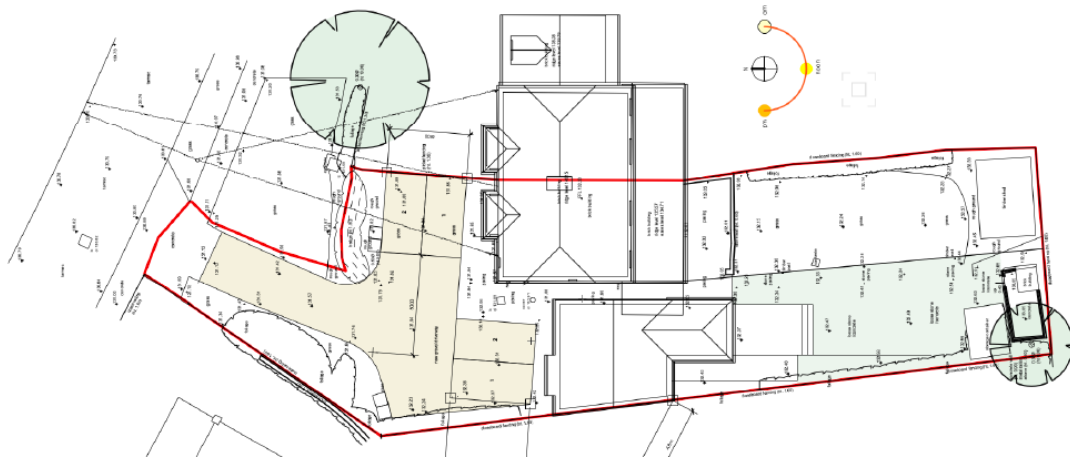


Figure 5 Pre application layout plan



Figure 6 Pre application front elevation



Figure 5 Pre application rear elevation

6.1.1 A pre-application response was received from Buckingham Council on 30 March 2022 (LPA reference 22/00649/PREMTG). The advice received is summarised below.

### 6.1.2 Principle

Policy D4 highlights that new housing development at small villages will be supported where it contributes to the sustainability of that village. The site is considered to be within the

development footprint of the village. *While the principle can be considered as acceptable, the site is not considered to be located within a sustainable location.... The onus is on the applicant to demonstrate how the proposal will meet the sustainability objectives of Policies S1 and S2 of VALP, however at this stage the Council are not of the view that this plot can be developed while maintaining the character of the area.*

**6.1.3 Design and siting**

*The proposal would appear cramped on site, the fact that the new dwelling would extend right up to/ within proximity to the common boundaries. The proposal would appear over-bearing and a clear over-development of the plot leading to a 'terrace effect', when viewing from the street. A two storey wall sited close to the common boundary will appear as an incongruous addition.*

**6.1.4 Materials**

*No information has been submitted but based on the surrounding, local sourced would be ideal*

**6.1.5 Landscaping**

*To ensure maximum screening, it is recommended that additional planting is put in place.*

**6.1.6 Biodiversity**

*A preliminary Ecological Appraisal, a biodiversity impact assessment metric and a biodiversity enhancement scheme are all required to demonstrate a net gain of biodiversity. In addition to the above, if external lightings are proposed, there will be a need to include specifications of the light fittings. The preferred light fitting is downward light.*

**6.1.7 Car parking and Access**

*In accordance with Appendix B within VALP, a three bedroom dwelling is required to provide 2.5 parking spaces.*

*Given the limited links with larger villages nearby, it is of the view that the site is not within a sustainable location and majority of trips will be via private vehicles. It is therefore essential for the development to provide sufficient parking on site. Should there be a shortfall of parking on site, there will be a need to provide sufficient justification as to why the proposal is still acceptable.*

*It is acknowledged that there will be an increase in vehicle movements as a result of the proposed houses. From a planning point of view, this could have detrimental impacts on the existing highway capacity as well as highway safety. Following informal discussion with the Council's Highways Team, it is felt that the resultant use of the site will have a degree of*

*impact on the existing network and also the safety of other users. It is therefore recommended that future submissions should include the following:*

- Plan showing sufficient visibility splays in both directions. This must take into account possible changes to the school boundary treatment in the future.*
- Evidence to show the increase in trips to and from the site will not impact on highway safety.*

*In addition to the above, there is still a requirement to provide sufficient manoeuvring space within the site for vehicles to park and at the same time, vehicles to turn and exit the site in forward gear. Without sufficient tracking diagram, it is not possible to confirm if there is sufficient turning space on site.*

*The applicant is reminded to check with Highways to establish whether the existing access is sufficient to accommodate the additional dwellings.*

*Cycle parking is also a requirement for residential development. There will be a need to provide secure and covered cycle storage facilities on site. It is noted that there is reference to these provisions however, the exact location is unclear.*

*To promote the use of low emission vehicles, there will be a need to provide electric vehicle charging provision for each dwelling in accordance with Policy T8 of VALP.*

#### **6.1.8 Heritage**

The Heritage Officer comments include the following points:

*In heritage terms, I consider that the proposed dwelling would represent a cramped form of development. This is shown by the minimal gap between the existing house and the proposed dwelling and the removal of the existing boundary hedgerow/landscape treatment on the school boundary.*

*I am also concerned at how this proposal would have a detrimental impact on the adjacent Building of Local Note due to the proximity of the proposed building hard on the boundary.*

*I also consider that the parking to the front of the proposed dwelling would create over dominance of the parked car.*

The pre app response also states:

*For the archaeology element, the applicant will need to engage with a specialist to check and see if the site is of archaeological importance.*

#### **6.1.9 Amenities**

*The new dwelling would be dual aspect and as a result of the sub-division, there will be sufficient outdoor space to meet the needs of its occupiers. For the existing occupiers, it is*

*acknowledged that the existing garden would be reduced however, the remaining garden size is sufficient to meet the needs of the existing occupiers.*

*It is unclear as how the proposal would safeguard the amenities of neighbouring occupiers, including the school to the west. It is also unclear what measures are in place to ensure the level of noise generated by the school will not impact on the amenities of the future occupiers.*

*There is still a level of uncertainty in relation to the siting of the new dwelling and its relationship with the neighbouring school in terms of visual amenity, possible overlooking and impact on overbearing.*

*It is acknowledged there will be no windows within the side elevations of the new dwelling and that views out of the new dwelling will be limited however, it is noted that there is an upper floor window in the flank elevation of the existing dwelling and the new dwelling would be positioned in front of this window (approx. 1.2m). It is unclear whether this window currently serve a habitable room.*

#### **6.1.10 Flood risk and drainage**

*The applicant is reminded that although the site might not be within Flood Zone 2 or 3 but the increase in hardstanding is likely to lead to a certain amount of surface runoffs. It is therefore necessary to include all the necessary drainage information at the initial submission stage, in line with national policy and guidance and, which meet the requirements set out in national standards and the Council's relevant local guidance.*

#### **6.1.11 Sustainable Construction and renewable energy**

*Development proposals will be required to demonstrate how the scheme will meet the Principles and requirements set out in Policy C3 and to achieve carbon emissions reductions, the Council will assess developments using an 'energy hierarchy'.*

## 7.0 **PLANNING CONSIDERATIONS**

Based on the analysis set out in Sections 2 to 5, I consider that the application proposal raises the following issues, which I will consider in turn below:

1. Principle
2. Heritage
3. Layout & Design
4. Highway Safety & Access
5. Ecology

## 7.1.0 Issue No 1: Principle

7.1.1 NPPF Paragraph 10 sets out the presumption in favour of sustainable development. Policies S2 and S3 of the VALP highlights that the primary focus of growth should be in Aylesbury but also allows growth in sustainable locations. Policy S2 states: *At smaller villages listed in Table 2, there will be more limited housing growth coming forward through either 'windfall' applications or neighbourhood plan allocations rather than allocations in this Plan.*

7.1.2 Table 2 sets out the direction for the different sizes of settlements. For Smaller Villages which have relatively poor access to services and facilities it states: *It is expected that some small scale development could be accommodated at smaller villages without causing unreasonable harm. This level of development is also likely to help maintain existing communities. Sites at smaller villages will come forward either through neighbourhood plans or by individual 'windfall' planning applications, no site allocations are made at smaller villages.*

7.1.3 In Table 2 Whaddon is listed in the list of smaller villages where housing is expected to come forward through neighbourhood plans or through the development management process considered against relevant policies in the Plan. There is no neighbourhood plan for Whaddon so this will be the latter. It is **not** included in the list of the remainder of settlements in Aylesbury Vale which are not sustainable locations for development and are places where it is likely that any development would cause harm to the local environment.

7.1.4 Policy D4 Housing development at smaller villages states that:

*Where there is no made neighbourhood plan in place, new housing development at smaller villages will be supported where it contributes to the sustainability of that village and is in accordance with all applicable policies in the Local Plan, provided that the proposed development fulfils all of the following criteria:*

I will consider the criteria in turn.

*a. is located within the existing developed footprint of the village or is substantially enclosed by existing built development*

The application site has development to all sides and is clearly within the footprint of the village. The pre application response confirms that the site is considered to be within the development footprint of the village.

*b. would not lead to coalescence with any neighbouring settlement*

Given the position within the settlement rather than near the edge, there would not be any coalescence with other settlements. The pre application response confirmed this.

- c. is of a small scale (normally five dwellings or fewer) (net) and in a location that is in keeping with the existing form of the settlement and would not adversely affect its character and appearance*

The proposal is for a single dwelling and by definition is small scale. It falls in a double plot and continues the line of dwellings. The proposal has been amended such that it would not affect the character and appearance of the village as I will consider under Issues 2 and 3.

- d. respects and retains natural boundaries and features such as trees, hedgerows, embankments and drainage ditches*

As part of renovations to the existing semi-detached dwelling at No 8 Stock Lane, the applicant has agreed to replace the existing boundary fence by agreement with the school. Hedgerows to the front and rear of the dwelling would be retained and new hedging would be planted to the boundary with No 8 Stock Lane and to the rear of the site.

- e. would not have any significant adverse impact on environmental assets such as landscape, historic environment, biodiversity, waterways, open space and green infrastructure, and*

The proposal would not have a significant adverse impact on environmental assets as I will discuss in Issues 2 and 5.

- f. can be served by existing infrastructure*

The existing drive would serve both the new and existing dwelling and can provide adequate parking and manoeuvring space as set out in Issue 4.

7.1.5 The council's pre app response states that it does not consider the site to be a sustainable location and that the applicant will need to demonstrate how the proposal meets the principles of sustainable development. I consider that Whaddon has a good range of services for a village. As set out in Section 2, it has a village hall, small retail shop, public house, first school and two churches, all within walking distance from the application site. The bus stops are directly outside and opposite the application site serving the market at Winslow and further facilities at Westcroft. The centre of Milton Keynes is within very easy cycling distance of 6.4km (4miles) with its full range of facilities. Future residents would therefore be able to use local facilities or travel by bus or cycle and would not necessarily be reliant on the private car. Furthermore, Policy D4 does not suggest that some of the smaller villages are not sustainable locations for new housing or that some parts of the villages are not sustainable. Whaddon has been designated as a Smaller Village because it can support new small scale development and in accordance with D4 the application site is within the developed footprint of the village.

7.1.6 The addition of a dwelling within the village boundary would be likely to help maintain the existing community and facilities as referred to in Table 2. Indeed, it is exactly the sort of



development alluded to in Policy S2 and Table 2 which states that for 'Smaller Villages which have relatively poor access to services and facilities': *It is expected that some small scale development could be accommodated at smaller villages without causing unreasonable harm.*

This proposal is for a dwelling within the centre of the village, surrounded by development and with a bus stop outside. If any development is to be allowed in this Smaller Village as is expected in Policy S2, this is clearly an ideal location that would comply with adopted Policies S2, S3 and D4.

7.2.0 **Issue No 2: Heritage**

7.2.1 **Policy Backdrop**

7.2.2 In determining the impact of a proposed development on the significance of a designated heritage asset, the NPPF paragraphs 199 and 200 state respectively as follows:

*“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.*

*Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.”*

7.2.3 In considering an application which it is considered would lead to ‘less than substantial harm’ to a heritage asset, the NPPF at paragraph 202 states:

*“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”*

7.2.4 Paragraph 205 states that local planning authorities should require applicants to describe the significance of a heritage asset but advises that the level of detail should be proportionate to the asset’s importance.

7.2.5 Policy BE1 states that proposals which affect the significance of a non-designated heritage asset should be properly considered, weighing the direct and indirect impacts upon the asset and its setting. This policy continues that the Council will:

*a. Support development proposals that do not cause harm to, or which better reveal the significance of heritage assets*

*b. Require development proposals that would cause substantial harm to, or loss of a designated heritage asset and its significance, including its setting, to provide a thorough heritage assessment setting out a clear and convincing justification as to why that harm is considered acceptable on the basis of public benefits that outweigh that harm or the four circumstances in paragraph 133 of the NPPF all apply. Where that justification cannot be demonstrated proposals will not be supported, and*

- c. *Require development proposals that cause less than substantial harm to a designated heritage asset to weigh the level of harm against the public benefits that may be gained by the proposal, including securing its optimum viable use.*

*Development affecting a heritage asset should achieve a high quality design in accordance with the Aylesbury Vale Design SPD and the council will encourage modern, innovative design which respects and complements the heritage context in terms of scale, massing, design, detailing and use.*

#### 7.2.6 **Description of significance**

The site is adjacent to the Stock Lane Conservation Area which is one of two conservation areas in Whaddon, designated on 18<sup>th</sup> July 1990. The Conservation Area Appraisal is dated 2007 which included alterations to the boundaries. The School and the Congregational Chapel are referred to as non-listed buildings of note that make a positive contribution to the Conservation Area. With the exception of these two buildings, the conservation area character appraisal describes the buildings in this area of the village as modest in scale, character and detailing. The historic buildings are mainly constructed of brick with some slate roofs. The grass verge to the front of Nos 8 and 10 is shown on the plan showing the extent of greenery but is not referred to in the text.

#### 7.2.7 **Assessment of impact**

The site itself is not within the Conservation Area but is set back from the frontage. The new dwelling would be 24m from the road and 12m from the grass verge. It would be lower than the existing house and would be viewed as a subservient addition. It would be constructed in materials appropriate to its location at the edge of the conservation area. In view of its set back position the new dwelling would not be readily seen in views of Selbie Congregational Chapel from either direction. The amendments made to the size and scale of the dwelling would result in the element closest to the boundary with Whaddon First School being lower than the school building and set back from its front elevation by 19m. The pitched roof is set in from the boundary by 3m at its lowest point to reduce any impact. The single storey nature of the building and the set back would ensure that the new building would not adversely affect this building of note. Policy BE1 encourages modern, innovative design which respects and complements the heritage context in terms of scale, massing, design, detailing and use. I consider that this contemporary design would respect the adjacent buildings and heritage setting.

#### 7.2.8 **Archaeology**

The site is not in a designated archaeological area and the pre application advice did not comment on this aspect other than to say it was up to the applicant to find out if the site is of archaeological importance. The application site has already been developed with at least

two outbuildings or garages that are evident on the council OS maps (These are shown on the annotated OS plans included in the Whaddon Conservation Area appraisal on pages 3, 9, and 17 and others). The concrete foundations are still evident on site. The ground has thus already been disturbed by modern construction works and is therefore very unlikely to have any archaeological value. The ground has also been stripped as part of the current renovation works to the existing house (for which planning permission was not required). I therefore consider that the site is unlikely to have any archaeological value.

### **7.2.9 Conclusion**

The proposed dwelling has a good standard of contemporary design and would sit comfortably within the context. High quality traditional materials would be used and the form and position of the dwelling would ensure that it would maintain or enhance the character and appearance of the adjacent Conservation Area and buildings of note in compliance with Policy BE1.

### 7.3.0 **Issue No 3: Layout & Design**

7.3.1 Policy BE2 considers the design of new development and sets out criteria which proposals should respect and complement. I will consider these in turn.

#### 7.3.2 *a. The physical characteristics of the site and its surroundings including the scale and context of the site and its setting*

The proposal has been significantly redesigned following the pre application advice and relates well to its context and the buildings immediately adjacent. The size of the dwelling has been considerably reduced. The low flat roofed element adjacent to the western boundary would reflect the flat roofed buildings forming part of the adjacent school. Indeed, in view of the land levels this element would be lower than the school buildings. The mono-pitch roof would then echo the slope of the existing dwelling at No 8 Stock Lane, thus providing an appropriate transition between the two levels.

#### 7.3.2 *b. The local distinctiveness and vernacular character of the locality, in terms of ordering, form, proportions, architectural detailing and materials*

The proposed design is modern but would still be in keeping with the surrounding development. The materials would be brick and slate which are natural, long lasting and appropriate in the vicinity. Architectural detailing has been included in the design to add interest to the front elevation.

#### 7.3.3 *c. The natural qualities and features of the area*

The development would not affect the grassed frontage to No 8 Stock Lane and new planting is proposed as set out in the Design Statement.

#### 7.3.4 *d. The effect on important public views and skylines.*

The proposed dwelling would be small, would be set back 2.6m from the front elevation of No 8 Stock Lane and would continue the roof pitch down from the eaves of No 8 to the flat roof element. It would therefore be viewed as a subservient addition to No 8 and would not have a detrimental impact on the street scene.

7.3.5 Policy BE3 seeks to ensure that the amenity for existing residents is not harmed. The main dwelling with the potential to be affected by the proposal is No 8 Stock Lane. This has two windows in its side elevation but neither serves a habitable room. This dwelling would still achieve adequate daylight and sunlight and outlook from its windows in the front and rear elevations. The angle of the slope and the positioning of the flat roofed element adjacent to the boundary with the school would ensure that there would be no significant loss of light to the school buildings.

- 7.3.6 The existing garden to No 8 Stock Lane would be divided with a generous area of 132m<sup>2</sup> in a regular and useable shape retained for the existing dwelling.
- 7.3.7 Policy BE3 also seeks to ensure a satisfactory level of amenity for future residents. The proposed floor area is 75m<sup>2</sup> which would exceed the Nationally Described Space standards for a 2 bedroom 4 person single storey dwelling. The brickwork along the western side boundary would be fully insulated to limit noise transmission from the adjacent school. The only anticipated level of noise from children playing outside is not considered to represent an amenity issue for residents, and in any event would be the same as for existing residents at No 8 Stock Lane. The proposal would ensure a good level of sunlight and daylight as well as outlook to the dwelling. A generous amenity space of 112m<sup>2</sup> would be provided in a regular and useable shape.
- 7.3.8 The proposed dwelling would be appropriate in its context and would relate well to the buildings on either side forming a transition between the two levels. It would be constructed in natural materials and would comply with Policy BE2. It would provide a good level of amenity for future occupiers and would not unreasonably harm the amenities of existing residents in compliance with Policy BE3.

#### 7.4.0 **Issue No 4: Highway Safety & Access**

7.4.1 The application is accompanied by a Transport Statement. This addresses the comments made in the pre application consultation by Bucks Highways Development Management to the previous scheme for a larger 3-bedroom dwelling. These comments are summarised as follows:

- Visibility splay to the west – need for an agreement with owner of third-party land
- Sustainable Access – a matter for Planning Officer to weigh up
- Layout – Parking and manoeuvring – satisfactory
- EV Charging – want to see provision in full application

7.4.2 As set out in the Transport Statement in Paragraphs 9-17 the visibility splay to the east is considered acceptable. The visibility to the west is acceptable but is through the existing railings which are on third party land. These railings are in a Conservation Area and form the boundary to a building of note and therefore planning permission would be required to remove them, and may be unlikely to be granted in view of the setting. In any event, an agreement has been reached with the school to retain the railings, thus ensuring that the current visibility splay can be retained.

7.4.3 The sustainability of the location is addressed in the Transport Statement and in Issue 1 above. In view of the position within the village and the distance to local services, this is considered to be a suitable location for small scale development.

7.4.4 The parking provision of 2 spaces for the new 2-bedroom dwelling and 2 spaces for the existing 3-bedroom dwelling is considered acceptable. The tracking diagrams demonstrate that there is adequate manoeuvring space to exit the site in forward gear.

7.4.5 An EV charging point is included in the proposal. Cycle parking is provided for.

7.4.6 To conclude this issue, the development would provide adequate parking for the new and existing dwellings with suitable manoeuvring space and visibility. There is therefore unlikely to be any resulting adverse impact on highway safety and the proposal would comply with Policies T6, T8 and Appendix B.

## 7.5.0 Issue No 5: Ecology

7.5.1 Policy NE1 Biodiversity and Geodiversity requires a net gain in biodiversity on minor and major developments by protecting, managing, enhancing and extending existing biodiversity resources. and by creating new biodiversity resources. The application is accompanied by a Biodiversity Impact Assessment undertaken by Cherryfield personnel who qualify as suitably qualified ecologists for the purposes of Policy NE1.

7.5.2 The report shows that the proposed development will result in a 11.68% net gain in Habitat Units and a 15.87% net gain in Hedgerow Units on site.

7.5.3 The following recommendations are made in the report:

*Where possible no cutting should take place between during peak bird nesting season, which runs from March to September. Where possible shrubs and hedgerows should not be cut back annual, as flower buds often form on second-year growth. Trimming hedges on a two- or three-year rotation, targeting different sections each year, will make sure there are always flowers for pollinators in spring and berries for birds in autumn. Hedges cut every three years can produce two and a half times as much blossom as those cut annually. Rotational cutting can also save time and money that would be invested in annual cutting.*

7.5.4 The report summary concludes that the proposed development will result in a 11.68 % net gain in Habitat Units and a 15.87% net gain in Hedgerow Units on site. The national guidelines require a minimum of 10% increase in net gain per biodiversity unit across the site. The proposed development meets this requirement.



## 8.0 CONCLUSIONS

### 8.1.0 Background

8.1.1 This report relates to a planning application for a single storey dwelling to the side of No 8 Stock Lane, Whaddon MK17 0LS. The proposal is promoted in the following circumstances:

8.1.2 This proposal is for a dwelling within the centre of the village, surrounded by development and with a bus stop outside. The proposal would comply with Policy S2 regarding development in Smaller Villages and with adopted Policies S3 and D4.

8.1.3 The proposed dwelling would have a good standard of contemporary design and would sit comfortably within the context. High quality traditional materials would be used and the form and position of the dwelling would ensure that it would maintain or enhance the character and appearance of the adjacent Conservation Area and buildings of note in compliance with Policy BE1.

8.1.4 The proposed dwelling would be appropriate in its context and would relate well to the buildings on either side forming a transition between the two levels. It would be constructed in natural materials and would comply with Policy BE2. It would provide a good level of amenity for future occupiers and would not unreasonably harm the amenities of existing residents in compliance with Policy BE3.

8.1.5 The development would provide adequate parking for the new and existing dwellings with suitable manoeuvring space and visibility. There is therefore unlikely to be any resulting adverse impact on highway safety and the proposal would comply with Policies T6, T8 and Appendix B.

8.1.6 The proposed development will result in a 11.68 % net gain in Habitat Units and a 15.87% net gain in Hedgerow Units on site. The national guidelines require a minimum of 10% increase in net gain per biodiversity unit across the site. The proposed development meets this requirement.

## 9.0 **APPENDIX 1**

### 9.1 Pre application Advice



## Directorate For Planning, Growth And Sustainability

The Gateway  
Gatehouse Road  
Aylesbury  
HP19 8FF

devcontrol.av@buckinghamshire.gov.uk  
01296 585679  
www.buckinghamshire.gov.uk

Mr Robert Grindley  
7 Lissel Road  
Simpson  
Milton Keynes  
MK6 3AX  
Dear Sir/Madam,

30<sup>th</sup> March 2022  
Our Ref: 22/00649/PREMTG

Re: Pre-application advice relating to the subdivision of plot and the erection of one dwelling

### **8 Stock Lane Whaddon Buckinghamshire MK17 0LS**

The proposal includes the following:

- Three bedroom detached dwelling.
- Maximum of 6.8m in width, 11m in depth and 7.25m in height (ridge).
- Traditional gable end with two storey rear projection.
- Parking spaces to the front.
- Utilising existing access off Stock Lane.

#### Location

The application site is a rectangular shaped plot located on the southern side of Stock Lane, in the built up area of Whaddon, approx. 4 miles from Central Milton Keynes. It comprises of a semi-detached dwelling with access and parking to the front, generous garden to the side and rear. To the west of the site is Whaddon C of E First School and to the south and east are residential dwellings and their respective plots.

#### Site constraints

- Conservation Area – No but adjacent to the Whaddon Conservation Area.
- AONB – No.
- Listed Building – No.
- Adjacent to Listed Building and curtilage – No but adjacent to buildings of Local Note (Whaddon C of E First school & The Selbie Memorial Congregational Church)
- Protected trees (TPO) – No.
- Great Crested Newt – Amber.
- Area of Attractive Landscape – No.

#### Relevant Policies

Vale of Aylesbury Local Plan (VALP) - Adopted September 2021.

- Policy S1 Sustainable development for Aylesbury Vale
- Policy S2 Spatial strategy for growth
- Policy S3 Settlement hierarchy and cohesive development
- Policy D4 Housing development at smaller villages
- Policy T1 Delivering the sustainable transport vision
- Policy T4 Capacity of the transport network to deliver development
- Policy T6 Vehicle Parking
- Policy T8 Electric vehicle parking
- Policy BE1 Heritage Assets
- Policy BE2 Design of new development
- Policy BE3 Protection of the amenity of residents
- Policy NE1 Biodiversity and Geodiversity
- Policy NE4 Landscape character and local important landscape
- Policy NE8 Trees, hedgerows and woodlands
- Policy C3 Renewable Energy
- Policy I4 Flooding

Neighbourhood Plan

There is no neighbourhood plan covering the application site.

National Planning Policy Framework 2021

Planning Policy Guidance

### **Assessment**

It is a policy requirement (Policy S1 of VALP) that all development must comply with the principles of sustainable development set out in the NPPF and that proposals that are in accordance with the development plan will be approved without delay, unless material considerations indicate otherwise.

The policy also highlighted that where there are no policies relevant to the application then the council will grant permission unless material considerations indicate otherwise, taking into account whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF.

Policy S2 and S3 of VALP highlighted the primary focus of growth should be in Aylesbury but mentioned that the strategic growth and investment will be concentrated in sustainable locations. At small villages, it is expected that there will be more limited housing growth coming forward through windfall applications or neighbourhood plan allocations.

In this instance, the site is located within the village of Whaddon, a small village as defined by VALP. Policy D4 highlighted that new housing development at small villages will be supported where it contributes to the sustainability of that village and is in accordance with all other relevant policies within the local plan, provided the proposed development fulfils all of the following criteria:

- **It's located within the existing development footprint of the village or is substantially enclosed by existing built development.**

Case officer: The site, by virtue of its location and surrounded by other built forms, is considered to be within the development footprint of the village. Whilst the principle can be considered as acceptable, the site is not considered to be located within a sustainable location.

The applicant will need to demonstrate how the proposal meets the principles of sustainable development.

**Would not lead to coalescence with any neighbouring settlement.**

Case Officer: Given the site location and the scale of the development, it is of the view that the proposal would not lead to coalescence with any neighbouring settlement.

- **Is of a small scale (normally five dwellings or fewer) (net) and in a location that is in keeping with the existing form of the settlement and would not adversely affect its character and appearance.**

Case officer: In terms of scale, the site measures approx. 0.2 hectare (excluding the parking area) and the proposal is for one new dwelling. It would therefore fall within the category of being small scale. The new dwelling would be sited to the side and will have a flank to flank relationship with the existing semi-detached dwelling (No.8). The existing pair of dwellings feature simple half hipped roof and two storey gables at the front. The neighbouring dwelling at No.10 also benefits from a two storey side extension.

In terms of the wider area, it is predominantly residential, and most dwellings are set a reasonable distance from their respective front boundary. Although there are exceptions, most plots are separated from the main carriageway by grass verge and pedestrian footpath. Brick and render are the two common facing materials in the immediate locality.

Whilst the proposed is slightly smaller than the existing house, it would be sited on land between a two storey dwelling and a handful of single storey school buildings.

From a design and siting point of view, the proposal would appear cramped on site, the fact that the new dwelling would extend right up to/ within proximity to the common boundaries. The proposal would appear over-bearing and a clear over-development of the plot leading to a 'terrace effect', when viewing from the street. A two storey wall sited close to the common boundary will appear as an incongruous addition.

In terms of location, although the site is located, approx. 4 miles from Central Milton Keynes and 6.5 miles from Buckingham, there is only a handful of services available in the immediate area. Within walking distance from the site, there is two churches, one first school, a village hall, a small local retail shop and a public house. It is also

acknowledged that there are two bus stops immediately outside the site, providing connections to Winslow however, there are no other known services in the area. Given the limited facilities and services available, it is of the view that the village is not a sustainable location.

Ultimately, the onus is on the applicant to demonstrate how the proposal will meet the sustainability objectives of Policies S1 and S2 of VALP, however at this stage the Council are not of the view that this plot can be developed while maintaining the character of the area.

Materials: No information has been submitted but based on the surrounding, local sourced would be ideal.

- **Respects and retains natural boundaries and features such as trees, hedgerows, embankments and drainage ditches.**

According to Policy NE8, development should seek to enhance and expand Aylesbury Vale's tree and woodland resource, including native black poplars. It also reiterated that development that would result in the unacceptable loss of, or damage to, or threaten the continued well-being of any trees, hedgerows, community orchards, veteran trees or woodland which makes an important contribution to the character and amenities of the area will be resisted.

The site and the neighbouring school is currently separated by a row of mature hedging. According to the submitted plan, some of the hedging will be lost due to the new dwelling however; it is worth noting that the trees/hedging are not protected by TPOs.

To ensure maximum screening, it is recommended that additional planting is put in place.

The starting point should be to retain as much trees and hedgerows as possible.

- **Would not have any significant adverse impact on environmental assets such as landscape, historic environment, biodiversity, waterways, open space and green infrastructure, and**

This sub-paragraph will work alongside Policy NE1 of VALP which requires a net gain in biodiversity.

It is worth noting that the Council could refuse permission if adequate information on protected species is not provided by the applicant, as it will be unable to assess the impacts on the species and thus meet the requirements of the National Planning Policy Framework (2019), ODPM Circular 06/2005 or the Conservation of Habitats and Species Regulations 2017 (as amended).

The proposed development site is also classified as an amber impact area for Great

Crested Newt (GCN). This indicates that there is a high chance of GCN being present and therefore affected by the proposed development.

Natural England stipulates that development projects falling in the Red or Amber risk zones must demonstrate proposals do not pose a risk to GCN, or, provide detail on the methods that will be used to safeguard against such risks, which may include licensing.

Unfortunately, the proposal for development is not supported by an ecological survey. As such, it is not possible to establish the presence of any protected species.

Development proposals will be required to maintain and protect biodiversity and geological resources, and wherever possible result in a measurable net gain in biodiversity, enhance the structure and function of ecological networks and the ecological status of water bodies in accordance with the vision and principles

The applicant is reminding that GCN and their habitats are fully protected under the Conservation of Habitats and Species Regulations 2017 (as amended). Therefore, it is illegal to deliberately capture, injure, kill, disturb or take GCN or to damage or destroy breeding sites or resting places. Under the Wildlife and Countryside Act 1981 (as amended) it is illegal to intentionally or recklessly disturb any GCN occupying a place of shelter or protection or to obstruct access to any place of shelter or protection (see the legislation or seek legal advice for full details). As a result, GCN and their habitats are a material consideration in the planning process.

A preliminary Ecological Appraisal, a biodiversity impact assessment metric and a biodiversity enhancement scheme are all required to demonstrate a net gain of biodiversity.

In addition to the above, if external lightings are proposed, there will be a need to include specifications of the light fittings. The preferred light fitting is downward light.

- **Can be served by existing infrastructure.**

This sub-paragraph will work alongside the Transport section of VALP.

It is necessary to consider whether the proposed development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised, and that safe and suitable access can be achieved.

Policy T4 states: "New development will be permitted where there is evidence that there is sufficient capacity in the transport network to accommodate the increase in travel demand as a result of the development."

For parking, Policy T6 states: "All development must provide an appropriate level of car parking, in accordance with the standards set out in Appendix B (VALP). If a particular type of development is not covered by the standards set out in Appendix B then the following criteria will be taken into account in determining the appropriate level of parking:

- a. The accessibility of the site, including the availability of public transport, and
- b. The type, mix and use of development
- c. Local car ownership levels
- d. Security and public realm
- e. Provision for both on street and off street parking where appropriate.

According to the submitted plan, a total of four parking spaces are proposed towards the front of the site. Although not labelled, it is believed that there will be two for the existing dwelling and two for the new dwelling.

In accordance with Appendix B within VALP, a three bedroom dwelling is required to provide 2.5 parking spaces.

Given the limited links with larger villages nearby, it is of the view that the site is not within a sustainable location and majority of trips will be via private vehicles. It is therefore essential for the development to provide sufficient parking on site. Should there be a shortfall of parking on site, there will be a need to provide sufficient justification as to why the proposal is still acceptable.

It is acknowledged that there will be an increase in vehicle movements as a result of the proposed houses. From a planning point of view, this could have detrimental impacts on the existing highway capacity as well as highway safety. Following informal discussion with the Council's Highways Team, it is felt that the resultant use of the site will have a degree of impact on the existing network and also the safety of other users. It is therefore recommended that future submissions should include the following:

- Plan showing sufficient visibility splays in both directions. This must take into account possible changes to the school boundary treatment in the future.
- Evidence to show the increase in trips to and from the site will not impact on highway safety.

In addition to the above, there is still a requirement to provide sufficient manoeuvring space within the site for vehicles to park and at the same time, vehicles to turn and exit the site in forward gear. Without sufficient tracking diagram, it is not possible to confirm if there is sufficient turning space on site.

The applicant is reminded to check with Highways to establish whether the existing access is sufficient to accommodate the additional dwellings.

Cycle parking is also a requirement for residential development. There will be a need to provide secure and covered cycle storage facilities on site. It is noted that there is reference to these provisions however, the exact location is unclear.

To promote the use of low emission vehicles, there will be a need to provide electric vehicle charging provision for each dwelling in accordance with Policy T8 of VALP.

#### Impact on heritage assets



The site is also located adjacent to the Whaddon Conservation Area and lie within close proximity to an area that falls within the archaeological notification area.

I am therefore required to have regard to the statutory duty to consider the effect of the proposal on such asset. In applying the statutory test as set out in Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 I have had regard to the desirability of preserving or enhancing the setting of the designated heritage asset.

**Heritage officer comments:**

*The site affects the setting of three heritage assets.*

*The proposal seeks the subdivision of an existing residential plot and the erection of one two storey dwelling. The siting of the proposed building would be set back from the main elevation of the existing semi-detached house and would be on the boundary with Whaddon Church of England First School. The proposal would infill the existing side garden to the existing house.*

*In heritage terms, I consider that the proposed dwelling would represent a cramped form of development. This is shown by the minimal gap between the existing house and the proposed dwelling and the removal of the existing boundary hedgerow/landscape treatment on the school boundary.*

*I am also concerned at how this proposal would have a detrimental impact on the adjacent Building of Local Note due to the proximity of the proposed building hard on the boundary.*

*I also consider that the parking to the front of the proposed dwelling would create over dominance of the parked car.*

Owing to the location of the Conservation Area, I am not satisfied that the proposal would preserve the character of the designated heritage asset. In the absence of an impact assessment, the proposal is objected to.

For the archaeology element, the applicant will need to engage with a specialist to check and see if the site is of archaeological importance.

Amenities

The proposal will be required to create and protect a good standard of amenity for buildings and surrounding areas, and in particular should ensure:

- The levels of sunlight and daylight within buildings and open spaces, and garden areas in particular, are satisfactory.
- A reasonable degree of privacy to new and existing private living space and the main private garden area, with overlooking limited to an acceptable degree. If applicable, the design of new communal garden areas should seek to create spaces that provide opportunities for privacy or seclusion for residents, particularly where residents do not have access to private balconies or other private external space.

- New development is not overbearing upon existing buildings and open spaces.
- The outlook and visual amenity afforded from within buildings and private/communal garden areas should be satisfactory, taking account of the relationship with neighbouring buildings and the wider street scene, including the design of parking, boundary treatments and landscaping.
- Appropriate provision of service areas and refuse storage and collection areas should be made according to the nature of the development.

The new dwelling would be dual aspect and as a result of the sub-division, there will be sufficient outdoor space to meet the needs of its occupiers. For the existing occupiers, it is acknowledged that the existing garden would be reduced however, the remaining garden size is sufficient to meet the needs of the existing occupiers.

It is unclear as how the proposal would safeguard the amenities of neighbouring occupiers, including the school to the west. It is also unclear what measures are in place to ensure the level of noise generated by the school will not impact on the amenities of the future occupiers.

There is still a level of uncertainty in relation to the siting of the new dwelling and its relationship with the neighbouring school in terms of visual amenity, possible overlooking and impact on overbearing.

It is acknowledged there will be no windows within the side elevations of the new dwelling and that views out of the new dwelling will be limited however, it is noted that there is an upper floor window in the flank elevation of the existing dwelling and the new dwelling would be positioned in front of this window (approx. 1.2m). It is unclear whether this window currently serve a habitable room.

As a whole and based on the information available, it is of the view that the proposal would be contrary to Policy BE3.

#### Flood risk and drainage

No information has been submitted.

All new development must incorporate a surface water drainage system with acceptable flood control and demonstrate that water supply, foul sewerage and sewage treatment capacity is available or can be made available in time to serve the development (Policy I4 of VALP). Suitable access is safeguarded for the maintenance of water supply and drainage infrastructure.

The applicant is reminded that although the site might not be within Flood Zone 2 or 3 but the increase in hardstanding is likely to lead to a certain amount of surface runoffs. It is therefore necessary to include all the necessary drainage information at the initial submission stage, in line with national policy and guidance and, which meet the requirements set out in national standards and the Council's relevant local guidance. It is expected that:

1. Flood risk management and SuDS will be provided at a strategic scale and in an integrated manner, wherever possible;

2. Space will be specifically set aside for SuDS and fluvial flood risk reduction features and used to inform the overall layout of development sites;
3. Above ground attenuation will be provided in preference to below ground attenuation;
4. SuDS will be designed as multi-purpose green infrastructure and open space, to maximise additional environmental, biodiversity, social and amenity value, wherever possible. The use of land to provide flood storage capacity should not conflict with required amenity and recreation provision - floodplains and floodplain habitats should be safeguarded;
5. SuDS will be designed with an allowance for climate change and the potential impact it may have over the lifetime of the proposed development;
6. Proposals for development within Critical Drainage Catchments should investigate the potential for the scheme to reduce or mitigate existing risk in the surrounding area;
7. All surface water drainage proposals for new development must include full details of the means of achieving future management, maintenance and adoption of the systems, prior to approval of any planning permission, to ensure that it will function effectively over the lifespan of the development;
8. Development will ensure no adverse impact on the functions and setting of a watercourse and its associated corridor;
9. Development should avoid building over or culverting watercourses, encourage the removal of existing culverts and seek opportunities to create wetlands and wet grasslands and woodlands and restore natural river flows and floodplains.

#### Sustainable Construction and renewable energy

No information has been submitted.

The NPPF expands on this duty, stating that: “local planning authorities should adopt proactive strategies to mitigate and adapt to climate change (In line with the objectives and provisions of the Climate Change Act 2008).”

Policy C3 continues the Council's current approach to seeking more energy efficient and lower carbon housing, and development that is environmentally sustainable in a wider sense in order to achieve the objectives and wider vision set out in VALP.

Development proposals will be required to demonstrate how the scheme will meet the Principles and requirements set out in Policy C3 and to achieve carbon emissions reductions, the Council will assess developments using an ‘energy hierarchy’.

#### **Conclusion**

Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

In this instance, it is considered that the material considerations sited in support of the proposal would not outweigh the substantial weight to be given to the harms identified earlier

in the report.

It is not considered that the development proposals would respond appropriately to the site and surrounding context.

In heritage terms, this would result in a cramped form of development this would not preserve the character and/or appearance of the conservation area or the adjacent Building of Local Note. Whilst this would be less than substantial harm, this would still result in harm albeit at a modest level of adverse change.

In the absence of further information to support and taking all matters into account, it is concluded that the development would not accord with VALP and the NPPF and if submitted in its current state, it is highly likely to be refused.

If the applicant decides to submit a formal planning application, it is recommended that the following documents are submitted, in addition to the standard validation requirement, to assist with the planning assessment:

- Planning Statement to set out how the proposed development conforms to national and local planning policy.
- Sustainable drainage strategy.
- Transport assessment/Statement to ensure that the impact on the highway has been taken into account and that encouraging sustainable transport has been considered.
- Visibility splays diagram(s).
- Tracking diagrams should be provided that show safe and easy access and egress to the site.
- Landscaping scheme to show the proposed hard and soft landscaping within the curtilage of the development. This includes all soft and hard landscaping as well as boundary treatments.
- Biodiversity enhancement scheme to demonstrate net gain.
- Preliminary Ecological Appraisal and biodiversity impact metric.
- Material palette.
- Sustainable construction and renewable energy statement.

You should be aware that any pre-application advice provided by the Local Planning Authority is made at officer level only, and **does not** constitute a formal decision of the Council. Any views or opinions expressed, are given without prejudice to the consideration by the Council of any formal planning application, which will be subject to wider consultation and publicity. Although the case officer may indicate the likely outcome of a formal planning application from their professional point of view, no guarantees can or will be given about the decision that will be made on any such application. Should you submit a planning application, the Council would determine it as submitted, there would be limited opportunity to amend any submission.

It should be noted that policies, constraints etc. change from time to time and may affect the advice given. The relevant policies referred to within any pre-application advice may therefore change over time.

The provisions of the Freedom of Information Act bind the Council, as a public authority, and therefore it should be presumed that information supplied to the Council is likely to be disclosed under the above Act. If you want information to remain confidential, you should state clearly why. Information sent to the Council "in confidence" may still be disclosed under the above Act. Before sending such information you are advised to take legal advice if there are fears that disclosure would prejudice you in some commercial way.

I hope the above is of assistance.

Yours faithfully,

Carrie Chan  
Senior Planning Officer (Central Team)  
Development Management  
Buckinghamshire Council

DLA Town  
Planning

DLA  
Heritage

DLA  
Strategic

DLA  
Commercial

DLA  
Residential

DLA  
Leisure

[dlatownplanning.co.uk](http://dlatownplanning.co.uk)