

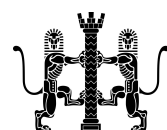
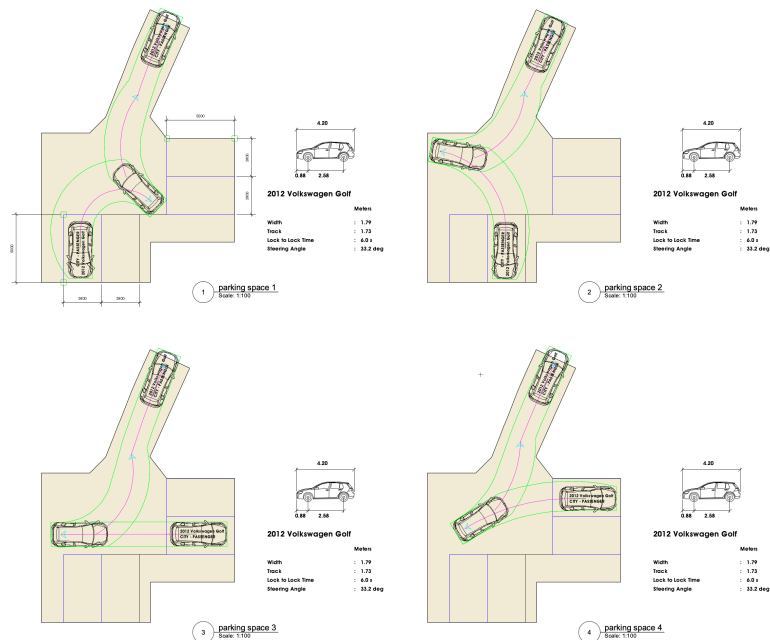
21-22

NEW DWELLING, LAND TO THE SIDE OF 8 STOCK LANE, WHADDON, MK17 0LS

Transport Statement

For: Mr Peter Hudec

Date: 19 July 2022



GRINDLEY ARCHITECTS

Author: Robert Grindley Architect, BA (Hons) M.Arch RIBA (CR)

Checked: David Grindley Architect, RIBA BA (Hons) Dip.Arch RIBA

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INTRODUCTION

1. A separate Design Statement (reference 21-22) sets out the principles and approach to the design for a new dwelling on land to the side of 8 Stock Lane, Whaddon. Please read this report first alongside the application drawings.
2. Site address:
8 Stock Lane
Whaddon
MK17 0LS

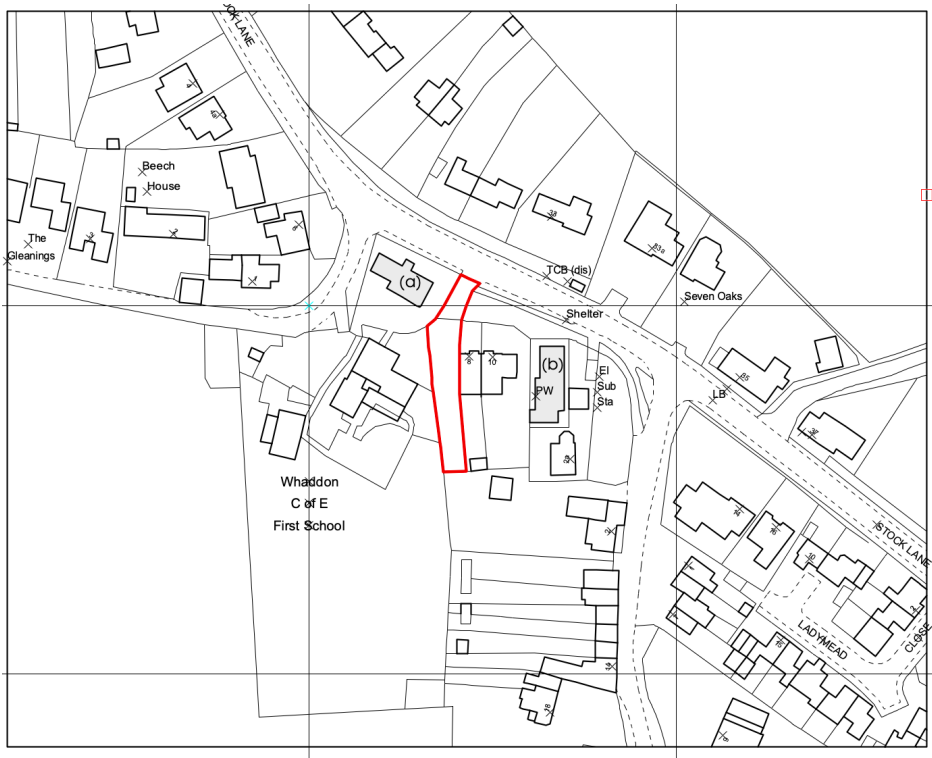


Fig 1: Location map, red line boundary identifying the site.

ASSESSMENT

3. Written Pre Application Advice dated 26 May 2022 has been provided by Bucks Highways Development Management and is included in the appendix
4. Please note that since the pre application advice the current proposal has been reduced from a two storey, 3 bedroom dwelling, to a single storey two bedroom dwelling.

5. The proposals demonstrate capacity for 4 on plot car parking spaces (2.8m x 5.0m), 2 per dwelling in accordance with the local authority parking guidance.
6. The proposal is for a new 2 bedroom dwelling located in Whaddon and is situated within walking distance of the following amenities:
 - Public Transport Bus Stop and access to a regular bus service (less than 50m walk)
 - Whaddon C of E First School (less than 50 m walk).
 - Whaddon Post Office (approx. 150 m walk).
 - Local Community facilities including St Mary's Church Whaddon (approx. 300 m walk).
 - Public House: The Lowndes Arms (approx. 300 m walk).
 - The Co-op local store in Kingsmead (25 minute walk via pedestrian footpaths)

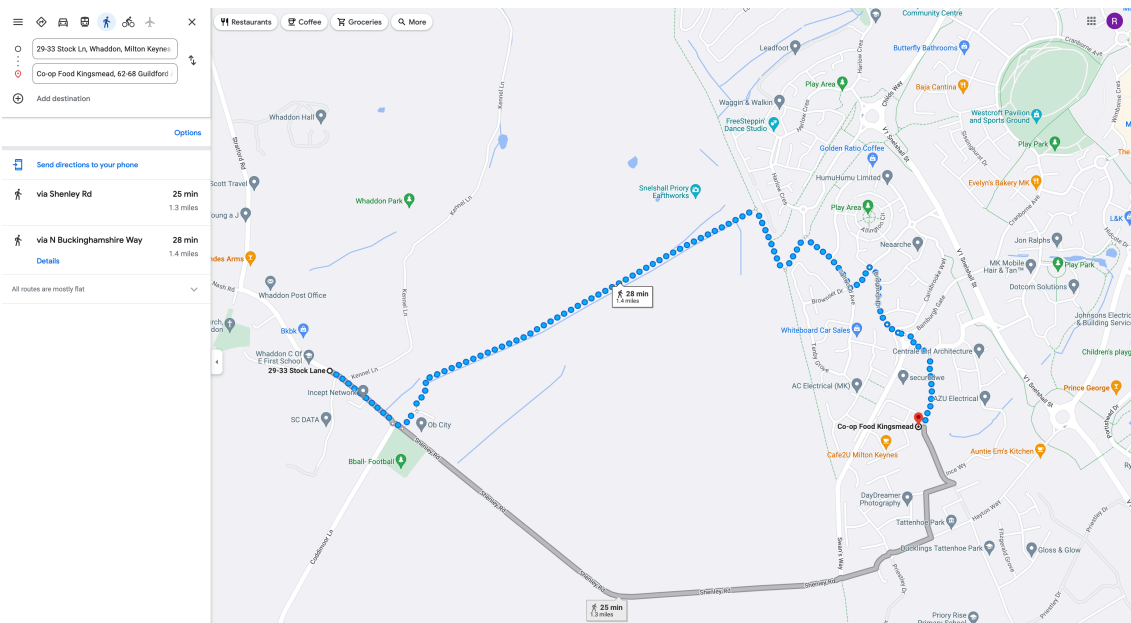


Fig 2: extract from GoogleMaps illustrating a fully pedestrianised route to the local shop in Kingsmead a newly developed estate next to Whaddon.

7. The established village of Whaddon and its proximity to the newly developed estate of Kingsmead and the associated amenities enhance the sustainability of the proposal from planning and transport perspective.
8. Drawings have been prepared to assess the visibility splay and parking tracking to ensure the proposals meet the associated technical requirements. See drawings 3-061 and 3-062.

VISIBILITY SPLAY



Fig 3: view of the existing access with the open railings to the school boundary (left)

9. The Pre Application Advice highlighted a potential issue with the visibility splay to the west (left) when exiting the site by car.

10. Visibility to the East (right) is considered acceptable.
11. The Highway officer raised the potential issue with the existing open railings that form the boundary to the third party site (Whaddon C of E school). It was consider that in the future these could be replaced with a solid boundary fence or wall that would impede visibility.
12. Currently visibility to the west (left) is possible through the open railings.
13. A drawing assessment has been prepared to demonstrate the visibility for the access. Please refer to drawing 3-061.
14. This demonstrates 43m visibility splay is achieved through the open railings with standard 2.4m set back from the edge of road.
15. The 43m visibility splay is also achieved with a 1.76m set back from the edge of the road assuming the boundary was not open railings.
16. To mitigate against the potential that the the school boundary will be changed to a solid boundary in the future, the applicant has obtained an agreement from the school that the open railings will remain to protect the visibility at the junction.
17. As the School boundary is located in the Whaddon Conservation Area any change to the boundary from open railings will require planning permission. This protection provides a long term assurance that the open railings can be retained and visibility at the junction preserved.

TRACKING DIAGRAMS

- 18. The shared driveway will serve the existing three bedroom dwelling and the new two bedroom dwelling.
- 19. Four designated off street parking spaces (2.8 x 5.0 m) have been provided and the tracking diagrams on drawing 3-062 demonstrate that a car can easily exit the site in a forward direction.

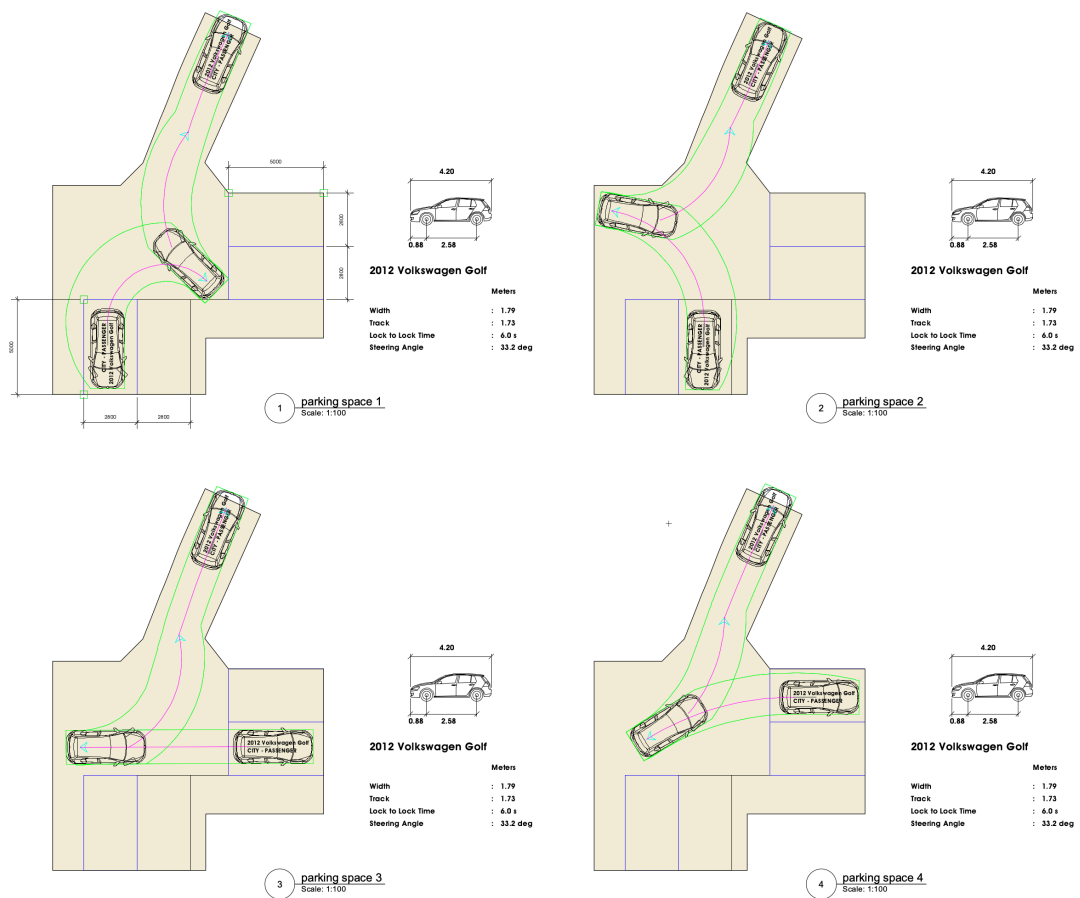


Fig 4: extract from drawing 3-062 showing the tracking diagrams for each of the four car parking spaces.

CONCLUSION

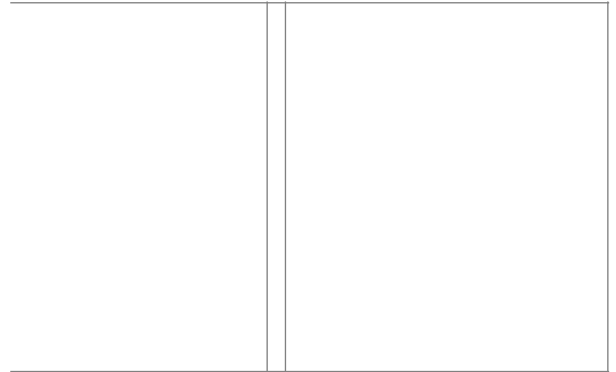
20. A fixed electric charging point for an Electric Vehicle (EV) has been provided as illustrated on the proposed site plan drawing 3-051.
21. Secure cycle parking is provided in the rear garden.
22. The parking provision has been confirmed as acceptable in the Pre Application Advice.
23. The proposals illustrate that 43m visibility splay can be achieved with a 1.76m set back from the edge of the road to the west and the full 2.4m set back to the east.
24. The existing access has the benefit of open railings to the west boundary which are owned by the school. These improve the visibility compared to a solid boundary and are protected by virtue of being within the Conservation Area.

APPENDIX:

1. Bucks Highways Pre application advice.
2. Letter from St Mary's C of E school - confirming existing visibility to be retained

Dear Robert,

Date: 26/05/22



Re: Proposed Residential Development
Location: Stock Lane, Whaddon

Thank you for your email enquiring about the above matter.

As you may be aware, Highways Development Management is a statutory consultee of the planning process and provides advice on the likely transport and highways impact of development where necessary. Comments made at the pre-application stage are entirely without prejudice, in that proposals, policy, and material considerations can change, and in any case, the final decision to grant planning permission is made by elected members of the local planning authority.

At this stage in the process, I set out the main issues/information that will need to be considered with the proposal, and these are:

- Sustainability
- Visibility

Thank you for consulting the Highway Authority on the above pre-planning application.

The proposed development is for the erection of 1 residential dwelling off Stock Lane, Whaddon. Stock Lane is a C-class road subject to a speed limit of 30mph. There are footways in the immediate vicinity of the site on either side of Stock Lane.

Access

The site will utilise an existing access from Stock Lane. This access onto Stock Lane needs to comply with the visibility requirements stated by Manual for Streets of 2.4m x 43m from both directions to the near side carriageway. After assessing the site, I believe this level of visibility can be achieved to the east of the access however because of the school third party land to the west the visibility splay is restricted. I must raise an objection due to the substandard visibility from this access point that will be intensified by an additional 4-6 vehicular movements per day. The applicant would need to enter into an agreement with the owner of the third-party land in order to secure the visibility splays and to overcome this objection.

Sustainable Access

The site is located in Whaddon, approximately 0.1 miles away from sporadic village services such as Whaddon C of E School, is served by footways and public transport links are located approximately 0.1 miles away with infrequent bus services to Winslow and Westcroft. The site is not considered sustainable in transport terms in the context of the requirements of the NPPF and would be overly reliant on the use of the private motor vehicle.

However, it is recognised that accessibility to non-car modes will not be as good in rural areas as it will in urban areas. This issue may be a matter that the Planning Officer will need to weigh up in the planning balance. I will not raise an objection to this matter at the full application stage.

Layout

The applicant has provided a parking layout demonstrating that the existing dwelling and the new dwelling will each have 2 parking spaces. The proposed dwelling is being considered as a two-bed and the existing dwelling is three-bed dwelling and therefore I am satisfied with the parking provision. I am satisfied that there will be enough turning space adjacent to each of these spaces, and this will allow vehicles to leave the site in a forward's gear. The VALP requires one EV charging point to be provided per new dwelling and I would like to see a charging point implemented on the full application.

Summary

Mindful of the above, if this scheme was presented as a full application, I would currently raise objection to the proposed development on the grounds of substandard visibility from the access point.

We can also point you to guidance which is contained on our website, and the following link will direct you to a lot of the basic information needed to assist in the highway and transport consideration of many proposals.

<https://www.buckscc.gov.uk/services/transport-and-roads/highway-development-management/>

There are also references on that web site to other documentation and advice which may assist you in formulating a viable proposal.

If you need further assistance, either in the form of meeting, site visit, and or further written advice, we can provide that in accordance with our charging regime, which is also set out on the Buckinghamshire Council web site.

We do encourage this further input, as experience proves that well formulated plans prior to planning applications being made frequently produce better result for all parties. In addition, should on the rare occasion, the proposals be wholly unacceptable from a transport/highway safety or policy point of view, a more formal input at this stage can avoid abortive costs were the proposals to proceed further.

I hope that these comments have been of assistance.

Yours sincerely

Matthew Raven
Highways Development Management
Planning Growth & Sustainability

Please note:

This advice is given at officer level only and is based on the facts and information you have supplied. It must be understood that the final decision on any planning application that may be submitted in the future rests with the Planning Authority.



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To whom it may concern

AGREEMENT TO RETAIN OPEN RAILINGS TO THE SCHOOL BOUNDARY ON STOCK LANE

This is an agreement between Whaddon Church of England School and the owner of neighbouring land to the side of 8 Stock Lane for the purposes of a planning application for a new dwelling on the site.

Please refer to the attached drawing 3-500.

Further to pre application advice from the Highways Officer at Buckinghamshire Council Highways Development Management, the school agrees to the following:

To maintain open railings along the boundary to Stock Lane (indicated red on drawing 3-500) and not to install solid boundary fencing or boundary wall structures that will impede the existing visibility from the access to 8 Stock Lane at the road junction.

AGREEMENT BETWEEN:

The owner of land adjoining 8 Stock Lane

Name: Peter Hudec

Signed: P Hudec

&

Whaddon C of E School

Name: Selina Davies

Position: Headteacher

Signed: Selina Davies

Date: 15th July 2022



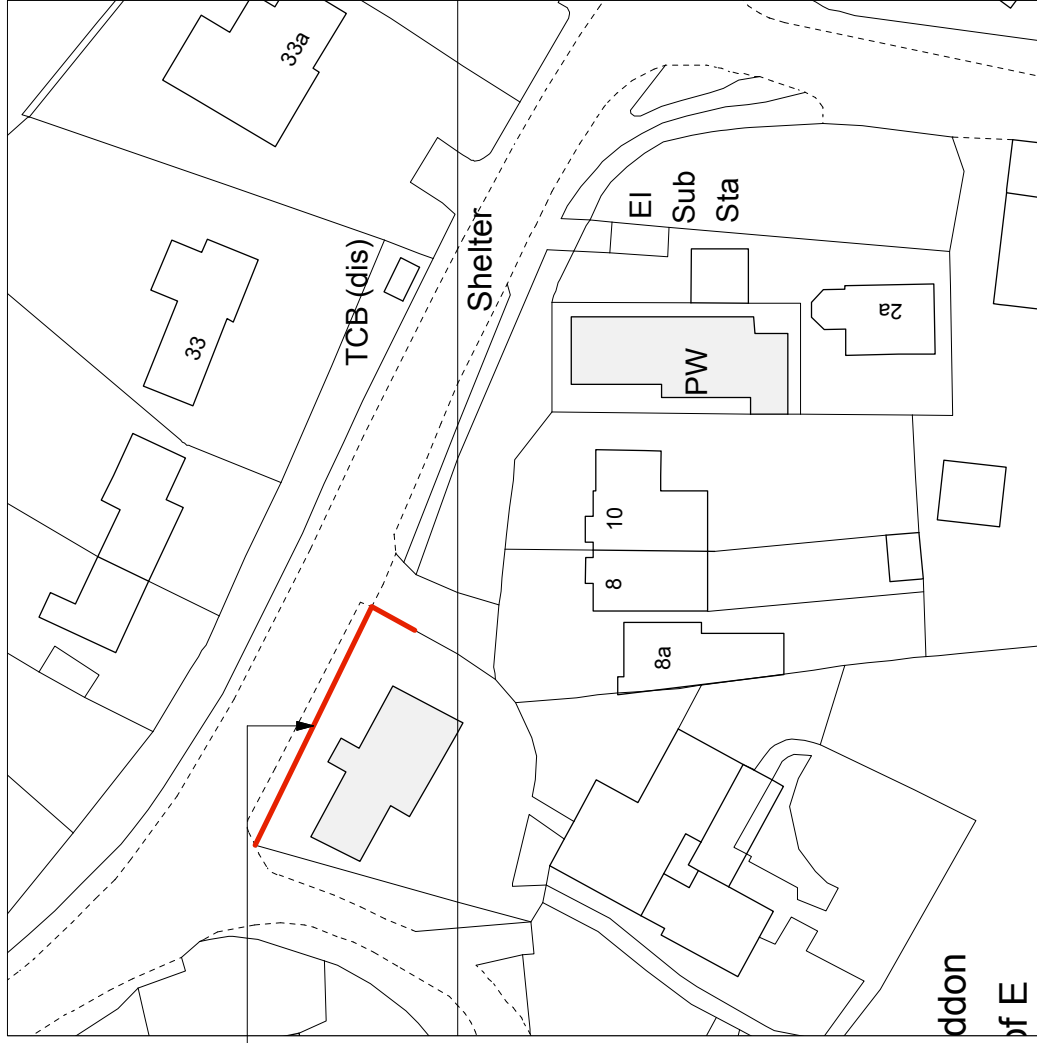
Whaddon Church of England School, Whaddon, Milton Keynes, MK17 0LS
Head: Mrs Selina Davies B Ed (hons)
T 01908 501719 E office@whaddon.bucks.sch.uk
whaddon.eschools.co.uk



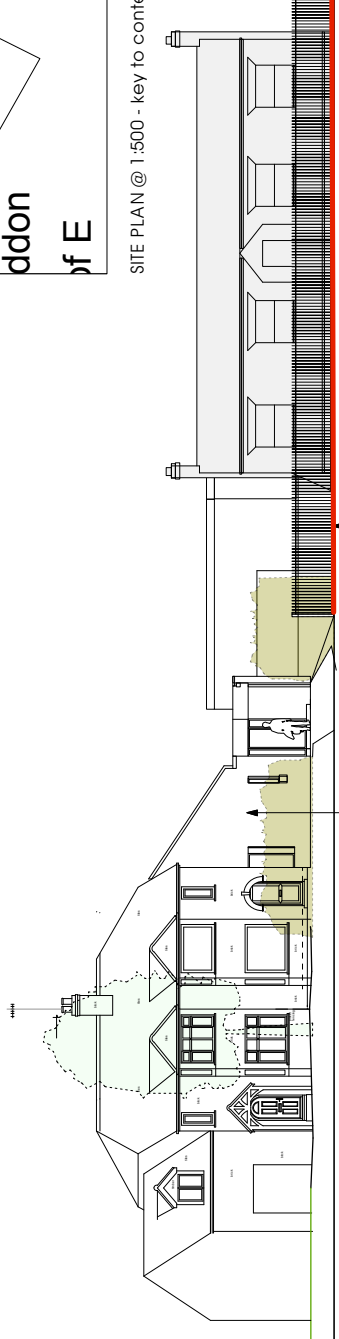


Photograph with open railings shown on the left

existing open railings to
boundary of Whaddon CofE
Primary School



SITE PLAN @ 1:500 - key to context elevations



ELEVATION @ 1:200

proposed new dwelling

existing open railings to boundary of Whaddon
CofE Primary School



Rev:

