INTRODUCTION

The application site comprises an area of approximately 2.7 hectares and is located to the east of the commercial centre of Fenny Stratford, fronting onto and accessed from Watling Street. The site boundaries are formed by Watling Street to the south, the Bletchley to Bedford elevated railway line to the north, the River Ouzel to the east and the Grand Union Canal to the west.

A vehicle repair garage and some vacant industrial units are located near the south east boundary of the site. Across Watling Street, to the south of the site, are three storey residential houses and apartment blocks, which are accessed off Saracens Wharf. Beyond the Grand Union Canal to the west of the site lies the Bridge Restaurant and its associated car park and the rear of an industrial unit.

The site ceased being used for employment purposes in 2001, the northern site of the site was occupied by the Reckitt's chemical works and latterly by BPCC printing works. The western part of the site adjacent to the canal are occupied with buildings, which were formerly used as part of the printing works. There is a large concrete apron on the eastern part of the site. The land adjacent to the Watling Street without any buildings or hard standing has been remediated.

The site is currently partly owned by Bellway and partly by Threadneedle Pensions Ltd. Polestar properties has a forty-year lease on part of the site. The entire site with the exception of the part occupied by Wheelspan is designated as residential in the adopted local plan and the part occupied is designated as employment.

HISTORY

The site has an extensive planning history and has been used as a chemical works and printing works. Planning consent has been granted for numerous buildings on the site between 1949 and mid 1990's. Planning permission MK/537/95 was granted for the remediation of contaminated land including the removal of contaminated soil and replacement with clean soil. A further planning application MK/99/1118/MAW was granted for remedial works including demolition of buildings, excavation of contaminated soil and back filling and removal of screen trees.
CURRENT APPLICATION

This revised application seeks the erection of 286 residential units with associated car parking, roadway, public open space and incidental soft and hard landscaping. An Environmental Impact Assessment, Transport Assessment, Sustainability Statement, Design Statement, Planning Statement, Arboricultural Report, Flood Risk Assessment and S106 Legal Agreement accompanied the application.

There will be a mix of one, two and three bedroom apartments and three bedroom town houses. The proposal includes a mix of tenure in accordance with the Council's affordable housing policy.

There will be a total of 75 one bedroomed apartments, 187 two bedroomed apartments, 9 three bedroomed apartments and 15 three bedroomed townhouses. The town houses will be two and a half storeys.

The site will be accessed from Watling Street and a layby for a bus will be included close to the entrance to the site. The main access road will run adjacent to the river Ouzel and then beside the railway embankment to the north west corner. A secondary emergency access will be provided alongside the canal and would link into a short road with a bell mouth, which serves the town houses in the centre of the site and links to the central part of the site.

The apartments would be arranged in three blocks:

Alongside the Watling Street frontage and in small blocks in the southeast corner
A central Courtyard
A larger courtyard on the northern part of the site.

A row of four storey apartment blocks with undercroft car parking will front Watling Street and the canal. A mixture of two and four storey apartments with undercroft car parking will front onto the canal, River Ouzel and railway embankment.

A total of 405 car parking spaces will be provided and an area of public open space with play equipment and areas of incidental open space.

MAIN ISSUES

1. Compliance with national planning guidance and local plan policies
2. Whether the layout, siting, density and design of the buildings would be acceptable.
3. Whether the access would be acceptable and there would be adequate car parking provision to service the site.
4. Whether there would be adequate public open space to serve the development
5. Whether the level of S106 contributions is acceptable
PLANNING POLICY

National Planning Policy

PPS 1 - Delivering Sustainable Communities (2005)
Draft PPS 3 - Housing (2005)
PPS7 - The Countryside
PPS 9 Biodiversity and Geological Conservation (2005)
PPG 13 Transport (2001)
PPG 17 Sport, Open Space and Recreation (2002)
PPS 23 Planning And Pollution Control (2004)

Regional Planning Policy

Regional Planning Guidance For South East (RPG 9)

Buckinghamshire Structure Plan 1991 - 2011

Milton Keynes Local Plan (2001 - 2011)

MK19 Fenny Stratford; Former Reckitt And Coleman Site, Watling Street
D1 Impact Of Development Proposals On Locality
D2A Urban Design Aspects Of New Developments
D3 Canal side Development
D4 Sustainable Construction
NE2 Protected Species
NE3 Biodiversity & Geological Enhancement
NE4 Conserving & Enhancing Landscape Character
T3 & T4 Pedestrians and Cyclists
T5 Public Transport
T10 Traffic
T11 Transport Assessments And Travel Plans
H1 Land Allocated For Housing
H2 - H5 Affordable Housing
H8 Housing Density
H9 Housing Mix
L3 Standards Of Provision (Open Space)
P01 & P02 Planning Obligation Policies
P04 Percent For Art

Supplementary Planning Guidance

Milton Keynes Parking Standards 2005

Affordable Housing, Education, Leisure and Recreation and Social Infrastructure Planning Obligations
CONSULTATIONS

Archaeologist - As the Environmental Statement indicates potential for significant 19th century industrial archaeological remains adjacent to Wharf Cottage. Recommend a condition is imposed requiring an archaeological contractor to supervise the stripping of the site and to sample and record any archaeological features revealed.

British Pipeline Agency - This proposal will not affect BPA pipeline.

Network Rail - No objections to development on safety grounds. Request that a sturdy vandal proof fence is installed to prevent trespass, vandalism and rubbish being blown onto Network Rail Property. The developer should mask any light from the site to prevent dazzle to train drivers.

Badger Group - A site visit was carried out on 4th May 2006. The site is mainly of hard standing, the plant area and land outside which borders the canal, railway and river were checked for badger evidence. No badger sett or signs were found.

Education - Are seeking a financial contribution towards secondary and post 16 education.

Housing Strategy and Development - Support the development of new housing particularly 30 % Affordable Housing on the site. The expectations are that there is a provision of 30 % Affordable Housing pepper potted throughout the site as per the Affordable Housing SPG with the appropriate tenure mix.

MKTAG - Seek to ensure that all the proposed dwellings comply with Part M of the building regulations. Department Of Transport Traffic Advisory Leaflet 5/95 requires disabled parking provision to equate to 4 % of the total car parking capacity and to be located within 50 metres of the entrance to the building. This should be designed with hatching along one side with associated drop kerbs.

Buckingham and River Ouzel Drainage Board - Recommends that a condition be imposed requiring details the design and construction of the storm water drainage for the site.

Countryside Agency - No formal representations to make in this instance.

Milton Keynes Branch Of Inland Waterways Association - The proposed development constitutes over development of the site. The buildings will overwhelm the canal and the residential boats moored along the towpath. The buildings adjacent to the towpath should be restricted to two storeys above the towpath. The mature trees along the towpath should be retained in the development.
Crime Prevention Advisor - Recommends that conditions are imposed requiring there is only one gated access point to each courtyard and that these incorporate an electronic access control system with automatic closing gates, railings and defensible planting along the eastern boundary abutting Watling Terrace, the rear boundary fences to the town houses are a maximum of 1.5 metres in height with 600 mm of trellising on top, doors are fitted with automatic hinges and CCTV visual door phone entry system with electrical lock release, the development meets Secured By Design Accreditation awarded by Thames Valley Police.

Landscape Officer - Generally condone the broad landscape approach, however the actual play area shape and position within the open space requires some changes. The canal side play concept is good, but some equipment should be more imaginative and offer a wider play value, although these elements can be conditioned. The actual "active" equipped space is located within the larger open space, but its position reduces the opportunity to create good usable open space. Request the play area is located closer to the site boundary and avoids small difficult to maintain spaces, between the play area and boundary. A landscape structure planting drawing to support the landscape principles will be required. The actual landscape detail can be conditioned.

Arboricultural Officer - Recommends that conditions are imposed requiring protective fencing, areas of protective fencing are kept free of construction plant, materials, rubbish, 10 metre separation distance is maintained between trees and storage of substance injurious to tree, fires should be lit no closer than 20 metres from trees.

Bletchley and Fenny Stratford Town Council - advises

-Members are disappointed that the Town Council was not consulted in the early stages of the discussion with the developer regarding allocation of planning gain. The Town Council requests that it is contacted earlier in the process to enable us to participate in discussion regarding allocation.

-The Town Council generally favours the development but has serious concerns regarding traffic movement (access and exit) from the site on to Watling Street. The Town Council suggests that the current traffic management of the site is inappropriate and this needs to be addressed. Members recalled that previously, it had been agreed by MKC to install a roundabout by the junction to Manor Fields and this could be one option for addressing traffic concerns, assuming that all traffic turns left from the site and can turn around at the roundabout.

Neighbour Observations - Four letters have been received from the occupier of a boat at Fenny Stratford Lock and two residents and the owner of a property in Saracens Wharf whom advise:

- Anything higher than two storeys adjacent to the canal and towpath would be intrusive, blocking out light to an already dark area.
- Lack of privacy - if windows are set at eye level to each other and if no screening were erected between the two boaters and residents alike would be overlooked.
- Increased vehicle access to Watling Street and parking in the development by non-residents due to lack of local parking in the area for visitors to the canal.
- Access to the towpath - there should be means of preventing motorcycle access to the towpath from the development.
- Noise and smoke nuisance from the boats. The boats have to be charged up daily by engine or generator all year round between 8am and 8pm. During the winter months many of the boats are heated by fires this can cause smoke until the fuel comes to heat.
- Saracens Wharf comprises of town houses except for two corners which comprise 3 one storey apartments not wholly apartments as stated in the ES Non Technical Summary
- Noise and Vibration - Watling Street is used by heavy goods lorries day and night which result in vibrations being felt in houses in Saracens Wharf and loud noises being heard.
- Increase in traffic from the development on Watling Street. Need to consider the effects of traffic from Asda, Ikea, Dobbies and the Pink Punters on this part of Watling Street.
- Whether one access is adequate serve the site.
- Whether there is adequate parking for residents and visitors.
- Increase in noise and pollution to residents in Saracens Wharf as a result of the extension of the bus site to serve the site
- Impact on wildlife and tow path from additional residents
- Loss of privacy to residents in Saracens Wharf
- Scale of buildings - reduced by one storey
- Impact of mitigating contamination on the site on residents
- Density of housing could repeat the disasters of the 'Brave New World of 1960's. Many features in the development of the award winning Hulme in Manchester and the Bullring in Birmingham.
- Lack of cycle parking
- Unsightly washing could be hung on the balconies which face Saracens Wharf
- Pedestrian crossing needs to be provided to enable the people in Saracens Wharf to cross and use the bus safely
- Noise emissions from traffic could be reduced by improvements to road surface, reduction in traffic speed to 20 mph, install an active speed camera for traffic entering and leaving Fenny Stratford, impose a weight restriction, at A5/Watling Street roundabout remove the sign directing traffic through Fenny Stratford

British Waterways - objects to the development for the following reasons:

- Road access adjacent to a canal is not appropriate at any site or in any location on British Waterways network. Car parking must not be visible from the canal corridor. The layout would have impacts on the aesthetic quality of the canal environment and safety implications on the towpath and waterway users.
- The overall scale and height of the proposals are acceptable as submitted; the design quality of the buildings is not of a high quality standard required of a development in close proximity to a towpath.
- Must be consulted on all pedestrian accesses to the towpath from the development. Any access requires an agreement and an annual charge that is separate from any Planning Gain Supplement (PGS) or S106 consideration. This annual charge is where maintenance and contributions have been offered as Part of PGS or S106 contributions to address increased footfall on the towpath.

English Nature - No objection to the proposal in respect of species especially protected by law because it would appear to be unlikely that they would be adversely affected by the proposed development.

Scientific Officer - Recommends that a condition be imposed requiring an assessment of ground conditions to determine likely contamination and a strategy for remedial action.

Highway Engineer - Subject to the receipt of revised plans showing a more even distribution of visitor parking spaces across the site, the footways widened from 1.8 metres to 2 metres, details of the new roadway and bellmouth between blocks two and three and tracking, details to demonstrate that the refuse lorry will be able to turn in the bellmouth and the provision of visibility and intervisibility between pedestrians and drivers, there would be no objections to the planning application subject to the imposition of six conditions relating to details of adoptable roads, disposal of surface water from the highway, details of alterations to the existing access, closure of all other existing access points, gradient, turning area and removal of permitted development rights to ensure that doors cannot be fitted to car ports.

Environment Agency - No objections subject to the imposition of conditions relating to details of surface water drainage, landscaping and protection of the wildlife corridor.

CONSIDERATIONS

The site is located close to the commercial centre of Fenny Stratford and fronts onto Watling Street and is contained within an area that has been allocated for housing on an infill site in the adopted Milton Keynes Local Plan. Under Section 38 (6) of the Planning and Compulsory Purchase Act 2004 it stipulates that decisions on planning applications should be in accordance with the adopted Development Plan unless material suggests indicate otherwise.

The redevelopment of the site for residential purposes would be acceptable in principle. The acceptability of the proposed development would depend on whether it complied with the 11 key principles set out in policy MK19 and other local plan policies and the quality of the proposed development.

Policy MK19 states that the key principles of development are:
i. Development should incorporate appropriate built frontages to Watling Street, the Grand Union Canal and the River Ouzel.

ii. The Victorian villa in the south west corner of the site, next to Watling Street and the Grand Union Canal, should be retained in any development proposals.

iii. Development should retain views out of the site towards the Brickhills.

iv. Proposals should provide pedestrian links to the canal towpath.

v. On site public open space will be a requirement of any proposal including a suitably equipped play area.

vi. Vehicular access to the site should be taken from Watling Street. This should be located far enough away from the canal bridge to achieve adequate visibility splays.

vii. The impact of the development on the Aylesbury Street/Watling Street junction will need to be assessed as part of a Transport Assessment, to determine whether off site highway works will be required.

viii. The submission of any planning application should be accompanied by a full appraisal of the site's contamination together with remediation measures.

ix. The scheme should incorporate measures to ensure that the effects of noise from the railway and Watling Street are mitigated to the Council's Satisfaction in accordance with Guidance contained in PPG24: Planning and Noise.

x. The development should provide 30% affordable housing.

xi. Financial contributions will be sought towards improving public transport links with Bletchley and Central Milton Keynes; and towards improvements to the canal side environment and achieving linear park objectives on the adjoining linear park extension.

(i) Development should incorporate appropriate built frontages to Watling Street, the Grand Union Canal and the River Ouzel.

The built form addresses Watling Street, the Grand Union Canal and the River Ouzel. The roads form perimeter blocks that have a clear distinction between the public and private realm. The proposed development demonstrates good urban design principles and place making and would comply with this criteria.

The density of the development equates to 105 dwellings per hectare, although this would be higher than the current government guidance of 30 - 50 dwellings per hectare or the emerging densities contained within the Draft version of Planning Policy Statement 3 'Housing' the guidance states that higher densities may be acceptable if sites are close to public transport links, local centres and the design is of a high quality. The site is located on the edge of Fenny Stratford Local Centre, within walking distance of the railway station and a new bus stop will be provided at the entrance to the site and the bus service will be extended to serve the site. In this instance a density over and above government guidance is acceptable in this location. The development will be a mix of two and a half, three to four storey buildings with undercroft parking adjacent to the Watling Street and the canal. The main building fronting onto Watling Street would be 4 storeys in height reducing to 3 storeys adjacent to the builders yard and at the rear of the block. The revised
building form and changes to the fenestration of this block now result in an acceptable building form and frontage to Watling Street. The scale of the development would fit in with the scale of the surrounding area, which are predominately three storeys. The revised frontage provides both two accesses onto Watling Street and surveillance. A distance of 27 metres would be retained between the front of the development and numbers 4 - 12 Saracen Wharf this reduces to 16 metres between the front of the development and the side gable of number 16 Saracens Wharf. Although properties in Saracens Wharf are not currently overlooked, a separation distance of 27 metres would not result in unacceptable loss of privacy. Good urban design seeks developments to front onto highways. The revised scheme includes additional windows in elevation D-G to provide surveillance over an area of adjacent open space.

The development adjacent to the canal would be three to four storeys with undercroft car parking. Due to the changes in levels the lower storeys will be positioned adjacent to the embankment of the canal and, although the upper storeys would overlook the canal, existing vegetation along the embankment would screen the building and lessen its impact. The rear block would be set back from the canal and would be less dominant than the central block. The design is considered to be acceptable and appropriate for a canal side setting. The blocks adjacent to the river would be two and a half to three storeys in height and provide a frontage over the river.

(ii) The Victorian villa in the southwest corner of the site, next to Watling Street and the Grand Union Canal, should be retained in any development proposals

The Victorian Villa, which is considered to have a high architectural value in the street scene has been retained as part of the development proposals and will be converted into three apartments. There will be very few changes to the external appearance of this building. Cycle parking and bins stores will be provided at the rear of this property.

(iii) Development should retain views out of the site towards the Brickhills

The eastern edge of the development faces out towards the Brickhills and a proposed central road with viewing platforms on the edge of the canal and river provide views towards the Brickhills.

(iv) Proposals should provide pedestrian links to the canal towpath

There is currently no direct access from the site onto the canal, but the submitted plans would provide three new pedestrian links to the canal and enable future occupiers of the development to enjoy and benefit from the canal side environment. The applicant has agreed to make a financial contribution towards improvement works to the canal towpath and landscaped area adjacent to the site.
The footpath links across the river are poor, the applicant has agreed to make a financial contribution towards the provision of a new pedestrian footbridge across the River Ouzel to facilitate access to the wider footpath network to Caldecote Lake and the linear park, Manor Fields and Waterhall Park.

(v) On site public open space will be a requirement of any proposal including a suitably equipped play area.

An area of public open space measuring 0.2 hectares has been provided in the eastern corner of the site and includes an area for 5 pieces of children's play equipment and a small games area. This would accord with the criteria set out under Policy L3 and appendix L1 of the adopted local plan. The Landscape Officer generally condones the broad landscape approach but has requested that the actual "active" equipped space is repositioned closer to the boundary of the site to create more usable small games area and avoid small difficult spaces to maintain. The applicant has agreed to a condition being imposed requiring this change.

(vi) Vehicular access to the site should be taken from Watling Street.

The existing vehicular access onto Watling Street would be widened to provide a width of 7.3 metres. The Council's Highway Engineer advises that the proposed access is suitable and would allow two way traffic in and out of the site whilst a bus is standing in the bus lay by.

(viii) The impact of the development on the Aylesbury Street/Watling Street junction will need to be assessed as part of a Transport Assessment, to determine whether off site highway works will be required.

A Transport Assessment did accompany the application and the Council's Highway Engineer agrees that it is a true representation of what could be expected to occur in terms of traffic flows generated by the development. Traffic generation from the site onto Watling Street is small in relation to the traffic flows on Watling Street in the peak hours, the evening peak flows are particularly heavy in the northerly direction towards the Aylesbury Street/Simpson Road double mini-roundabout. The traffic flow only has a small impact on the roundabout. Whilst it was felt that the applicant could be asked to make a contribution towards improvements at this junction, other substantial contributions would be required before any improvements could be considered. It is impossible to determine when these other contributions will be forthcoming and hence any improvement is likely to be at some indeterminate time in the future. There is a strong local desire for a pedestrian crossing facility of Watling Street and it is therefore considered prudent to request that the developer provides a Pelican/Toucan Crossing facility for Watling Street. The Pelican/Toucan crossing forms part of the S106 legal agreement and will be operational before occupation of the 26th dwelling.

(viii) The submission of any planning application should be accompanied by a full appraisal of the site's contamination together with remediation measures.
The information contained with the submitted Environmental Statement has shown that contamination has been encountered on the site that requires remediation prior to redevelopment for residential purposes. The Environment Agency agree in principle to the proposed remediation strategy which will include an interceptor trench to protect the river, excavation and offsite disposal, capping, containment and ex or in-situ treatment. These proposals will be acceptable on condition that the remediation proposals include remediation of all hotspots throughout the site, including contaminated groundwater. It is recommended a condition be imposed requiring an assessment of ground conditions, strategy for any remedial action, any remedial works to be carried out in accordance with the strategy.

(ix) The scheme should incorporate measures to ensure that the effects of noise from the railway and Watling Street are mitigated to the Council's Satisfaction in accordance with Guidance contained in PPG24: Planning and Noise

The applicant has submitted a noise report which incorporates measures it ensure that the effects of noise from the railway noise, Watling Street and the yard of the neighbouring pallet yard. The Council's Environmental Health Officer has assessed the submitted noise report and supplementary information and advises:

Road Traffic Noise - Noise from Watling Street was measured and assessed with regard to Planning Policy Guidance 24. The majority of the site was found to fall within Category A and B of the Guidance, with a strip of the site fronting Watling Street, and the element of the site near the railway, being Category C.

Noise from Commercial Activities - Noise from nearby commercial premises, and in particular the "Larch" timber yard, is of more concern. As a worst case scenario, the assessment determines noise from commercial activity is in the order of 17 dB above background noise levels, and concludes complaints are likely to be made by the new residents.

Mitigation Measures:

i. Dwelling units: Habitable rooms of those dwelling units fronting Watling Street, railway and the Larch timber yard, shall be provided with acoustic secondary glazing units (of 10-12-6.4 laminated or similar / better) with acoustically treated Mechanical ventilation units.

ii. A 4 metre high acoustic barrier is required to be provided at the site boundary on the eastern flank. This barrier needs to be a substantial structure, of low maintenance design. A wooden fence is unacceptable. A detailed design of an appropriate barrier will require to be submitted prior to any occupation of the site.

Construction Phase
The Environmental Statement states that normal working hours will be 07:00 - 19:00 Monday to Friday and 07:00 - 13:00 on Saturday's with no working on a
Sunday or Bank Holiday. The practice normally adopted is 08:00 - 18:00 hours Monday to Friday and 08:00 - 13:00 on a Saturday with no working on a Sunday or Bank Holiday. Given that there are nearby residences to consider, a condition is to be imposed for the more restrictive hours to be observed.

(x) The development should provide 30% affordable housing

Following negotiations the applicants have agreed the following:

30%, which equates to 86 units comprising
25% Shared Ownership (24 x 1 bed flats and 48 x 2 bed flats = 72 Flats)
5% Social Rented Housing (6 x 1 bed flats and 8 x 2 bed flats = 14 Flats)

This would not comply with the normal breakdown outlined in the Council's Adopted Supplementary Planning Guidance on affordable housing provision which seeks 15% shared ownership, 10% low cost market housing and 5% social rented. The Council's Housing Development Officer advises that this revised mix in tenure would allow a greater number of households to access low cost home ownership than if they were offered as reduced market housing. Shared Ownership is a product that is well understood in Milton Keynes and the provision of units at lower than initial levels of equity should make them more affordable to a wider number of households.

The proposed layout shows that the affordable housing provision has been pepper potted across the site in blocks of no more than 12 units, which accords with the guidelines set out in the Affordable Housing Supplementary Planning Guidance. This would result in affordable housing being provided in all phases.

(xi) Financial contributions will be sought towards improving public transport links with Bletchley and Central Milton Keynes; and towards improvements to the canal side environment and achieving linear park objectives on the adjoining linear park extension.

Since policy MK19 was written, the Council has adopted Supplementary Planning Guidance on Planning Obligations for Education, Social Infrastructure and Leisure, Recreation and Sports Facilities. These have introduced many areas which were not negotiated in the past and include contributions towards playing fields, play areas, meeting halls, swimming pools, sports halls, allotments, libraries, museums, burial grounds, health facilities, social care, Milton Keynes University, emergency services and the voluntary sector. If all the contributions are applied to this scheme the total requirement would be £4,325,565 and this excludes any contribution towards highway, public transport, canal side improvements and regeneration of Fenny Stratford.

This is a brownfield site, which is known to still contain contamination, and will need remediation works before the residential development of the site can commence. The applicant's Environmental Consultants and the Council's Environmental Protection Officer have agreed that the decontamination costs
Outlined in a submitted scheme will be £1.2 million pounds. Given these abnormal costs the applicants have agreed to provide £2 million pounds of contributions towards the following:

1. Education

There is no need for a contribution towards early years or primary education.

A contribution is required towards secondary and post 16 education of £724,793

2. Public Transport

The applicant has agreed to pay a financial contribution directly to the bus operator towards the extension and enhancement of the bus service for a period of three years to provide an hourly service from the site to Bletchley, CMK, MK Station, Milton Keynes General Hospital between 0700 hours and 2300 hours Monday to Saturday and 0900 hours and 2300 hours Sundays and Bank Holidays.

A financial contribution of £10,000 will be made towards the provision of a new bus stop to serve the development at the front of the site.

3. Off Site Highway Improvements

The applicant has agreed to provide a pelican/toucan crossing on Watling Street to improve pedestrian links from the site with the wider Fenny Stratford Area.

4. Health Facilities

A contribution towards the provision of alterations and extensions to medical centres in Bletchley of £118,780

5. Community Hall

A contribution towards George Street Community Centre in Fenny Stratford in order to meet the demand of the new capacity created by the development of £61,667

6. Swimming Pool

A contribution towards the proposed new swimming pool in Bletchley to serve the south of Milton Keynes of £84,190

7. Playing Pitches

A contribution towards improvements to two playing pitches and changing rooms at Manor Fields, which would be utilised by occupiers of the development of £60,000.
8. Local Parks

A contribution towards improvements to Saffron Gardens Local Park of £26,560

9. Allotments

A contribution towards plot development, new fencing and additional water provision at Manor Fields allotments to enable occupiers of the development to utilise the facility of £24,900

10. Public Open Space

A local play area of no less than 0.2 hectares with 5 pieces of play equipment for children up to 8 years in age will be provided on site and a contribution of £70,000 towards adoption and future maintenance.

11. Public Art

A contribution towards public art both on site and off site, which includes improvements to Canal Bridge 96 (Watling Street) of £49,600

12. Library and Life Long Learning

A contribution of £81,665 is provided towards upgrading library facilities and that would include materials such as books, DVDs and CDs and to support the costs of providing lifelong learning facilities, which residents of this development would utilise.

13. Waste Management

A contribution will be provided towards the provision of a new waste recycling facility and a civic amenity site of £63,207. On site provision of waste management receptacles for the dwelling houses and flats will be provided by the applicant.

14. Improvements To Canal Side Environment

A contribution will be made towards the improvement of the canal towpath and landscaping improvements between bridge 95a and 96 of £65,000.

15. River Ouzel

A contribution will be made towards a new footbridge over the river Ouzel between the south side of the site and the northern side of the Belevidere Nursery site of £30,000

16. Regeneration Improvements To The Public Realm in Fenny Stratford Local Centre
A contribution will be made towards regeneration improvements to the public realm in Fenny Stratford Town Centre of £100,000

17. Cemeteries and Burial Grounds

A contribution will be made towards the provision of a new burial ground and cemetery of £22,374

18 Carbon Offset Fund

The applicant has agreed to make a financial contribution towards the carbon offset fund.

Other Considerations

Sustainability

The applicant's have submitted a revised sustainability Statement and includes the Ecohomes Pre Assessment table estimates that the scheme will achieve a score of 59.57%, which is above the threshold of 58 for achieving 'Very Good'.

The statement has been appraised by officers who consider that natural ventilation, passive solar shading, extract ventilation, water heating, lighting and landscape measures are acceptable.

Car Parking

Under the adopted Milton Keynes Parking Standards the development requires a total of 314 spaces allocated spaces for the apartments and town houses (1 parking space per apartment and two parking spaces for the town houses) plus 104 visitor car parking spaces. A total of 405 parking spaces have been provided across the site. The revised plans include 314 allocated parking spaces contained within undercroft and gated parking courts across the site and the town houses have one space provided on the front and one to the rear of the property. The revised plans include a more even distribution of visitor car parking spaces across the site, these are principally in designated bays to the front of the apartment blocks and accessed off the main road serving the site and a number are included within the gated parking courts. The Highway Engineer is satisfied that there is adequate allocated and visitor parking to serve the site and with the distribution of visitor parking spaces.

Alternative Means To The Car

The applicant provided secure cycle parking in a number of designated areas in each block of flats and has provided sheds to store the bicycles in each of the gardens. The Highway Engineer considers that the site is adequately served by secure cycle parking. The site is within walking distance of both Fenny Stratford Railway Station and Fenny Stratford Local Centre. Fenny
Stratford Railway Station is on the Bletchley to Bedford line, this service links into the main line services to London and Birmingham. The applicant has agreed to make a financial contribution to the bus operator to extend an existing service for a period of three years, which would provide links to Bletchley Milton Keynes Station and Central Milton Keynes and a bus stop would be provided at the entrance to the site. The site will be well served by alternative means to the car and is close to the Fenny Stratford Local Centre. The provision of a pelican/toucan crossing on Watling Street will improve access both on foot and cycle to the local centre.

Flood Risk

The Environment Agency advises that there are no objections to the revised scheme. The applicant has submitted a plan, which shows that no development will take place within the flood plain. No works or structures in, under, over or within 9 metres of the top of the back of the main river Ouzel should take place unless agreed by the agency.

Nature Conservation

The Environment Agency advise that provision of wildlife corridor is sufficient provided that a condition is imposed requiring an agreed ecological monitoring and management plan. Planting of native hedge and hedgerow trees and consideration of further planting to promote ecological interest within the wildlife corridor is supported.

Conclusion

The amended layout and design proposals are considered to be acceptable. The proposal accords with the criteria set out under policy MK19 of the adopted local plan. The S106 planning obligation offer of £2 million is considered to be reasonable for this brown field site, when additional development costs are taken into account. The redevelopment of this site would result in an environmental improvement to the area and bring back into use an unused brownfield site which accords with current national guidance.

RECOMMENDATION

Planning Permission is granted subject to the completion of a S106 Agreement and to conditions on materials, archaeology, storm and foul water drainage, mitigation measures for contamination, Secured By Design Accreditation, 1.5 metre high fencing and 600 mm trellising around town houses, one electronic access control system with automatic closing gates, details of boundary treatment along the eastern boundary adjacent to Watling Terrace, external doors to blocks of flats to have automatic hinges and door entry system, access built first, parking layout, no overhead wires, boundary treatment, fencing in construction works, wheel cleansing facilities, hours of work during construction, details of construction site compound, tree protection, levels, ground surface areas, landscaping, noise insulation of flats, provision of recycling facilities, provision of cycle stands, nature conservation
measures, eco homes very good, SAP rating, heat loss parameter, 10% renewables, materials score, internal potable water, rainwater collection, protection of trees from substances, protection of trees from fire, removal of permitted development rights to install garage doors to the front of the property, no spoil or material in the flood plain, details of adoptable estate roads, details of disposal of surface water, details of alterations to existing access, closure of all existing accesses, gradient of access, turning area laid out