

06/01242/OUT

**PROVISION OF NEW ENTRANCE GATES,
LIGHTING AND ACCESS ROUTES TO THE BOWL
ARENA. ERECTION OF BOWL PAVILION.
ERECTION OF GREYHOUND STADIUM AND
TRACK. ERECTION OF HOTEL, ERECTION OF
SKATEBOARD PARK, BMX AND CYCLE TRACK.
IMPROVEMENTS TO ROAD PEDESTRIAN AND
CYCLE INFRASTRUCTURE AND ASSOCIATED
FACILITIES.**

**AT The National Bowl, Watling Street, The Bowl
FOR Mr Gordon Cockhill (as amended by drawings
received 06.10.2006 and 18.12.2006 and Transport
Assessment)**

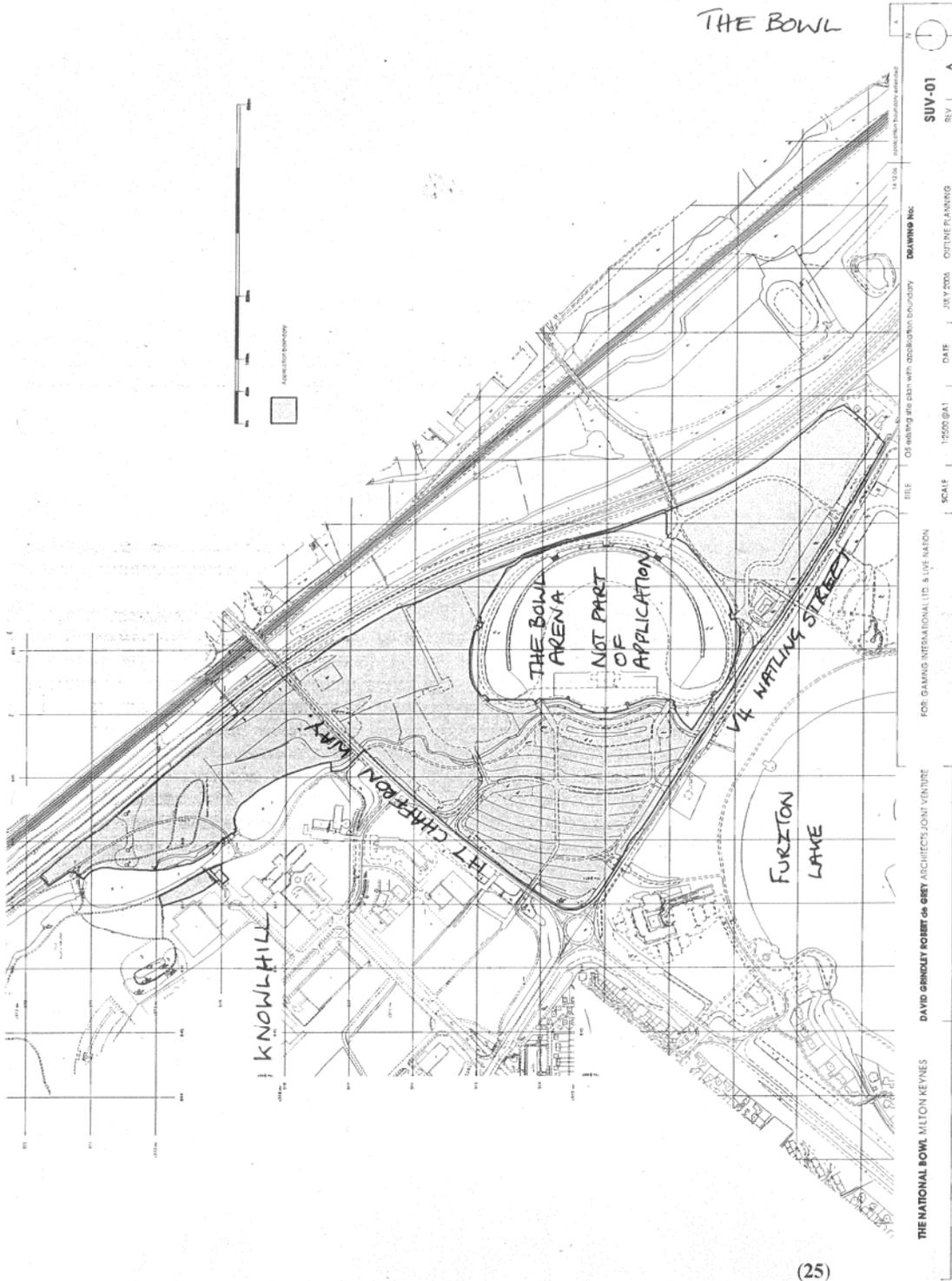
UPDATE

Consideration of this application was deferred at the 10 January 2007 Committee to allow further consideration of public transport provision.

The applicant's offer of £350,000 towards public transport provision has not been increased, and is around half of the estimated cost of £701,500 of providing a 30 minute bus service between The Bowl, the station and CMK centre for 4 years. The applicant has provided estimates of the likely passenger demand from the development of the hotel, pavilion and greyhound stadium which show a low demand for bus services outside of peak morning and evening rush hours. He considers that this demonstrates a lack of justification for a 30 minute frequency of service between 7am and 11pm as required by the Passenger Transport Manager. He is willing to contribute towards bus provision, but does not consider that his development should pay for an entire service, the demand for which is not generated by these uses.

The Passenger Transport Manager has given further consideration as to how a reasonable level of public transport service could be provided to The Bowl, which currently has no bus service running past it, by adding the £350,000 contribution to other S106 contributions for public transport improvements. An improvement to a bus service funded by the Gyosei School redevelopment, linking between the Coachway, Gyosei site and CMK, could be extended to CMK station and The Bowl by using the £350,000 and other S106 monies. This would link The Bowl bus service to a wider bus route and give the best chance of the route becoming financially viable past the 4-year period of subsidy. The Passenger Transport Manager is now prepared to accept the offer of a £350,000 contribution towards public transport improvements. The provision of a 30 minute bus service to The Bowl would fulfil the requirement

06/01242/OUT
THE BOWL



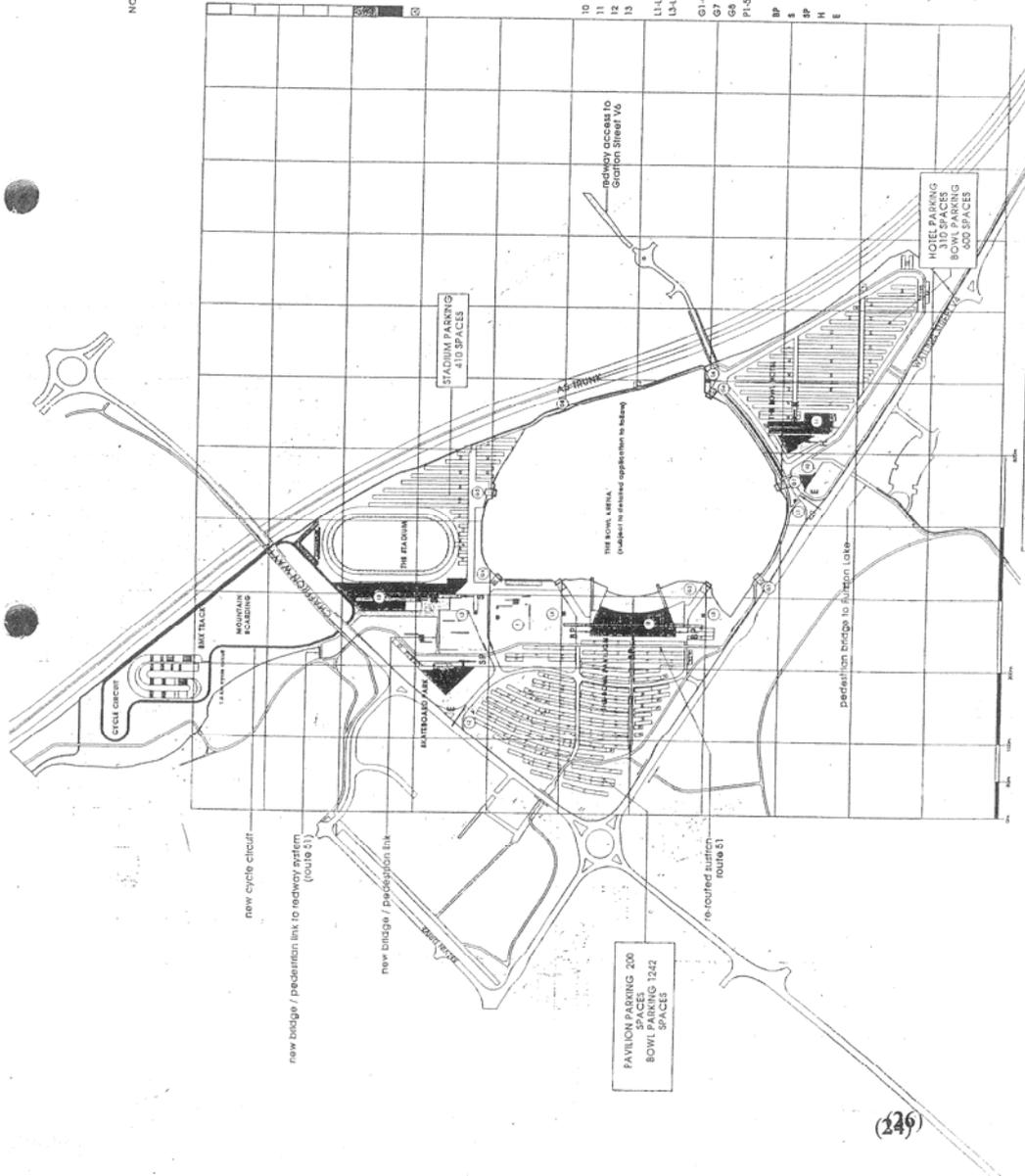
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NOTE SETTING OF BUILDINGS INDICATIVE ONLY

- application boundary
- main roads
- site roads
- redway
- footpath
- arena surfacing
- bideway
- cycle circuit
- wind turbines

- 10 The Gateway (part of Hotel complex)
- 11 Hotel
- 12 The Pavilion
- 13 The Stadium
- U1-U2 Entrance/Information sign
- U3-U6 House lighting/Information
- G1-G6 New entrance gate/corridor
- G7 New emergency gate
- G8 New gate access route/bideway
- PL-3 Main arena points
- BP Pavilion entrance
- S Stadium entrance
- SP State park entrance
- H Hotel/Fitness entrance
- E Main Bowl vehicular entrance

06/01242/OUT.
THE BOWL.



THE NATIONAL BOWL MILTON KEYNES DAVID GRINDLEY ROBERT GIBBY ARCHITECTS JOINT VENTURE FOR GAMING INTERNATIONAL LTD. & LIVE NATION

TITLE MOVEMENT FRAMEWORK PLAN - NORMAL USE DRAWING No: OP04

SCALE 1:2500 @ A1

(246)

of policy L12 that developments are capable of being well-served by public transport.

INTRODUCTION

The site of The Bowl is bordered by the V4 Watling Street to the south west, the H7 Chaffron Street to the north west, and the A5 trunk road to the east. It lies within the Loughton Brook linear park, which links with Furzton Lake and the Teardrop Lakes in Knowlhill. In the centre of the site is the bowl Arena, a man-made, earth-banked arena which is used for outdoor leisure and recreation purposes, including major outdoor music events. Other activities currently include smaller staged events, Sunday market, garden shows community events, cycling and motor cycle training.

The Bowl currently has a maximum crowd capacity of 65,000 for concerts, and contains a permanent stage structure and is secured by a high fence around the outside of the arena. This fenced arena does not form part of the current application site, which covers the rest of The Bowl area including car parking areas to the north and west of the arena, a large grassed area to the south, and extensive tree planting around the site. Areas alongside the V4 and H7 grid roads, Loughton Brook and the A5 railway line are designated as wildlife corridors in the adopted Local Plan. The landscaped nature and low recreational use of the site (albeit with occasional major concerts) has resulted in a general green and open character for the site. A public bridleway, redways and leisure route 51, run through and around the site.

At Elfield Park, which adjoins The Bowl to the east, planning permission 02/01599/FUL was granted for the erection of access road, greyhound stadium, car auction building, open air market and associated infrastructure development. This has not been implemented and it is now intended to build the greyhound stadium on the site to the north of The Bowl arena.

CURRENT APPLICATION

This is an outline planning application with all matters other than access reserved for subsequent approval. It excludes the fenced Bowl arena, but includes all the remaining land surrounding the arena, and an area of parkland to the north of the H7 Chaffron Way within Knowlhill. The site area is approximately 26 hectares. An indicative site layout plan accompanying the application shows how the site could be developed for the following:-

1. A greyhound stadium, located to the north of the arena, with a maximum capacity of 3,500 people, consisting of a dog track, facilities building, sports bar and kennels on a site of some 3.6 ha.
2. A bowl pavilion, located to the west of the arena on a site of 1.6 ha designed to stage indoor events throughout the year with a capacity of 2,000 people. Typical events would be trade exhibitions, fashion shows, art displays and community fund raising events. During major concerts the pavilion will be

used as backstage facilities. It will be linked to the stage by 2 bridges over the Loughton Brook.

3. A skateboard park, located to the north west of the arena on some 0.34 ha, and likely to comprise a single storey, open canopy structure. A child's play area will also be provided.

4. A hotel of 200 bedrooms, located to the south of the arena on a site of some 1.4 ha. It will contain restaurants, fitness area, bars and service area and will be a tourist destination in its own right, as well as supporting concerts at The Bowl arena.

5. A gateway building, pavilion, located adjacent to the V4 site entrance, possibly providing accommodation for local organisations or catering facilities.

6. A cycle track of 1 kilometre, likely to be sited mainly within Knowlhill parkland next to the Teardrop Lakes. It may also provide a BMX track and mountain boarding facilities.

7. 2,762 car parking spaces on non-concert days increasing to 3,436 spaces on concert days by use of the greyhound stadium.

8. Possible use of large wind turbines to provide on site power generation.

The outline application is supported by:

1. A topographical survey
2. A transport assessment
3. A flood risk assessment
4. A ground conditions report
5. Ecological report and landscape assessments
6. An archaeological report
7. A statement of community consultation
8. Principles of sustainability
9. Access arrangements
10. Transport assessment
11. Planning and design statements
12. A sequential test for hotel sites

MAIN ISSUES

1. Compliance with planning policies, especially L12 Milton Keynes Bowl and Elfield Park and L1 Facilities acceptable in the park system.
2. Impact on the linear park and its ecology.
3. Highway and parking capacities.
4. Impact on surrounding estates.
5. Sustainability.
6. S106 Obligations.

RELEVANT PLANNING HISTORY

01/00579/FUL - Replacing existing fabric cover of stage - Permitted 19.6.2001

99/00783/MKCOD3 - Regularise uses for outdoor leisure and recreation, including cycling and excluding concerts major events, outdoor education, including motorcycle training, retail uses for Sunday markets/car boot sales only, ancillary use of existing building. - Permitted 12.08.1999

97/0117/MK - Change of use, erection of temporary marquees for entertainment over Christmas/New Year period - Permitted 22.12.1997

MK/1176/92 - Erection of stage structure, security fencing and construction of surfaced refreshment plaza for siting of mobile facilities and temporary toilets - Permitted 12.2.92

Submission A1302 S 6(1) New Towns Act 1965 - Development and use of the area for outdoor recreation and entertainment purposes - Approved 1.6.1978

PLANNING POLICY

Milton Keynes Local Plan 2001 - 2011

- L12 Milton Keynes Bowl and Elfield Park
- L1 Facilities Acceptable in the Parks System
- L2 Protection of Public Open Space and Existing Facilities
- L9 Arts, Entertainment and Commercial Leisure Facilities
- L10 Visitor Accommodation
- S12 Linear Parks
- NE3 Biodiversity and Geological Enhancement
- D1 Impact of Development Proposals on Locality
- D4 Sustainable Construction
- T3 Pedestrians and Cyclists
- T4 Pedestrians and Cyclists
- T5 Public Transport
- T10 Traffic
- T11 Transport Assessments and Travel Plans
- T15 Parking Provision
- P01 Planning Obligations
- P02 Planning Obligations
- P04 Percent For Art

Also relevant are:-

- PPS1 Delivering Sustainable Development
- PPS9 Biodiversity and Geological Conservation
- PPG13 Transport
- PPG16 Archaeology and Planning
- PPS23 Planning and Pollution Control
- PPG24 Planning and Noise

CONSULTATIONS

Thames Valley Police do not object to the concept of redevelopment of the area, but they have concerns that it will adversely increase crime and anti-social behaviour if the correct crime prevention measures are not implemented. It is requested that a condition be placed on the permission that development should meet Secured By Design accreditation. Thames Valley Police currently install CCTV during events at The Bowl, but as the redevelopment is likely to attract people on a daily basis, it is requested that the applicant funds the installations of up to 6 CCTV cameras, linked to CMK police station via optic cabling. If agreement is not obtained to incorporate these crime prevention measures, they would object to the development on the grounds of increased crime and anti-social behaviour.

Buckingham and River Ouzel Internal Drainage Board accept the principals of the Flood Risk Assessment, but in accordance with its by-laws requires conditions that no development, fencing or landscaping should take place within 9 metres of the bank top, and storm water drainage design and construction details be submitted and approved.

The Environment Agency recommends two conditions on ground contamination investigation and pollution control.

The Chief Environmental Health Officer advises that the Geo-Environmental Assessment Report submitted with the application shows that further investigation including gas monitoring is required in order to fully assess potential ground contamination and to design protective measures. A condition on ground contamination investigation is recommended, and also a condition requiring a noise assessment.

Network Rail has no objection in principle. However, the site is isolated from existing transport infrastructure, and consideration should be given to the need to improve the accessibility of the site. This could be in the form of improvements to station facilities, and also to the improvement of bus links, i.e. the provision of a direct bus service.

The Council's Passenger Transport Manager comments that the public transport section of the Transport Assessment overestimates existing services to The Bowl, as many do not run near the entrances and are not seen as realistic services for this need. Rather than creating a whole new service, he recommended an extension to 2 services which will provide a service from the Coachway to CMK, to the station, to The Bowl, every 30 minutes during each day Monday - Saturday. In the evenings the service will be from Bletchley to The Bowl, to CMK, to the hospital and on to Kingston, also every 30 minutes. The cost of these services he initially estimated at around £250,000 pa for five years (total £1,212,000). In addition he requires improvement to 2 bus stops, estimated to cost £30,000. Following negotiations, he reduced the requirement to a four-year subsidy, at an estimated cost of £731,500

(including the 2 bus stops). The service could either be provided directly by the developer or as a financial payment to the Council to operate this level of service. Following the deferral at 10 January Committee, he has given further consideration to enhancing an existing service with the £350,000 contribution offered by this development as reported in the Update section.

The Senior Engineer, Highways Development Control, having assessed the Transport Assessment (TA) is generally satisfied with its approach and findings. However there are some elements that are not satisfactory, in particular to the public transport section. The TA has analysed the performance of the 3 closest grid road junctions and proposes junction improvements to all 3. However 2 of the improved junctions do not achieve a nil-detriment and will need more extensive improvement, the cost of which needs to be secured through a S106 Agreement. The TA suggests alterations to the site accesses from H7 and V4 grid roads. He is not in favour of the suggested signalisation of the H7 access, but recommends that the improvement to the V4 access be secured by condition.

He considers that the TA is misleading in respect of public transport where in truth there is virtually no service to the site. This means that a new service, or enhancement and diversion of an existing service, will be required. In addition, he would expect improved bus stops and shelters, a green travel plan, and a major and minor event traffic and spectator plan. The site and its surroundings would benefit from improved pedestrian and cycle infrastructure including CCTV and street lighting. A further issue to resolve is the need for parking restrictions in surrounding areas associated with events, and a review should be funded by the developer. Road signs to The Bowl need a review, and permanent signs should be provided on all major routes. Pedestrian signing from the site needs to be enhanced at major nodes such as CMK station.

The Rights of Way Officer advises that the proposed new cycle track will conflict with bridleway 32 and he would wish to see the two segregated by fencing.

The Highways Agency has no comments, as the application will not adversely affect the A5 trunk road.

The Archaeologist advises that areas of archaeological potential have been identified in the desk-based assessment and recommends condition requiring an archaeological evaluation.

The Countryside Officer advises that the area is identified as a conjunction of wildlife corridors along A5 (T), V4 and H7 grid roads, Loughton Brook and the west coast main line railway. The prime need is to secure no significant harm to the Loughton Brook wildlife corridor, as required by Local Plan policy NE1, together with enhancement where possible required by policy NE3. He recommends that the 25m wide wildlife corridor along Loughton Brook should be absolutely protected except where new bridges are required. The proposed Landscape and Ecological Management Plan should retain and

manage the banks in their present condition as rough, herb-rich grassland with scattered native species scrub, and not close mown for amenity or flood control. Enhancements such as SUDS, reedbeds or bank re-profiling should be investigated. The Landscape and Ecological Management Plan, which should also cover the construction phase, should be conditioned for production before works start on site. The Brook corridor is identified as a key flight corridor for bats and should be protected against disturbance and undue light spillage. As these requirements may be difficult to achieve with the proposed layout, the wholesale re-alignment of the brook through the north west car park could be considered. The Flood Control Assessment requires an additional 4,100 cubic metres of storage capacity on site as a result of additional hard surfaces. A sustainable urban drainage system (SUDS) linked to the brook should be considered.

The ecological surveys are satisfactory except for the reptile survey, which had a too narrow time window. A further survey is recommended. An area prioritised for reptile survey and identified as of value for flora has been damaged by topsoil dumping. The proposed cycle track in Knowlhill must be integrated by careful design, and its impact on public access should be addressed. The south east face of the H7 embankment should be given a naturalistic treatment, and 2 mature oaks should be retained. The hotel car parking area offers scope for an eco-friendly landscaping scheme, and the Landscape and Ecological Management Plan should cover this area.

The Milton Keynes Cycle Forum initially raised concerns that the development of The Bowl does not take into account the past, present and future use for cycling. The Bowl has been used as a secure closed road circuit since 1982. It has long been an aspiration of MK cycling organisations to promote The Bowl as a centre of cycling excellence. A number of cycling routes pass through or next to The Bowl. Policy L12 identifies the need to retain cycling facilities or make provision for alternative facilities. MK Cycling Forum advises that if a dedicated perimeter cycling circuit, linked with use of a new facilities building, could be achieved this would provide a permanent cycling facility which could be used while other events at The Bowl were in operation. They mention the importance of securing a new BMX facility to replace the one at Pineham which, while still one of the best in the UK, is subject to flooding, unsecure and not available in the long term. MK Cycling Forum believes that it may be possible to reach agreement on proposals which would secure the long term use of The Bowl to meet the needs for a centre of cycling excellence.

Subsequent to this they have submitted additional representations which support the general principle of a dedicated cycle track at Knowlhill, on land owned by Milton Keynes Parks Trust, and have proposed an alternative route wholly on land in Knowlhill. They want the length of the circuit to be 1.5km, rather than the 1km proposed, and have provided specifications for the construction of the cycle track and clubhouse building which they would wish to see provided. They estimate the cost to be in the region of £500,000 plus VAT for the track, and £400,000 plus VAT for the clubhouse, although the latter may be by shared use of one of the new facilities at The Bowl. They

support the relocation of the BMX track from Pineham, the cost of which is estimated at £125,000 plus VAT. The Forum supports the investigation of opportunities for alternative sources of funding, but believes the majority of the funding will need to be provided by a S106 contribution from this development. The Forum feels it is important that a timescale is made a condition, to allow the construction of the circuit to be done for March/April 2008.

REPRESENTATIONS

Shenley Brook End and Tattenhoe Parish Council has no comments or objections to these outline planning proposals.

Loughton Parish Council objects to any development over 2 storeys high and comments that there is insufficient detail in the plans to show the height of buildings. The Council also has concerns about the loss of landscaping resulting in the loss of wildlife. It asks what will be the net result in terms of car parking spaces.

English Partnerships fully support these development proposals. There has been a long selection process where these proposals have been reviewed, followed by 7 months of further progress. They support the range of leisure uses proposed which includes access for the public to a range of community uses. They also support the continued use of The Bowl for world class performances as well as a range of small local events. The principle to intensify the use at The Bowl is in line with the Local Plan and Milton Keynes Partnership's Business Plan.

Councillors Ferrans, Carruthers and Williams have written regarding the requirement for a controlled parking zone on surrounding residential estates, and request that a condition be placed on this outline permission, otherwise local residents may be forced to oppose this otherwise very good application.

Six letters have been received from residents of Furzton and Shenley Lodge raising the following issues and objections:-

- (i) likelihood of increased traffic congestion on grid roads during events at The Bowl
- (ii) increased problems for estate residents relating to parking, noise, litter and general nuisance on events days
- (iii) MK Council's poor record of developing adequate road access improvements when new development occurs, eg IKEA/ASDA, Homebase, Xscape
- (iv) need for a direct access from A5
- (v) would prefer things to remain as at present

- (vi) welcomes improvement to road, pedestrian and cycle infrastructure as long overdue
- (vii) residents will suffer noise all year, not just during events
- (viii) concerns about lighting of access routes and effects upon wildlife
- (ix) parishes should receive some of the rates to deal with problems caused by use of The Bowl
- (x) objects to cruelty to greyhounds from racing
- (xi) objection to greyhound stadium and hotel, no objection to skateboard park or BMX

CONSIDERATIONS

1 Compliance with Policy

The intensification of the use of Milton Keynes Bowl and Elfield Park for commercial leisure and recreational purposes is proposed by policy L12 of the adopted Local Plan, provided that proposals:-

- (i) Are capable of being well served by public transport
- (ii) The proposal would not result in additional traffic inappropriate to or exceeding the environmental or highway capacity of the local road network
- (iii) Would have no significant adverse effect on the amenity of residential areas.
- (iv) Where need can be demonstrated, training and other facilities should be safeguarded for community groups and sports clubs including use for cycle race trails.
- (v) Are consistent with policies applying to Linear Parks
- (vi) Do not include commercial leisure uses or 'enabling' development which could undermine the vitality and viability of existing town and district centres.
- (vii) Retain the existing cycle, equestrian and pedestrian sites across the site or make provision for suitable alternative routes.

To this end, English Partnerships publicly invited tenders to develop the site and Gaming International were selected as the preferred developers on the basis of their submitted scheme. They are now seeking outline planning permission for all elements of that scheme except the increase in The Bowl Arena capacity from 65,000 to 75,000. This will be the subject of a separate planning application, so the impact of major concerts at The Bowl upon surrounding grid roads and estates is not a matter which directly concerns the current application other than in respect of on-site parking capacity. They are seeking outline planning permission to develop land around The Bowl arena for a greyhound stadium, pavilion, hotel and skateboard park, and are proposing to relocate a cycle track mainly on landing Knowlhill, but with part running through the north of The Bowl site. To accommodate these additional

facilities, together with 2,762 parking spaces, there will be considerable change to the character, appearance and ecology of the area.

Policy L1, Facilities Acceptable in the Parks System, identifies outdoor leisure and recreation facilities as being acceptable, unless the proposal would result:

- i) an unacceptable visual impact
- ii) excessive traffic
- iii) an unacceptable impact on wildlife
- iv) excessive noise or
- v) an adverse impact on the flood plain

Development proposals should show how visitors can reach the site easily and conveniently using non-car modes of transport. The following sections will discuss how the proposed development is expected to impact on these matters, and comply with the requirements of Policy L12.

2. Impact on the Linear Park and its Ecology

As the site forms part of the Loughton Brook linear park and contains a number of wildlife corridors, the main conflict will be between the development of the site and the preservation of the landscape and ecological value of the site. Although The Bowl is a wholly man-made area, around 30 years old, the extensive tree planting areas, combined with the Loughton Brook environment and areas of untended scrub, have created a wildlife habit which has merit, but little of exceptional value at present. For example, of the 84 individual trees assessed, only 2 were good and 9 moderate, the rest were assessed as poor or could be felled, although together they contribute to the area. The areas of plantations are mainly moderate, with individual trees in poor condition but their overall mass of screening fulfils a useful function. No protected animal or reptile species were found in the ecological surveys, but evidence was found of foxes, birds and bats using the site. A large area of grassland to the south of The Bowl has little ecological value, but an area in the north bordering the H7 grid road and an area of scrub adjoining the coach park were the most interesting. The Loughton Brook corridor has matured into a diverse habital mosaic. The proposed siting of buildings in these areas will destroy parts of these habitats, and the tendency to tidy and manicure surrounding areas so that they look attractive usually conflicts with the ecological value of allowing natural regeneration of grassland with scrub. Their ecologist recommends two conditions be imposed. One to require a detailed Ecological and Landscape Mitigation Strategy to be submitted prior to works on site commencing. This would identify constraints and influence the design and layout of the development to avoid or reduce impacts on the existing ecology, and propose compensatory works. The second would be to require the submission of a Landscape and Ecological Management Plan, to come forward with a Landscape plan for the site and ways of maintaining, enhancing, and managing the site for its ecological value. As this is an outline application, these conditions should be imposed to require these details to be submitted with the first application for reserved matters.

There will be visual impacts which will affect the character of the area. At present there is only the stage structure and 1 small building on the site. The proposed new greyhound track, pavilion, and hotel will be large structures, although no details of their design are available. The new buildings will be visible from adjoining grid roads and will become new landmarks in the area. A high quality of design and appearance will therefore be required.

3. Highway and Parking Capabilities

The anticipated capacities of the proposed new leisure facilities and parking provisions are

Greyhound Stadium	3,500 people	-	410 parking spaces
Pavilion	2,000 people	-	200 parking spaces
Hotel	200 bedrooms	-	310 parking spaces

In addition to the above the application proposes 1842 parking spaces within the site for The Bowl arena, which would be available at other times except when major concerts were on. At these major events, there would be no use of the greyhound stadium or skateboard park and the pavilion would be used as a backstage organisation/performers space. The hotel is also likely to be booked by concert goers. A condition requiring a site management plan would be imposed to ensure this happens.

The development of the greyhound stadium on the current northern car and coach park, and the hotel on grassland to the south of The Bowl area, will reduce the current parking capacity of the site during major concerts. However, on major concert days the parking capacity on site will be 3436 spaces by utilizing all available space.

The Highway Engineer is generally happy with the submitted Transport Assessment, and subject to improvements on 3 grid road junctions and the 2 site accesses, he considers that the grid road network will be able to handle the additional traffic generated by the use of these three new facilities. A condition requiring a minor events management plan to be submitted and approved is recommended. The expected capacities of these new facilities, even when operating at the same time as each other, is not expected to overload surrounding grid roads or exceed the parking capacity of the site.

4. Impact on surrounding residential estates

The most significant impact occurs during major concerts when traffic, parking, noise and litter problems occur. However this current application does not cover the proposed increased capacity of The Bowl, but only the additional facilities. It is therefore not considered appropriate to impose a condition on this outline permission to require parking controls on surrounding residential estates. This would be more appropriate on the subsequent application to increase the capacity of The Bowl Arena. The greyhound track, pavilion and hotel will occupy space currently available for parking, and will also operate at times when a minor event of up to 8000 capacity, eg. garden

show could be operating within The Bowl arena. At such times, the reduced on-site parking capacity may need to be supplemented by parking elsewhere (Furzton Lake, Knowlhill) or additional public transport may need to be provided. A minor events strategy is therefore required and a condition is recommended. In addition a major events strategy to cover the large concerts in terms of parking, off site highway direction and control, public transport enhancement, and directing pedestrians to and from the site, will be required as part of any future application to increase the capacity of The Bowl arena.

While there will be some occasions when minor events are staged at The Bowl at the same time as some activities in the pavilion and the greyhound stadium, the chances of having maximum capacities in all at the same time are thought to be low. However, a condition requiring a minor events strategy and site management agreement would cover this eventuality. There will be additional traffic on surrounding grid roads, but many of the events will be during week-ends and evenings, when traffic levels are generally lower and will not reach the levels which cause grid lock on major concert days. Neither will they generate a high demand for parking on surrounding estate roads.

Noise could be an issue from public address systems at the greyhound stadium or music events at the pavilion, and a condition requiring a noise assessment and mitigation strategy to be submitted with any application for reserved matters is recommended. The indicated location for the greyhound stadium is furthest from residential properties.

5. Sustainability

A Sustainability Strategy Method Statement accompanies the application which, because of its outline status, has no detailed design proposals, only objectives and options. It states that the design will have a target of BREEAM. "Very Good" and an aspiration of "Excellent". An energy strategy will be developed, and a biomass plant will be investigated as an economic alternative to utility supplies. Wind turbines and other renewable technologies will be investigated, as will the use of a dedicated sewage treatment plant to provide recycled water and methane. A sustainable urban drainage system (SUDS) will be employed to provide at least 50% attenuation of surface water run off. Low flow water appliances and low impact construction materials will be incorporated into the designs.

6. S.106 Obligation

(i) Public Transport

Policy L12 requires that the development should be capable of being well served by public transport. No existing bus service runs directly past the site on the V4 or H7 grid roads. It is therefore necessary that this be improved by either the developer providing a dedicated serve to The Bowl or by paying a financial contribution to extend or divert existing bus services. Either option needs to link The Bowl with the station and CMK. Extensive negotiations have taken place over the best ways in which to provide such a service, and the

level of contribution which can be justified from this development. It has been generally agreed that the offer of £350,000 towards bus service and bus stop improvements is reasonably related to the scale of usage likely to be generated by these developments, and can be used effectively to supplement an existing service which is about to be improved to a 30 minute frequency. With this level of provision, the development will comply with policy L12 relating to being well served by public transport.

(ii) Off-site highway improvements

The Transport Assessment identifies the need to improve 3 roundabouts on grid roads surrounding the site. The Highway Engineer is in broad agreement with these findings, but requires more extensive works to two. He also requires new/improved bus stops to serve the site, and better signing of The Bowl on a permanent basis. These off site works need to be secured through a S.106 Agreement.

(iii) Safeguarding facilities for sports and community groups

The Bowl is currently used by cycling groups for off road training and racing, and they are currently allowed to use the small building on site for changing and clubhouse facilities. Policy L12 requires training and other facilities to be safeguarded, and the retention of existing cycle, equestrian, and pedestrian routes across the site, or else provision made for suitable alternative routes.

With the increase in daily use of The Bowl site proposed by these developments, it is more appropriate that the cycle track be relocated away from the new activities mainly on land at Knowlhill. A new 5 metre wide 1 kilometre track can be located here with less conflict with traffic and pedestrians, but will still require diversions of existing bridleway 32 and leisure route 51 for safety reasons. No location is yet proposed for a replacement clubhouse, but a track without an equivalent clubhouse facility would not safeguard existing facilities MK Cycling Forum has aspirations to improve upon existing facilities and provided specifications and cost estimates for a 1.5km track and large clubhouse, totalling £900,000. The developers have offered to up to £700,000, and this figure has been generally accepted as reasonable. MK Cycling Forum requires a timescale for these replacement facilities, and English Partnerships, who, as landowners, are co-signatories to the S106 Agreement, are willing to guarantee payment of this sum at an early stage to give the best opportunity for the cycling facilities to be relocated by December 2008. The S106 Agreement will also need to ensure continued use of existing facilities until such time as the new facilities are provided for use.

(iv) Public Art

Policy P04 encourages developers to allocate at least 1% of the capital cost of a development towards public art. Negotiations have taken place with the Council's Arts Officer and the applicants have agreed to add an artist to the design team, to focus on integrating artworks into specific elements such as

lighting towers, signs and information points, external lighting of buildings or play and other equipment in the park. The work would fall into 3 stages:

1. Initial strategy and public engagement
2. Design development
3. Implementation and maintenance plan

£30,000 is proposed for stage 1, and an overall contribution of £255,000 has been agreed for the development.

CONCLUSION

The development of The Bowl site for commercial leisure and recreation purposes would accord with Policy L12 in principle, and the application seeks to meet the detailed policy requirements as follows:-

1. the provision of a bus service subsidy of £350,000 for 4 years.
2. the additional levels of traffic from these new facilities will not exceed existing capacity, subject to off site roundabout improvements secured through the S106 Agreement, and junction improvements required by condition.
3. the impact on surrounding residential areas will be limited. Parking for the new facilities can be accommodated on site. Noise will be controlled through a condition requiring a noise assessment and mitigation measures for each reserved matters application.
4. cycling and motor cycle training facilities will be retained and alternative provision made. The skateboard park and children's play area will increase community facilities.
5. the linear park policies L1 and S12 seek to protect and improve public access, landscape and ecology and to protect the flood plain. Public access to the area will increase as a result of the new facilities. There will be substantial change to the current landscape and ecology as a result of development, but the surveys have shown that this area is a recent, man-made environment which can be modified without any serious harm, provided that replacement landscaping of native species forms part of the development strategy. Conditions are recommended to require a landscape and ecology strategy and management plan to form part of future detailed applications.
6. the new facilities will not undermine the vitality or viability of town or district centres.
7. Existing cycle, equestrian and pedestrian routes will be modified and retained on site, with improvements to surfacing, lighting and signing.

It is concluded that the overall benefits of allowing increased facilities and use of the site would outweigh the disadvantages of increased traffic, loss of landscaping, and changes to the ecology and public access.

RECOMMENDATION

It is recommended that outline planning permission be granted subject to the completion of an S106 Agreement to secure off-site highway improvements,

contributions towards a bus service, cycling facilities, carbon offset payment and public art, and to conditions on access, green travel plan and travel coordinator, improvements to cycle, equestrian and footways on site, a site management agreement, minor events strategy, parking, noise assessment, security assessment and CCTV, contamination, drainage, pollution control, SUDS, no development within 9m of river bank, archaeology, ecological and landscape mitigation strategy, ecology and landscape management plan, and sustainable development proposals.