



WHALEBACK

PLANNING STATEMENT

Conholt Park, Chute

ADDRESS

Conholt Park
Conholt Lane
Wiltshire, SP11 9HA

APPLICANT

Conholt Nominees Ltd

OUR REFERENCE

W2762

DATE

January 2026

WHALEBACK

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1. Introduction

- 1.1 This S73A application for planning permission is submitted on behalf of the applicant, Conholt Nominees Limited, for the permanent retention of a temporary one-way roadway that was constructed to aid traffic flow during the construction works at Conholt Park Estate. This Planning Statement identifies the context and need for the development and includes an assessment of how it accords with relevant national and local planning policies.
- 1.2 This Planning Statement describes the application site and its surroundings, the development proposal, the planning history of the site, and relevant planning policy framework. A planning appraisal is provided, to consider the merits of the application, followed by a conclusion.

2. Site and Surroundings

- 2.1 The application site is located within Chute Civil Parish, on the eastern border of Wiltshire and within the North Wessex Downs National Landscape. There is no Neighbourhood Plan for the area although there is a Parish Design Guide, and the primary Development Plan Document is Wiltshire Council's Core Strategy (2015). It is outside any Settlement Boundary and within the countryside for planning policy purposes.
- 2.2 The application site falls within Conholt Park, located off Hungerford Lane, which is an estate of approximately 2500 acres. The main house of Conholt Park is 6 miles north northwest of Andover, 6.5 miles northeast of Tidworth, 12 miles southwest of Newbury and 12 miles southeast of Marlborough. An intricate network of rural lanes wind across the area and there are few main roads; Chute Forest retains a tranquil rural character despite its proximity to Andover and Tidworth.
- 2.3 The application site comprises a strip of land located within the 'Upper Parkland' at Conholt Park. The application site links the existing Main Working Access (at the junction with Chute Causeway) with existing access point at Middle Access approximately 350m south of the Main Working Access entry point, as showing in figure 1 below.

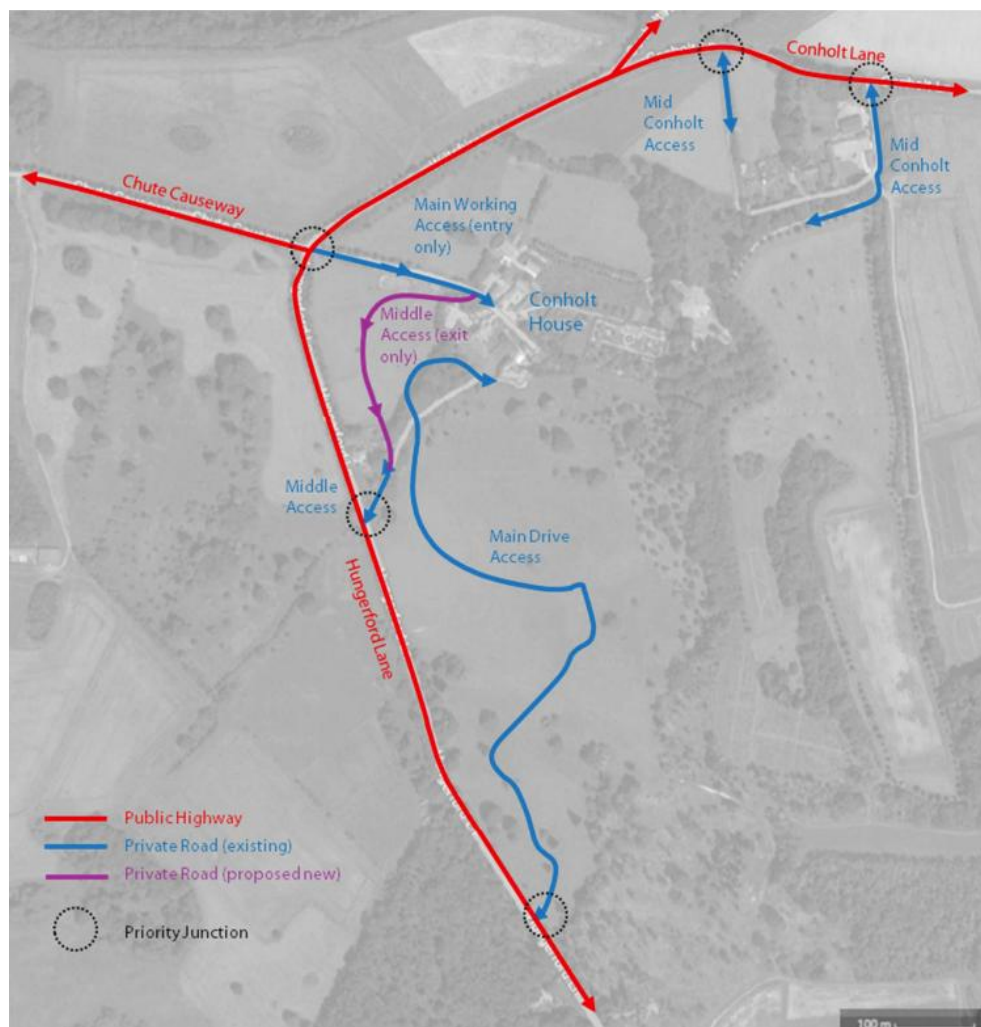


Figure 1: Proposed Vehicle Access Estate Wide

- 2.4 The site is currently in use as a temporary tarmac roadway to permit one-way construction movements out of the site associated with the delivery of the Phase 1 to 4 planning permissions and listed building consents. The construction of the temporary roadway was necessary for reasons of access and highway safety, and it remains in situ, to safely assist with the decommissioning of other site works.

3. Proposed Development

- 3.1 This application seeks planning permission for the permanent retention of the temporary roadway at Conholt Park within the area of the estate identified as 'Upper Parkland'. The provision of this roadway is necessary to support the safe day to day running of the estate and to ensure operational efficiency across the wider site.
- 3.2 Retention of the roadway is essential to ensure safe vehicle movements across the site following completion of development. The one-way system prevents vehicle conflict between road users within the estate and delivers a significantly safer exit than the existing approved arrangement.

- 3.3 The roadway will remain in its existing position, with only minor refinements to its edges to improve definition and create a cleaner alignment. It will retain its current width of 4.5m, and will continue to use tarmac as its surface material. This surface treatment is both durable and low maintenance, allowing it to withstand the demands of the traffic movements within the estate. To further enhance the appearance and integration of the route, new landscaping is proposed, including the planting of a beech hedge along the eastern boundary.

4. Relevant Planning History

- 4.1 There is an extensive planning history associated with the site. Those applications of most relevance include:
- **PL/2021/08163 (Phase 0)** - Creation of a new access to cottages at Conholt Middle Farm, in order to improve safety for cottage residents and farm staff – **Approved – 20.10.2021**
 - **PL/2023/01783 and associated LBC PL/2023/02290 (Phase 1)** - Construction of an Energy Centre to serve the main house and wider estate; Demolition of the existing modern swimming pool and enclosure and the creation of a new, three-storey extension on the site of the lost north-western wing; Proposed alterations to, and refurbishment of, the existing main house including the creation of a new external Kitchen Link to provide direct access from the main house to the new kitchen in the proposed extension; Removal of the brick WC tower on the north-western elevation – **Approved – 15.09.2023**
 - **PL/2023/03301 and associated LBC PL/2023/03656 (Phase 2)** - Alterations and refurbishment of the Courtyard comprising external works (buildings 2, 3 and 4 withdrawn from this application) – **Approved – 05.12.2023**
 - **PL/2023/04076 and associated LBC PL/2023/04587 (Phase 3)** - Estate regeneration including demolition, refurbishment and conversion of Stable Courtyard buildings to provide ancillary staff accommodation, construction of detached Garage and Storage Building, construction of Laundry Building, repair and refurbishment of The Old Granary, construction of detached Stables, refurbishment of Garden Room, construction of Loggia within the Walled Garden, Construction of Staff Mess Room, Workshop and Tool Store and Machine Store within new Service Yard, and associated scheme of hard and soft landscaping – **Approved – 12.01.2024**
 - **PL/2024/02281 (Phase 4)** - Fourth phase of proposals for the restoration of the designed landscape of Front Park including: the extension of the south lawn with the creation of new ha-ha; the creation of new lake for habitat creation and biodiversity enhancement, water capture and storage and fire protection; new parkland tree planting; the creation of new entrance and approach drive through Front Park; and construction of eye-catcher - **Approved – 10.07.2024**
 - **PL/2024/08005 (Temporary site works)** - (Retrospective) Temporary site works and buildings supporting approved development works around the Conholt Park Estate, encompassing tarmac car park, welfare/office facilities, construction access roads, pathways, and surfacing of existing tracks in tarmac, stockpiles of various materials, vehicle, and storage compounds. Implementation of

landscape restoration measures following completion of works and the removal of all temporary site works – **Approved – 02.12.2024**

- 4.2 Minor amendments to several of the above permissions have been secured via separate consent or variation of condition and are available via Wiltshire Council's Public Access.

5. Planning Policy Framework

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to determine planning applications in accordance with the development plan, unless other material considerations indicate otherwise. The Wiltshire Core Strategy Development Plan Document (DPD) was formally adopted on 20 January 2015. This Plan is the Council's primary DPD, and the starting point for determining planning applications.

Wiltshire Core Strategy (2015)

- 5.2 Key policies for this application include:

Core Policy 48: Supporting Rural Life

— This Policy seeks to sustain rural communities by:

- Allowing essential rural workers to live close to their jobs where this is genuinely necessary for agriculture, forestry, or other countryside based work.
- Improving access to rural services and infrastructure so that isolated communities remain connected and supported.
- Encouraging the reuse of rural buildings for employment, tourism, community uses, and, where appropriate, residential conversion.
- Supporting the retention of key community facilities, including through community ownership and small scale enabling development.
- Allowing small scale village and farm shops where they do not undermine nearby centres or harm rural character.

Core Policy 50: Biodiversity and Geodiversity

- Core Policy 50 seeks to protect and enhance ecological and geological assets by requiring development to retain, buffer and manage important features wherever possible, and to compensate appropriately where impacts cannot be avoided. The policy also promotes biodiversity enhancement as a positive outcome of development, encouraging habitat creation, restoration and contributions to wider landscape scale initiatives.

Core Policy 51: Landscape

- Development must protect, conserve and, where possible, enhance landscape character. Proposals should be informed by landscape assessments and must safeguard key features such as natural elements, settlement character, views, tranquillity, heritage assets and the special qualities of designated landscapes (especially National Landscapes and the New Forest National Park). Where

development affects these areas or their setting, it must demonstrate that it will not harm their landscape qualities and that any unavoidable impacts are sensitively mitigated.

Core Policy 57: Ensuring high Quality Design and place Shaping

- Requires all development to achieve a high standard of design that responds positively to local character and creates a strong sense of place. Proposals must respect natural and historic features, integrate well with existing townscape and landscape, protect amenity, and use high-quality materials. Development should maximise sustainability, retain important landscaping, ensure safe and attractive public spaces, reduce opportunities for crime, and demonstrate how it fits within its context. Major schemes must be supported by a clear design statement or masterplan

Core Policy 58: Ensuring the Conservation of the Historic Environment

- Requires development to protect, conserve and, where possible, enhance the historic environment. It places strong emphasis on safeguarding designated heritage assets and their settings - such as listed buildings, conservation areas, archaeological remains, historic parks and important landscapes - in a way that reflects their significance. Non-designated heritage assets that contribute to local character must also be respected and, where appropriate, enhanced. The policy encourages proposals that improve the condition of heritage assets at risk and expects development to be informed by relevant heritage advice and assessments.

Core Policy 60: Sustainable Transport

- Seeks to reduce the need to travel, particularly by private car, and to promote the sustainable, safe and efficient movement of people and goods throughout Wiltshire. The council aims to achieve this by locating development in accessible places, encouraging alternatives to private car use, and maintaining or selectively improving the transport network in line with its strategic role. The policy also supports appropriate demand-management measures, seeks to influence freight routing to minimise impacts on communities, and requires the transport, environmental and community impacts of development to be properly assessed and, where necessary, mitigated.

Core Policy 61: Transport and New Development

- Requires new development to be located and designed in a way that reduces the need to travel, particularly by private car, and encourages the use of sustainable transport alternatives. As part of any required transport assessment, proposals must demonstrate that the needs of all transport users have been considered in accordance with the established hierarchy, prioritising disabled people, pedestrians, cyclists and public transport before other modes. Development must also show that it can be safely accessed from the highway network and that appropriate loading and unloading facilities can be provided where necessary. Where relevant, the council will seek contributions towards sustainable transport improvements, and travel plans will be required to promote sustainable travel choices and more efficient freight movements.

Core Policy 62: Development Impacts on the Transport Network

- Requires new development to provide appropriate mitigation to address any adverse impacts on the transport network during both construction and operation. The policy also makes clear that new development should not be accessed directly from the national primary route network outside built-up areas unless an overriding need can be demonstrated. In essence, the policy seeks to ensure that development does not compromise the safety, efficiency or function of the wider transport network and that any necessary mitigation is secured as part of the planning process.

- 5.3 Wiltshire Council submitted the Wiltshire Local Plan Pre-Submission Draft 2020 – 2038 (Regulation 19) to the Secretary of State for Housing Communities and Local Government for independent examination on 28th November 2024.
- 5.4 Following the first week of Stage 2 Hearings, (11th – 13th November 2025) the Inspectors confirmed that the Wiltshire Local Plan Examination is now on hold, with all remaining Hearing Sessions postponed. The Inspector's letter highlights concerns requiring further work on several key areas which will need to be completed before hearings can continue. The Emerging Wiltshire Local Plan therefore carries minimal weight.
- 5.5 Other relevant documents include:
- The North Wessex Downs National Landscape Management Plan 2025 – 2030

National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG)

- 5.6 Although not part of the Development Plan, the NPPF and PPG are an important material consideration in the determination of planning applications. The Court of Appeal case *Mead Realisations Ltd v Secretary of State for Housing, Communities and Local Government* EWCA Civ 32 confirmed that the PPG has the same legal status as the NPPF. The ruling establishes that the PPG can provide clarifying or modifying details to the NPPF, and both documents must be followed in planning decisions.
- 5.7 A presumption in favour of sustainable development is found at the heart of the NPPF, for both plan-making and decision-taking, defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 5.8 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): economic, social and environmental.
- 5.9 For decision-taking this means approving applications that accord with up-to-date policies without delay; or where policies are absent, silent or out-of-date, granting permission unless the Framework provides clear reasons for refusing a proposal in a particular location or any adverse impacts of permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

6. Planning Appraisal

Principle of development

- 6.1 Core Policy 48 supports proposals that improve rural accessibility and deliver infrastructure enhancements where these do not harm the local environment, landscape character, or residential amenity. The retention of the existing haul road to establish a formalised one way access system into and out of the estate is considered to accord with Core Policy 48 (Supporting Rural Life) of the Wiltshire Core Strategy, as it improves internal circulation and site access without giving rise to environmental or amenity impacts. The proposal constitutes a proportionate and justified intervention that directly supports the safe and efficient operation of a working rural estate.
- 6.2 Following the implementation of consented planning applications at Conholt Park, there are now four principal access points into the estate (as shown in Figure 1). These comprise two access points at Mid Conholt, one of which was granted consent in 2021 (ref. PL/2021/08163); the Main Drive Access, approved in 2024 as part of wider landscaping works (ref. PL/2024/02281); and the retained Main Working Access.
- 6.3 A fifth Middle Access point historically served the main estate building, as detailed within the Transport Statement. Although shortened to facilitate the construction of the Main Drive Access, it remains operational as the access to No. 1 & 2 Garden Cottages.
- 6.4 The proposed internal roadway constitutes a modest but meaningful infrastructure improvement that enhances the safe and efficient movement of vehicles within the estate. It eliminates historic conflict between entering and exiting traffic at the Chute Causeway access, where visibility splays and sight lines are constrained, and supports the operational requirements of the site by directing vehicles to their respective destinations without compromising security or site-wide logistics. By utilising existing entry and exit points that historically served the main estate buildings, the scheme avoids the need to widen the existing Chute Causeway access - which would result in the substantial loss of trees and vegetation - or to create any new junctions onto Hungerford Lane. This approach aligns with Core Policy 48 and the wider spatial strategy by making best use of existing infrastructure and minimising external impacts.
- 6.5 The roadway linking the two access points measures approximately 225 metres in length. This is considered minimal in scale and not widely visible from the public highway due to intervening boundary trees and hedgerows. The retention of the road is not considered to give rise to significant adverse effects on the local environment or any impact on residential amenity. Any minor degree of visual impact is considered to be outweighed by the benefits to highway safety. The Middle Access will continue to serve as the access for No. 1 Gardener's Cottage, as no alterations are proposed to the junction. The proposal is therefore consistent with Core Policy 48 and the requirement to safeguard amenity.

Highways and Transport

- 6.6 This Planning Application is supported by a Transport Statement prepared by Alan Baxter Limited. It provides details of the existing access arrangements (prior to the works over the last 5-6 years), how

these have been altered through relevant consented planning applications and the need to further arrangements within the site to ensure safe access and egress for all vehicles post development.

6.7 As part of the temporary works application at Conholt Park, the creation of a temporary exit roadway was deemed necessary on highway safety grounds. This linked the Main Working Access to the Middle Access as an exit route. Vehicle movements associated with the development significantly exceeded the capacity of the single-track Main Working Access/Site Entry Road (Figure 2), resulting in conflicting vehicle movements and unacceptable safety risks. Prior to the delivery of the Phase 1 – 4 works, the estate had already noted a history of incidents and near misses associated with vehicles exiting via the Chute Causeway access at a blind corner, and the subsequent construction phase clearly exposed the inherent safety limitations of relying on this route for estate-wide logistics.

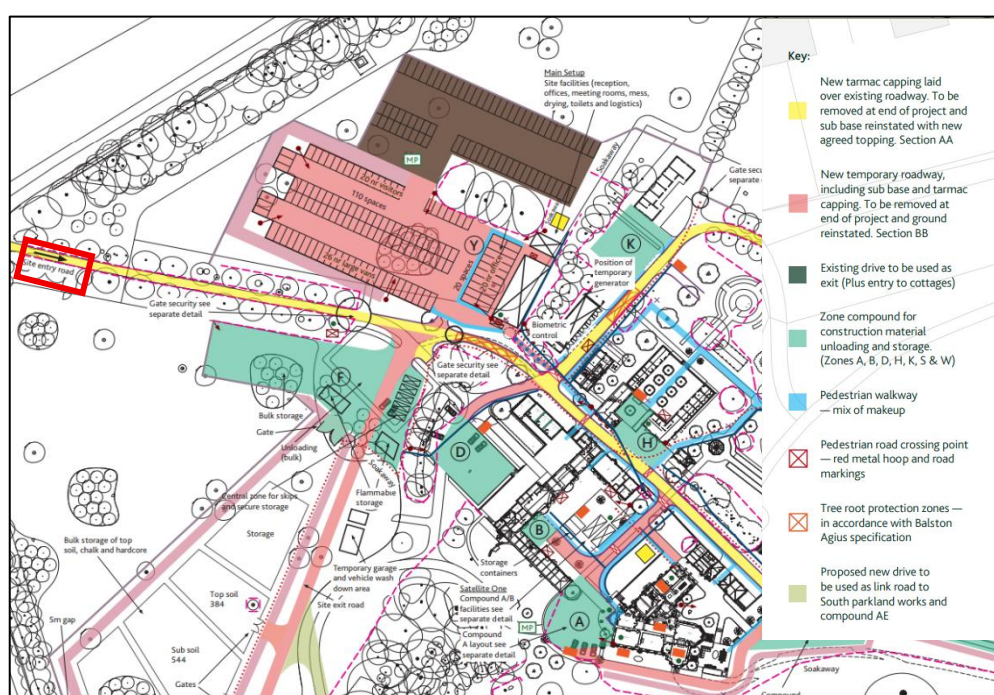


Figure 2: Temporary Site Works Masterplan

6.8 The construction of this temporary track (approved as part of application **PL/2024/08005**) substantially improved the safety and efficiency of vehicle movements and has demonstrated the operational necessity of a one-way system.

6.9 The table below sets out typical post-construction vehicle movements, illustrating the continued notable level of daily activity at the Main Working Access and the need to ensure safe entry and exit for all users.

Type of vehicle	Reason for presence	Typical number of vehicles	Frequency of visits / movements (2-way)	Benefit of one-way entry/exit system
Estate staff cars	Daily staff commuting (Estate office; Garden team; Security; House Team)	40-50	Daily	Reduces opposing flows at access points, improving

				safety and reducing congestion.
Delivery vans	General deliveries, estate supplies, domestic deliveries	3–6	Daily	Simplifies routing for unfamiliar drivers and reduces U-turns or reversing near the access.
Waste collection vehicles	General waste, recycling	3-4	Weekly	Minimises waiting or blocking at the main access, improving operational reliability.
Other deliveries	Heating oil, red diesel, tank emptying	1-2	Monthly or quarterly	Allows tankers to circulate without reversing or complex turning at a single access point.

Table 1: Indicative Estate Vehicle Movements

- 6.10 The supporting Transport Statement clearly demonstrates that there is a safety concern for cars exiting the Main Working Access as the visibility splay here is significantly obscured by existing mature vegetation. Given this road is national speed limit road (60mph) there is a greater risk of collision, as drivers exiting the site are unable to achieve adequate sight lines along the carriageway. Adequate visibility splays are fundamental to junction safety, because they provide drivers with an unobstructed view of oncoming traffic, allowing them to see and react to vehicles, pedestrians, and cyclists, thereby preventing collisions. Additionally, the removal of trees and vegetation would represent an unacceptable loss of biodiversity value and impact on the estate's character and appearance.
- 6.11 The proposed retention of the temporary tarmac road way creating a one-way system into and out of the site therefore directly reflects the objectives of Core Policy 60, which seeks to ensure the safe and efficient movement of people and goods and to mitigate transport impacts arising from development.
- 6.12 In contrast to the Chute Causeway access, the visibility splays at the Middle Access exit are substantially better. The junction sits on a straighter section of Hungerford Lane, providing longer sightlines and greater reaction time for drivers.
- 6.13 The proposal also complies with Core Policy 61 (Transport and New Development), which requires development to be served by safe access to the highway network, and Core Policy 62 (Development Impacts on the Transport Network), which requires appropriate mitigation of transport impacts at both construction and operational stages.

Landscape and Design

- 6.14 Condition 2 of extant permission PL/2024/08005 required all temporary works identified within the approved documentation and site logistics plan to be removed, and the land reinstated to its former condition on or before 31st August 2026, unless otherwise agreed in writing by the Local Planning Authority.

- 6.15 The currently approved scheme does not provide an appropriate egress arrangement. Retaining the temporary exit road represents the most suitable solution in terms of landscape impact, design quality and operational feasibility.
- 6.16 Alternative options have been assessed and dismissed on environmental, heritage and practical grounds. A summary of the options considered is outlined below:

MAIN WORKING ACCESS (ADJACENT TO CHUTE CAUSEWAY)

- 6.17 The potential to widen the approved Main Working Access was considered; however, this would result in significant encroachment into the Root Protection Areas (RPAs) of the trees lining the route.
- 6.18 Indicative modelling indicates that the widening required to allow SUV-sized vehicles to pass would affect almost half of the RPAs along this corridor. It would also introduce additional built form, resulting in unacceptable arboricultural and landscape impacts.
- 6.19 The Main Working Access is approximately 3.6 m wide. Historically, vehicles passed by overrunning the grass verge, causing damage. While tree protection fencing was installed to address this issue, it has exacerbated traffic safety concerns by forcing vehicles to wait within the access and, in some cases, obstruct the public highway when vehicles attempt to enter as another vehicle egresses.
- 6.20 Alterations to the access road width or visibility splays would be an inadequate remedy for an underlying access constraint. There are no guarantees regarding vehicle speed control or mitigation of vehicle concentration at the junction of Hungerford Lane and Chute Causeway.
- 6.21 Therefore, widening or otherwise altering the Main Working Access is not considered viable without causing significant detrimental impacts to trees, hedgerows, landscape character, and associated biodiversity.

MIDDLE ACCESS (ONTO HUNGERFORD LANE)

- 6.22 The Middle Access, to the south-west of the main house, was considered as a potential principal entrance. However, this option would necessitate a significant redistribution of vehicle parking across the estate, and the area lacks sufficient capacity to accommodate parking, servicing, and the movement of personnel and deliveries without creating undue pressure on development within the setting of the main listed house.

MIDDLE CONHOLT (VIA CONHOLT LANE)

- 6.23 Existing access points at Middle Conholt, to the east of Conholt Park, were also reviewed. However, these routes are served by a substantially narrower section of public highway, with limited carriageway width and inadequate passing opportunities. Their use would also require vehicles to navigate constrained internal routes, remote from the main operational area, with buildings and boundary enclosures restricting direct access. Additionally, this option raises security concerns associated with routing vehicles through this part of the estate.

- 6.24 The location and design of the temporary site exit road represent the most appropriate solution to ensure the lowest overall impact. Its alignment follows a gentle, curving flow that reflects the character of the main driveway, allowing it to sit comfortably within the landscape. The route is positioned at a sufficient distance from the main house to avoid any adverse effects on the setting or significance of listed buildings, in accordance with Core policy 58 (Ensuring the conservation of the historic environment). It has also been shaped with a grassed soil bund to the east of the road which ensures it is not visible from the main drive, further reducing its impact on the setting.
- 6.25 The proposal therefore accords with Core Policy 51 (Landscape), which requires development to conserve and, where possible, enhance landscape character, including the protection of trees, hedgerows and other natural features. The North Wessex Downs National Landscape Management Plan 2025–30 reinforces this approach through Policies DE15 and DE07, which promote the retention of green infrastructure and the protection and enhancement of habitats. Any intervention affecting RPAs would conflict with these policy requirements and undermine the landscape led approach expected in this nationally important setting.
- 6.26 The proposal accords with Core Policy 57 (Ensuring High Quality Design and Place Shaping), which requires development to respond positively to its landscape setting, respect existing patterns of movement, and reflect local topography
- 6.27 A Landscape Plan prepared by Balston Agius accompanies this application and illustrates the planting and mitigation measures implemented to further reduce landscape and environmental impacts. This includes the provision of new beech hedging along the eastern edge of the roadway (drawing reference PLG 075 Rev. A). Minor refinements to the edge of the temporary road are also proposed to improve its design and ensure that surface run-off is directed naturally into the surrounding landscape

Biodiversity Net Gain

- 6.28 This application is submitted under Section 73A of the Town and Country Planning Act 1990. As a retrospective application, it falls outside the scope of the statutory 10% Biodiversity Net Gain (BNG) requirement introduced under the Environment Act 2021 and implemented through Schedule 7A of the Town and Country Planning Act.
- 6.29 The BNG regulations apply only to prospective development, defined as development that has not yet commenced at the point of determination. Government guidance confirms that retrospective applications made under Section 73A are not subject to mandatory BNG, as the development has already taken place and therefore cannot deliver measurable pre- and post-development biodiversity value in the manner required by the statutory metric.
- 6.30 On this basis, the proposal is exempt from the requirement to deliver a 10% biodiversity net gain, and no statutory BNG calculation or off-site compensation is required. This position is consistent with the legislative framework and current national guidance on the application of BNG to retrospective permissions.

7. Conclusion

- 7.1 In summary, the retention of the exit road is a necessary and proportionate measure to secure safe access and egress for all vehicles associated with the estate. It represents the only viable option that provides a landscape-sensitive solution within the countryside while fully complying with the transport policies of the Wiltshire Core Strategy. The proposal delivers safe and suitable access arrangements and meets the operational needs of the estate without introducing unnecessary landscape harm.
- 7.2 The scheme aligns with the 'Improving access to services and improving infrastructure' element of Core Policy 48, which supports rural infrastructure improvements where these do not adversely affect the local environment or residential amenity. The modest scale of the retained roadway, its discreet alignment within the landscape, and the accompanying landscape mitigation ensure that the proposal achieves these aims without unacceptable environmental effects.
- 7.3 The proposal represents the option with the lowest overall landscape and environmental impact. Alternative access solutions would result in materially greater harm, either through encroachment into extensive Root Protection Areas, adverse effects on the setting of the listed house, increased pressure on sensitive parts of the estate, or the introduction of new built form into areas of higher landscape value.
- 7.4 The route's gentle curvature, separation from the principal heritage assets, and the proposed landscape enhancements, including new beech hedging and refined edge treatments ensure that the development is well integrated, visually recessive, and reflective of the estate's landscape character. The scheme therefore accords with Core Policies 51, 57 and 58, as well as the North Wessex Downs National Landscape Management Plan.
- 7.5 Any potential harm to the landscape is outweighed by the benefit to the public through the highway safety that the roadway provides. The proposal directly accords with Core Policies 60, 61 and 62 of the Wiltshire Core Strategy, which collectively require development to:
- support the safe and efficient movement of people and goods;
 - be served by safe and suitable access to the highway network; and
 - provide appropriate mitigation to address transport impacts during both construction and operation.
- 7.6 The scheme delivers a demonstrable improvement to highway safety, reduces conflict on the public highway, and provides a long-term, policy-compliant access arrangement that supports the efficient functioning of the estate as a rural enterprise. These benefits carry significant weight in the planning balance, particularly given the evidence-based safety concerns associated with the existing Main Working Access that are clearly set out within the supporting Transport Assessment.
- 7.7 Any potential impacts arising from the retention of the roadway are limited, localised and fully mitigated through sensitive siting, the use of existing alignments, and the proposed landscape enhancements. The development does not give rise to adverse environmental, landscape or residential amenity effects, and sits comfortably within the established pattern of estate infrastructure.

Engagement with the Local Planning Authority

- 7.8 This planning statement has been prepared to assist the Local Planning Authority in the determination of the application with regard to national and local planning policy. However, in the event that the Local Planning Authority should wish to discuss any element of the scheme, including potential amendments, the applicants would welcome a discussion prior to the determination of the application. Correspondence can be sent to Whaleback via the contact details set out below.

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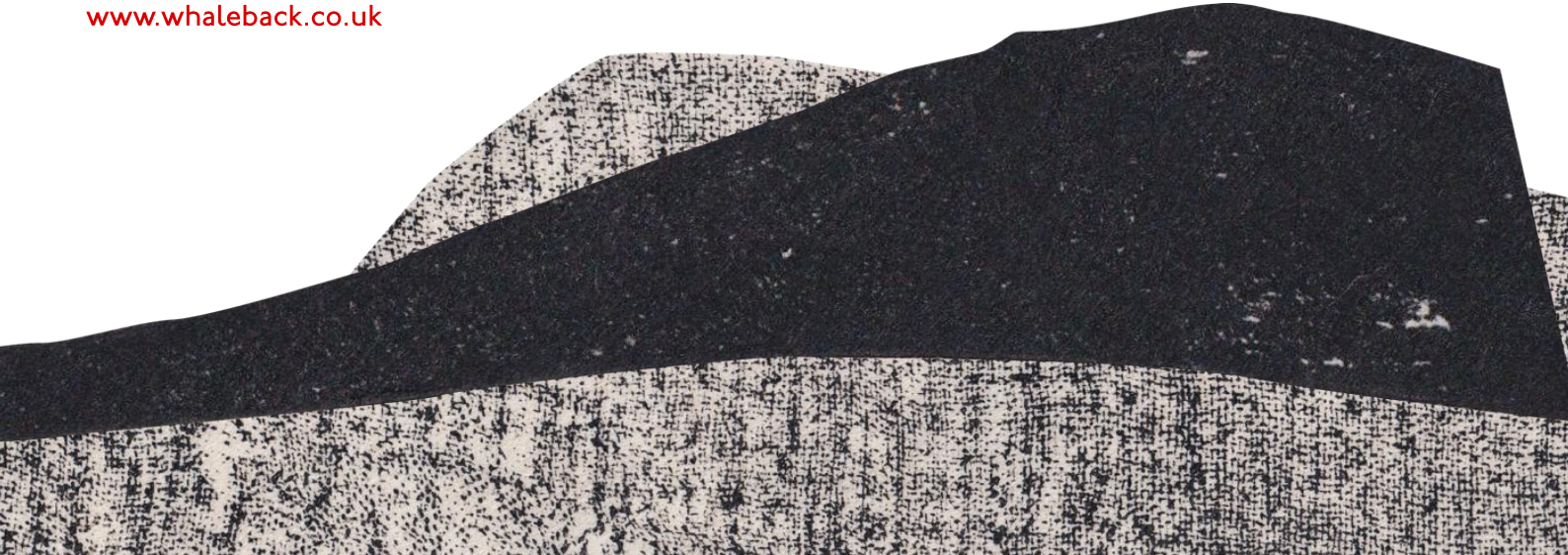
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An abstract graphic at the bottom of the page depicting the back and tail of a whale. The whale's back is a solid dark shape, while the tail and the water around it are represented by a dense, grainy texture of black and white dots.