

Application Number: 15/01913/FUL

Refurbishment of Kingston Centre Shopping Park to include reconfiguration of existing car parks and demolition of covered walkway to improve pedestrian and vehicular circulation, associated highway works including improvements to bus bays, re-cladding of retail terrace unit facades, creation of new pedestrian promenade, new external children's play space, remodelling of hard and soft landscape and erection of decked staff car park adjoining Winchester Circle.

AT Winchester Circle, Kingston, Milton Keynes

FOR British Land

Target: 16th November 2015

Ward: Monkston

Parish: Kents Hill & Monkston Parish Council

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1.0 INTRODUCTION

(A brief explanation of what the application is about)

1.1 The Site

The Kingston Centre is located in the east of Milton Keynes and can be accessed via the H8, V11 or H7. It is a purpose built District Centre which opened in 1992 which meets the weekly shopping needs of the population residing in the eastern part of Milton Keynes in addition to serving the wider area. The anchor store is a Tesco Extra store which is supplemented with a range of units containing national retailers such as Boots and Marks and Spencer. The floor area of retail element is over 25,000 sq. metres. To the front (west) of the stores is a large parking area (referred to as the 'main car park' hereafter) for the use of customers, staff and tenants associated with the Kingston Centre. The car park currently provides 888 vehicular parking spaces (consisting 818 car standard car spaces, 34 disabled spaces and 36 parent/child spaces) and 8 motor cycle spaces.

1.2 In addition to the main car park the Centre benefits from several 'ancillary' car parks around the perimeter of the site serving (but not dedicated to) individual units. There are no restrictions on the use of the ancillary car parks and they can accommodate a total of 533 vehicular parking spaces (consisting 503 standard car spaces, 20 disabled spaces and 10 parent/child spaces). The

total number of unrestricted parking spaces serving the Centre is therefore 1421 (+8 motorcycle spaces). Also in the vicinity is a McDonald's restaurant, a recently opened parade of restaurants and cafes and a detached new library building. To the rear of the Tesco store is the Kingston Gymnastic Centre and some craft units.

- 1.3 There are a number of landscaped areas throughout the public realm containing a mixture of low level planting and shrubs. Two bus stops are located at the entrance to the centre and a covered walkway links the bus stops with the retail units.

The application site consists of the main car park extending to the façade of the retail buildings to the east as well as one of the ancillary car parks located in the north-east corner of the Centre (to the rear of the Tesco store). That ancillary car park currently contains 146 vehicular parking spaces (consisting 144 standard car spaces and 2 disabled spaces).

1.4 **The Proposal**

Planning permission is sought for works to enhance and improve the existing retail facilities. No additional retail floor space will be provided as a result of the current application. The works include:

1.5 (i) **The Improvement Of The Existing Pedestrian Links**

The pedestrian links across the site are currently very poor. Pedestrians move about the shopping centre along the front of the retail units and through the centre of the car park under a covered walkway. There are few clear pedestrian routes around the site. Shoppers arriving at the car park have to walk through the car park bays to reach any dedicated pedestrian area.

- 1.6 The proposal looks to enhance the pedestrian routes across the site, providing legible routes which prioritise pedestrians over cars. In addition, the walkway across the front of the shops is proposed to be increased in width.

1.7 (ii) **Parking**

It is noted that an amended Car Park Management Plan has been submitted which clarifies the parking figures and should be read in conjunction with Revision 9 of the proposed layout plan. The Transport Statement has similarly been amended to correspond with these documents, all of which superseded the figures quoted in the application form.

The covered canopy is proposed to be removed with the walkway remaining in place. One way vehicular lanes amongst the parking spaces will be introduced. As a result of the changes parking provision within the main car park will be reduced from 888 spaces to 800 as per the following table:

Main car park

	Existing	Proposed	Difference
Standard car spaces	818	723	-95
Disabled spaces	34	48	+14
Parent/child spaces	36	25	-11
Electric spaces	0	4	+4
Total	888	800	-88

A management strategy will be introduced to the main car park in order to limit all day parking via automatic number plate recognition technology. Parking will be free for a period of three hours which the applicant anticipates, will assist in encouraging staff to park in the (unrestricted) ancillary car park to the rear.

Additional parking facilities are proposed in the ancillary car park in anticipation of greater staff demand. Decked provision will be provided over two levels and staff will be actively encouraged to utilise that provision. It is however noted that the car park will not be solely dedicated to staff and will be unrestricted for public use. As a result of the changes parking provision within the ancillary car park will be increased from 146 spaces to 268 as per the following table:

Ancillary car park

	Existing	Proposed	Difference
Standard car spaces	144	256	+112
Disabled spaces	2	12	+10
Total	146	268	+122

All other ancillary car parks are outside of the red line of the application site and are not proposed to be altered. The result of the parking rearrangement would therefore be an overall net increase of 34 spaces.

1.8 (iii) **External Unit Changes**

The existing colonnade structure at the front of retail units (aside from Tesco) is proposed to be removed and replaced with a glazed cantilevered structure and metal parapets, concealed lighting and new signage with an overall aim to provide a more contemporary appearance to the units.

1.9 (iv) **Landscaping**

The proposal seeks to remove a number of trees in the car park. New trees are proposed to be planted along the main routes through landscaping.

2.0 RELEVANT POLICIES

(The most important policy considerations relating to this application)

2.1 National Policy

National Planning Policy Framework
Section 1 Building A Strong Competitive Economy
Section 2 Ensuring The Vitality Of Town Centres
Section 4 Promoting Sustainable Travel

Section 7 Requiring Good Design

2.2 Local Policy

Core Strategy

Policy CS4 Retail and leisure Development

Adopted Milton Keynes Local Plan 2001-2011

D1 Impact Of Development Proposals On Locality

D2A Urban Design Aspects of New Development

TC1 Character And Function Of The Retail Hierarchy

DC1 Kingston District Centre

T3 Pedestrians And Cyclists

T5 Public Transport

T10 Traffic

T15 Parking Provision

NE3 Biodiversity And Geological Enhancement

NE4 Conserving And Enhancing Landscape Character

Supplementary Planning Guidance

Parking Standards adopted January 2016.

3.0 MAIN ISSUES

(The issues which have the greatest bearing on the decision)

1. Parking provision across the District Centre
2. Visual Impact of the proposed decked car park
3. Pedestrian movement across the site
4. Impact of the external elevation changes to the shops
5. Landscaping and ecology
6. Impact on the Retail Hierarchy
7. Impact on Public Transport

4.0 RECOMMENDATION

(The decision that officers recommend to the Committee)

- 4.1 It is recommended that planning permission be granted subject to the conditions set out at the end of this report.

5.0 CONSIDERATIONS

(An explanation of the main issues that have led to the officer Recommendation)

5.1 Parking Provision

Saved policies T1 and T15 of the Milton Keynes Local Plan require Member's to have particular regard to needs of transport users.

Overall, the Kingston Centre provides parking for 1421 cars across the site. The amendments to the layout, the introduction of more pedestrian walkways and changes to the landscaped area results in a loss of 88 parking spaces in the main car park (reduced from 888 to 800). However, additional parking is

proposed in the form of a decked parking area in the ancillary car park at the rear of the site. This will increase the number of spaces in that car park by 122 (from 146 to 268). The changes to the parking will result in a net increase of 34 spaces across the site as a whole.

The submitted management plan states that parking in the main car park will be limited to 3 hours which, it is envisaged, will encourage staff to park in the unrestricted ancillary car park. Whilst the ancillary car park is proposed to remain unrestricted to all visitors it is accepted that its location is more appropriately suited to staff and other visitors are likely to park in the main car park, particularly given survey results which suggest that 96% of visitors (on a Friday and Saturday) were parked for less than 2 hours. It is considered that the likely displacement of staff parking in the main car park will ease overall parking pressure.

- 5.2 As a result it is considered that the revised parking layout and additional decked parking area will provide a more usable and less congested car parking thereby better serving the users of the Kingston Centre, in accordance with the development plan.

5.3 Decked Car Park

Saved policies D1 and D2A of the Milton Keynes Local Plan 2001 - 2011 and policy CS13 of the Core Strategy 2013 require Members to have particular regard to the design and visual impact of new development and to the context within which it is placed.

The decked car park will provide a total of 268 parking spaces. Its location at the rear of the centre means that it will not be visible to most shoppers who will access the site from Tongwell Street (V11) onto Winchester Circle and straight into the main parking to the front of the retail units. The decked area will only be viewed from the employment units located in Kingston.

- 5.4 The structure is relatively long at over 30m but the height is limited as only 2 levels of parking are proposed. This will help ensure that the car park will be screened by trees in the vicinity and a condition is proposed requiring a new landscaping scheme. On balance whilst the structure is not of a significantly high quality its functional appearance reflects its use and its isolated location.

For the reasons outlined above the decked car park is considered to be appropriate in this context in accord with the development plan.

5.5 Pedestrian Routes

Policies T3 (pedestrians and Cyclists) and T5 of the Milton Keynes Local Plan 2001-2011 (Public Transport) seek to ensure that development proposals are designed to meet the needs of pedestrians and public transport operator. Kingston District Centre suffers from vehicular congestion at peak times. The poorly laid out parking spaces make it difficult to navigate around the centre, the applicant recognises these difficulties and wishes to improve the legibility

of the car park. The loss of the covered walkway can be seen as a positive as the applicants states that it bisects the parking area making it difficult to view across the car park. However, concerns have been raised by local residents and 2 local Councillors that it currently provides a clear visual and functional link from the bus station to Tesco and acts as a way finding feature and it should be retained.

- 5.6 The proposal will result in the loss of the covered element but the walkway will remain. In addition a number of other walkways linking the car park to the shops are proposed. These changes, in particular the provision of a greater number of clear footpath routes across the car park which avoids potential conflicts between cars and pedestrians are considered to be a positive element of the scheme and is in line with the requirements of Policy T3. On balance the proposed pedestrian links across the site will result in a more usable and safer shopping and parking area. The retention of the canopy would not fit in with the character and appearance of this area and the loss of canopy would not justify a refusal of the application.

5.7 Amenity and Visual Appearance

Policy D2A (Urban Design Aspects of New Developments) encourages the provision of high quality design which is echoed by both Policy CS13 of the Milton Keynes Core Strategy and by national planning guidance contained within the National Planning Policy Framework (NPPF).

The external changes to the retail units will reduce the bulk of the roof structure and introduce more glazing particularly at first floor level, thereby providing a more contemporary appearance to the main elevation of the retail units. This will create an attractive retail environment, significantly improving the existing appearance of the units.

- 5.8 The external changes do not include the Tesco store with its façade remaining as per its current form. The reason for excluding Tesco from the works is in order to provide a suitable separation between the smaller stores and the larger Tesco unit. If at a later stage an upgrade to Tesco was proposed, this could take design cues from the remainder of the shopping units (as per this application).

Overall, the design and visual appearance of the the façade alterations are considered to represent visual improvement which accords with the development plan policies mentioned above and the NPPF.

5.9 Retail Hierarchy

Policy TC1 of the Milton Keynes Local Plan 2001-2011 (Character and Function of the Shopping Hierarchy) seeks to ensure the planned retail hierarchy is retained and Kingston continues to serve the weekly shopping needs of Milton Keynes and the wider area. No changes to the floor space of the retail units are proposed; the changes are cosmetic to modernise the appearance of the shops. Consequently the status of Kingston is not altered

as a result of the current application.

5.10 Landscaping

The scheme includes a different approach to the landscaping at the front of the retail units. The trees located within the central parking area will be removed with new tree planting proposed around the periphery of the site and along the main pedestrian routes. Planters will be used to accommodate shrubs and native species will be used. In principle the Landscape Officer is broadly content with the scheme. Dialogue has taken place between the Landscape Officer and the applicant and amended plans are awaited to ensure all the minor details are addressed. An update will be provided at the Committee meeting on progress.

- 5.11 The Tree Officer has raised concerns that 140 trees will be lost and only 105 trees planted. It was feared that the site will appear as a large building in a mass of hardstanding and parking. This is a valid point raised by the Tree Officer; however, the impact of the trees should be assessed in light of the overall alterations and improvements to this part of Kingston Centre. It is considered that a properly considered tree planting scheme which places trees at the strategic parts of the site, complemented by a revised planting scheme will function more effectively and help to enhance the appearance of the centre overall.

5.12 Ecology and Biodiversity

The application is accompanied by an Extended Phase 1 Ecological Assessment which identifies the potential ecological issues. The most significant one is the loss of the grassland and secondary woodland in the north of the site. This is the area that will be lost to the proposed decked car park. To mitigate the impact of the site clearance works, vegetation clearance will be undertaken between September and February to avoid the nesting bird season, or if not possible, an ecologist should be present immediately prior to clearance to check vegetation. Any new planting will include native trees and shrubs. Other potential impacts on the ecology will be from increased lighting post development. Details of the lighting can be controlled by condition to ensure that the lighting levels are acceptable.

5.13 Public Transport

Policy T5 of the Milton Keynes Local Plan 2001-2011 seeks to ensure that the needs of public transport and public transport users are planned into development. The Kingston Centre is one of the more significant locations on the Milton Keynes bus network with over 300 movements on a daily basis. Concerns have been raised by local Councillors and the Parish Council about the existing bus stop provision not functioning effectively. The Passenger Transport Officer has been working with the applicant to secure improvements to the facilities. Amendments to bus stops arrangements have been made including the provision of an additional bus stop and the provision of better quality infrastructure (canopy/shelter). These details will be secured

and controlled through a condition. The scheme is in line with the requirements of Policy T5 and the improvements to the bus stops are likely to encourage additional bus travel.

5.14 Conclusion

The proposed changes to the car park, alterations to the external appearance of some of the retail units and the new landscaping scheme will help invigorate and renew the existing retail centre. It will help the centre retain its position in the retail hierarchy in Milton Keynes and should help to ensure that the centre remains competitive in the future. This is in accordance with Policy TC1 of the Local Plan. Some elements of the scheme including the removal of the canopy above the walkway have met some local opposition however when balanced against the more positive elements of the scheme it is considered that the loss of the canopy does not outweigh the overall long-term benefits that will be derived as a result of the proposed improvement works.

6.0 CONDITIONS

(The conditions that need to be imposed on any planning permission for this development to ensure that the development is satisfactory. To meet legal requirements all conditions must be Necessary, Relevant, Enforceable, Precise and Reasonable)

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To prevent the accumulation of planning permissions; to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances; and to comply with section 51 of the Planning and Compulsory Purchase Act 2004. (D11)

2. No development shall take place until full details of replacement tree and shrub planting have been submitted to and approved in writing by the Local planning Authority. Details shall include tree sizes, species, planting locations, planting spacing, pre-planting ground preparations, planting methods, long term maintenance and, where appropriate, details of root deflection barriers and permanent protective measures against compaction, impact, de-icing salt etc. Particular attention should be paid to ensuring the trees are planted in a sufficient quantity of high quality growing medium, to ensure their quick establishment and the early provision of maximum benefit to the locality. Any trees or shrubs removed, dying, severely damaged or diseased within two years of planting shall be replaced in the next planting season with trees or shrubs of such size and species as may be agreed by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To protect the appearance and character of the area and to minimise the effect of development on the area.

3. All existing trees and hedges to be retained are to be protected according to the provisions of BS 5837: 2012 'Trees in relation to design, demolition and construction - Recommendations'. All protective measures, including the fencing

and ground protection must be put in place prior to any other work commencing on site (this includes vegetation clearance, ground-works, vehicle movements, machinery / materials delivery etc.). The fencing shall be of the same specification as that depicted in figure 2, page 20 and ground protection as specified in 6.2.3.1 - 6.2.3.5 pages 21/22 in BS 5837: 2012. Signs informing of the purpose of the fencing and warning of the penalties against destruction or damage to the trees and their root zones shall be installed at minimum intervals of 10 metres and a minimum of two signs per separate stretch of fencing.

Reason: To ensure that the trees are protected in line with the BS Standard

4. Prior to the commencement of any development full details of the proposed lighting scheme include a LUX plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To protect the biodiversity and ecology of the local area.

5. The development shall be carried out in accordance with the submitted Flood Risk Assessment dated July 2015 received 15 August 2015.

Reason: to ensure that the flood risk for the site is mitigated

6. Before the development is first brought into use details of the ground surface areas around the site including roads, parking areas, kerbs, footways and other amenity surfaces shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure a satisfactory layout in keeping with the general amenity of the area and to provide a satisfactory setting for the development.

7. Prior to the decked car park being brought into use details of the locations of the four bat tubes, two sparrow terraces and five swift bricks shall be submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of the biodiversity of the site.

8. The vegetation clearance required for the development of the decked car park shall be undertaken between the months of September and February only, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the biodiversity of the site.

9. Prior to the commencement of the development details of the alterations to the roads, footways and Redways shall be submitted to and be approved in writing by the Local Planning Authority. The development shall not be brought into use until the works have been completed in accordance with the approved details.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

10. Prior to the development being brought into use details of the proposed bicycle parking shall be submitted to and approved in writing by the Local Planning Authority and the scheme approved shall be provided and be retained thereafter.

Reason: To ensure that adequate parking facilities are provided to serve the development.

11. The car parking area shown on the approved drawings shall be constructed, surfaced and permanently marked out prior to their first use. The car parking area so provided shall be maintained as a permanent ancillary to the site and shall be used for no other purpose thereafter.

Reason: To ensure adequate parking provision at all times so that the development does not prejudice the free flow of traffic or the safety on the neighbouring highway.

12. Details of the revised bus stopping arrangement including bus shelter coverage (length/width) and information for all three stopping locations, including a management plan detailing how the bus stop changes will be introduced, shall be submitted to and approved in writing prior to any works commencing on site. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that bus stop details are acceptable in line with Policy T5 of the Milton Keynes Local Plan 2001-2011.

13. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of site procedures to be adopted during the course of all building operations including the management of existing parking arrangements, working hours, intended routes for construction traffic, vehicle wheel washing facilities, location of site compound, lighting and security and how dust and other emissions will be controlled. All building operations shall be carried out in accordance with the approved Construction management Plan.

Reason: To ensure the safe operation of the Centre and the surrounding road network in the interests of pedestrian and road safety.

Informatives

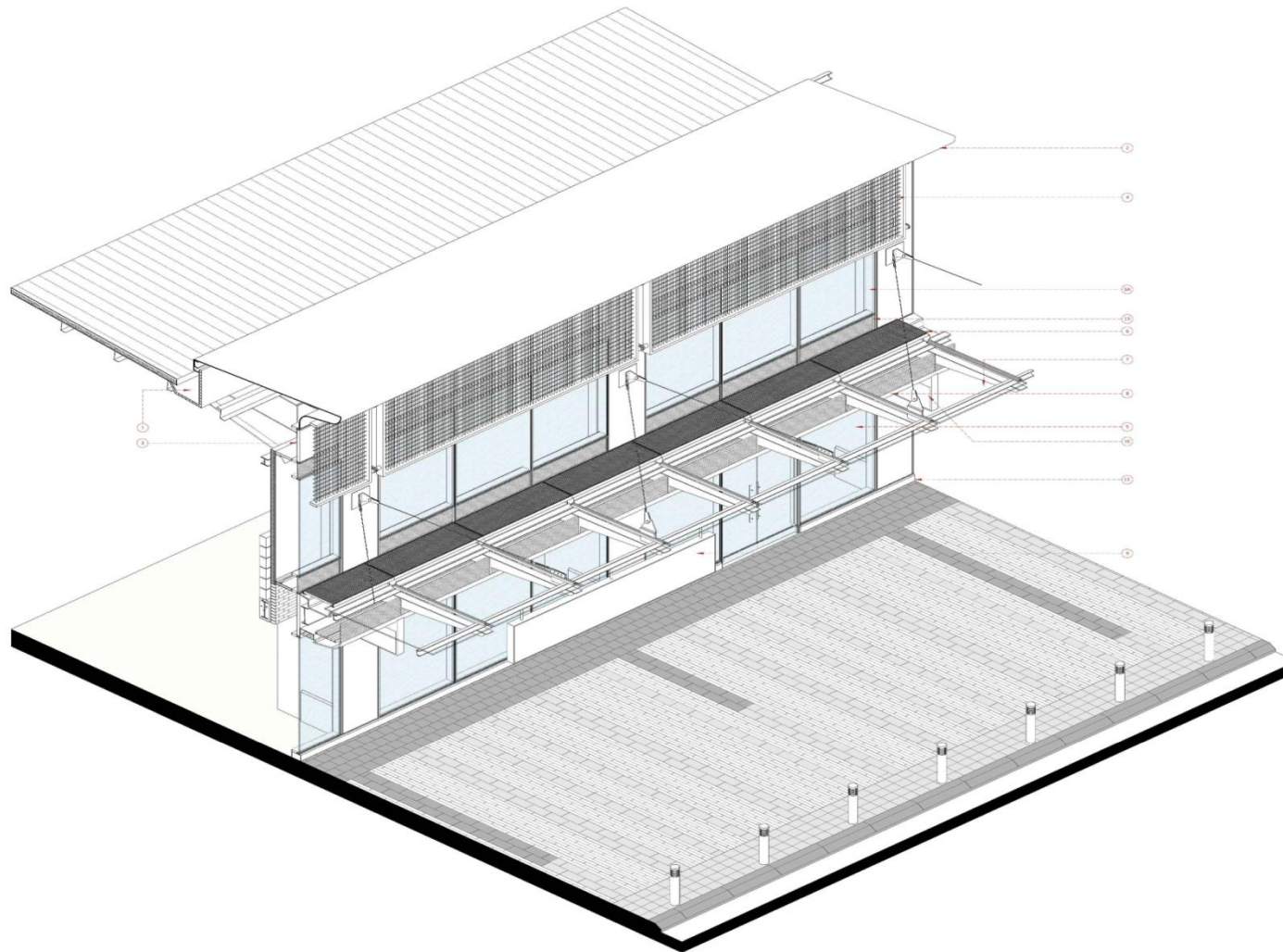
(1) The Root Protection Area (RPA) within the protective fencing must be kept free of all construction, construction plant, machinery, personnel, digging and scraping, service runs, water-logging, changes in level, building materials and all other operations, personnel, structures, tools, storage and materials, for the duration of the construction phase. No fire shall be lit such that it is closer than 20 metres to any tree or that flames would come within 5 metres of any part of any tree. Earthworks, level changes, service runs, foundations and all other works involving excavation should not be located within the root protection areas.

Where roots are encountered outside the root protection areas excavate carefully, avoid de-barking, breaking, splitting, splintering or shattering the roots. Once uncovered the roots which will have to be removed to accommodate the construction should be cut back to a point 100mm beyond the nearest edge of the construction, they must be pruned back cleanly with sharp, clean pruning saws or bypass loppers making level, smooth right angle cuts with no ragged edges. Shuttering should be used to keep concrete pours 100mm away from the cut root ends. The void should be backfilled with an approved tree planting compost mix finished to the surface. Substances toxic to roots to be kept away from roots, i.e. tars, fuels, oils, bitumen, cement etc.

(2) the applicant will be required to enter into a s.278 agreement for works within the highway. The applicant should contact the council's Highways team for advice on the information required to be submitted to complete this process.

(3) Any new external lighting should comprise hooded, downward pointing fittings directed away from vegetation. Ideally the bulbs will be LED and at the warmer end of the spectrum (e.g. avoiding blue or white light). LED lights emit much lower levels of UV and therefore have a lower impact on wildlife. The new lighting should be motion-activated and task related, associated with specific entrance/exit points of the property. The lux level should be as low as possible to allow the task to be carried out safely and effectively. Guidance on task related lighting levels published by the Chartered Institution of Building Services Engineers (CIBSE) should be followed.





KEY: DETAIL SECTIONS

- 1. EXISTING ROOF AND GUTTER RETAINED & MADE GOOD.
- 2. PRESSED METAL FEATURE PARAPET.
- 3. INSULATED COMPOSITE CLADDING PANEL.
- 4. OPEN MESH BRISE SOLEIL / SHIMSE PANEL.
- 5. TOGGLE FIXED FLUSH CURTAIN WALL SYSTEM.
- 5A. TOGGLE FIXED FLUSH CURTAIN WALL SYSTEM. FITTING TO UPPER GLAZING INDICATIVE ONLY TBC.
- 6. MAINTENANCE CANTY.
- 7. TOP GLAZED CANTILEVERED STRUCTURAL STEEL CANOPY.
- 8. FEATURE SOFFIT (INCLUDING CONCEALED LIGHTING).
- 9. SUSPENDED SIGNAGE.
- 10. FEATURE BUS STOP SIGNAGE.
- 11. GRANITE STALL RISER.
- 12. INFILL TIMBER CLADDING.
- 13. MAINTENANCE OPENING VENT PANEL.

ISSUED FOR PLANNING

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13	14	15



KINGSTON CENTRE
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VIEW 2 : FROM LIBRARY

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KINGSTON CENTRE
SHOPPING PARK, MK
BLueprint
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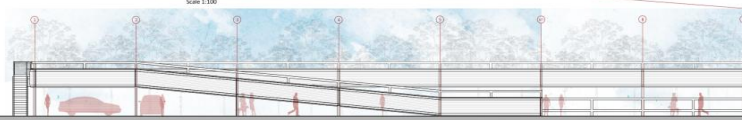
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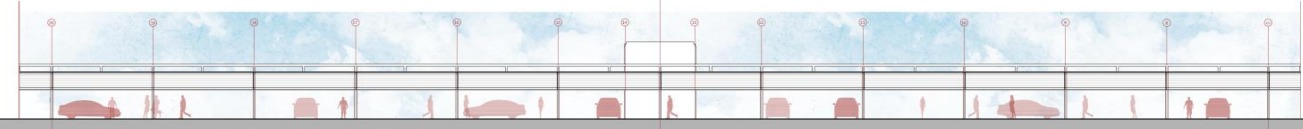
ELEVATION B

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ELEVATION A

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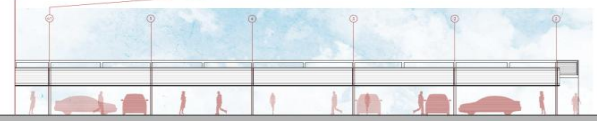


ELEVATION C

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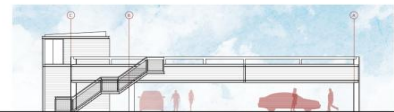
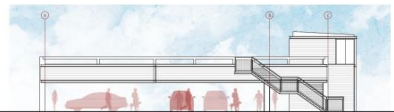
ELEVATION E

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ELEVATION D

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ELEVATION G

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ELEVATION H

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ISSUED FOR PLANNING



KINGSTON CENTRE SHOPPING PARK, MK
 Blueprint, PROPOSED
 STAFF CAR PARK ELEVATIONS

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Appendix to 15/01913/FUL

A1.0 RELEVANT PLANNING HISTORY

(A brief outline of previous planning decisions affecting the site – this may not include every planning application relating to this site, only those that have a bearing on this particular case)

A1.1 03/01839/FUL

Extension to retail units, erection of additional electricity sub-station, alterations to existing car parking to provide a new service yard, plus associated works, refused 15.03.2004

04/02212/ADV

Internally illuminated totem and fascia sign, and non-illuminated menu and information signs

Permitted Advertisement Consent 11.01.2005

A2.0 ADDITIONAL MATTERS

(Matters which were also considered in producing the Recommendation)

A2.1 None.

A3.0 CONSULTATIONS AND REPRESENTATIONS

(Who has been consulted on the application and the responses received. The following are a brief description of the comments made. The full comments can be read via the Council's web site)

Comments

Officer Response

A3.1 Ward Councillors - Cllr McPake and Cllr Ferrans

Noted.

We request that the following points are addressed before the application goes to committee, or that the committee defers the application for further discussion:

A3.2 Three buses frequently arrive at Kingston simultaneously, and more may well arrive in future. We welcome the longer off-road bays, but there appear to be only two bus bays. This is not sufficient. Can a third be added please?

Noted and the scheme has been amended.

A3.3 There have always been conflicts and near misses around the turning out of the car park opposite the turn to McDonalds. We request that improvements to this area be considered.

Noted however this is not part of the current application.

A3.4 Access to safe walkways is always important, and particularly for disabled workers. We propose that the long size planters be replaced with more, shorter planters, with walkways between them, particularly down the centre aisle where disabled parking bays have no immediate access to the central walkway.

Noted and it has been confirmed that there is sufficient space for pedestrians and wheelchair users.

- A3.5 We are dismayed to see a reduction of total car parking spaces, despite the recent increased in commercial space overall, with few additional spaces. The car park is very full much of the time and a lot of time is wasted and pollution caused by cars circling trying to find a space. We propose that:
- Noted and there is an overall increase in parking spaces.
- A3.6
- Some additional spaces be inserted along the straight route between the shops and the main car park, where only part of the area is used at present and;
 - A calculation be done as to the total number of spaces required, and provided, given all the floor-space currently in place and the applications to increase it currently being considered. If it does not meet the parking standards, then the number of spaces needs to be increased.
- Noted and the layout has been amended to reflect this and the proposal does not increase the floor area.
- A3.7 Queuing while cars search for spaces is becoming a permanent feature of the area, causing congestion and pollution, and at busy times the queues stretch back onto the V11, (A4146 strategic route). We believe that it would be appropriate to introduce space sensors and a display telling drivers which aisles were full or had spaces.
- Noted however this is not contained within the application.
- A3.8 In general we welcome the proposals to improve navigation for pedestrians and congratulate the developers on their efforts. But not at the cost of navigation for drivers! The main car park will become a featureless block of near identical rows with no navigation aids to help people find their cars
- Noted.

again. We proposed that the developers should be required to put clear, large double-sided labels at the end of every aisle to assist navigation.

- A3.9 We do not support the removal of the central walkway canopy. The car park is large and distances are long. In bad weather the canopy provides much needed relief for pedestrians as they travel to their cars or to the redway connection to the largest nearby estate. It also provides a navigation feature in a large area which is to become featureless, and it does not, as alleged, reduce visibility across the car park significantly as the supports are very narrow. We ask that it be retained. Noted and see paragraph 5.6
- A3.10 **Kents Hill & Monkston Parish Council** Noted and improvements to the bus stops are included within the proposal.
Three buses frequently arrive at Kingston simultaneously, and more may well arrive in future. We welcome the longer off-road bays, but there appear to be only two bus bays. This is not sufficient. Can a third be added please?
- A3.11 There have always been conflicts and near misses around the turning out of the car park opposite the turn to McDonalds. We request that improvements to this area be considered. Noted however this is not included in the proposal.
- A3.12 Access to safe walkways is always important, and particularly for disabled workers. We propose that the long size planters be replaced with more, shorter planters, with walkways between them, particularly down the centre aisle where Noted and it has been confirmed that there is sufficient space for pedestrians and wheelchair users.

disabled parking bays have no immediate access to the central walkway.

- A3.13 The Parish is dismayed to see a reduction of total car parking spaces, despite the recent increased in commercial space overall, with few additional spaces. The car park is very full much of the time and a lot of time is wasted and pollution caused by cars circling trying to find a space. We propose that some additional spaces be inserted along the straight route between the shops and the main car park, where only part of the area is used at present and we also propose that sensors indicating where the nearest spaces are available. Noted and there is an overall increase in the number of parking spaces.
- A3.14 In general, we welcome the proposals to improve navigation for pedestrians and congratulate the developers on their efforts. But not at the cost of navigation for drivers! The main car park will become a featureless block of near identical rows, with no navigation aids to help drivers find their cars again. We propose that the developers should be required to put clear, large, double-sided labels at the end of every aisle to assist drivers. Noted.
- A3.15 The exit from Tesco's onto the car park does not feature in this plan. It's not clear whether it goes or stays. Closing that exit immediately considerably extends the walking distance for shoppers, already long for the less mobile. We believe that this should remain open, and its opening hours be extended, and request DCC to defer the application for Noted however there are no changes to the Tesco store as part of this application.

discussion, if the proposal is to close it.

- A3.16 We propose that the central walkway that currently exists, remains and that the canopy is not removed as this does provide shelter when bad weather. Noted and see paragraph 5.6
- A3.17 We propose that separate drop-off/pick-up bays are allocated for Hackney Carriage and Private Hire. Noted however this is not part of the application.

- A3.18 **Highways Development Control** Noted.
Following my previous comments clarification has been provided regarding the use of what was previously called staff parking. For the benefit of clarity these are re-named as ancillary car parks and not reserved just for staff use. The ancillary car parks will not form part of the three-hour parking limit so customers requiring a longer stay can park in these locations.

The existing / proposed parking arrangements are summarised as follows:

Existing	Proposed	
Main car park	888	800
Ancillary parking	533	655
Total	1,421	1,455

The proposals will therefore result in an additional 34 spaces across the site.

A3.19 The proposals will be combined with a car park management plan restricting use to 3 hours in the main car park. This will free up spaces currently occupied by longer staying parking activity (survey identified 107 cars parked longer than 3 hours). Disabled parking – this is increasing from 57 to 81 and is now much closer to the 6% requirement in the parking standards. Noted.

A3.20 In terms of layout of the site, the revised plan has addressed most of my concerns. I am still not in favour of an off-set fourth arm off the roundabout south of entrance A but this is acceptable. Alterations / new accesses, Redways, traffic calming and crossing points that are within the public highway will require the applicant to enter into a s.278 agreement. Noted.

A3.21 **Stopping Up Of Part Of Highway** Noted.

In the car park area to the south–west of entrance A the car park has been extended towards the carriageway / Redway. In doing so, the car park will be edge slightly into public highway. This will require a stopping up of the highway under s.247 of the Town and Country Plan Act 1990. Members should be aware that in granting planning permission they are essentially also agreeing to the stopping up.

A3.22 The area to be stopped up is a small section of verge. The plans do not currently show the extent of the highway to be stopped up so I ask that a plan showing this in detail is provided by the applicant. This can be a separate plan to Noted.

PL10 rev 09 as only the detail of the area concerned is needed to be shown, not the whole site.

- A3.23 I have no objections to the proposals subject to the following conditions: Noted and see attached conditions.

Prior to the commencement of the development details of the alterations to the roads, footways and Redways shall be submitted to and be approved in writing by the Local Planning Authority. The development shall not be brought into use until the works have been completed in accordance with the approved details.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

- A3.24 Prior to the development being brought into use details of the proposed bicycle parking shall be submitted to and approved in writing by the Local Planning Authority and the scheme approved shall be provided and be retained thereafter. Noted and see attached conditions.

Reason: To ensure that adequate parking facilities are provided to serve the development.

- A3.25 The car parking area shown on the approved drawings shall be constructed, surfaced and permanently marked out. The car parking area so provided shall be maintained as a permanent ancillary to the site and shall be used for no other purpose thereafter. Noted and see attached conditions.

Reason: To ensure adequate parking provision at all times so that the development does not prejudice the free flow of traffic or the safety on the neighbouring highway.

- A3.26 Informative: the applicant will be required to enter into a s.278 agreement for works within the highway. The applicant should contact the council's Highways team for advice on the information required to be submitted to complete this process. Noted.
- A3.27 **Urban Design** Noted and see paragraph 5.6
Character
A place with its own identity
Whilst the public realm improvements will improve many aspects of the character of the area, the existing covered walkway is a key structuring element in the character of the existing development; its removal will change the character of Local Centre.
- A3.28 *Policy D2A I, Policy D2 VI, Policy D1 III, Policy CS13* Noted.
Character of Place
Continuity and enclosure
A place where public and private spaces are clearly distinguished
There is a clear distinction between public and private spaces.
- A3.29 *Policy D2A II,* Noted.
Quality of the public realm

A place with attractive and successful outdoor areas

On balance the public realm will be improved with the implementation of this scheme. However the nature of this type of development results in an environment where the car is visually dominant. The covered walkway divides the car park into two separate spaces, reducing the visual impact of such a large car park. Whilst there may be some benefit in terms of way finding across the car park as the retail units will be more visible, in many ways it is regrettable that this structure is being removed.

A3.30 *Policy D2A III, Policy D2 VI, Policy D1 II, Policy CS13 bullet point 3* Noted.

Ease of movement

A place that is easy to get to and move through

Ease of movement has been improved on this layout particularly for pedestrians. The development proposes a number of clear pedestrian routes around the Local Centre.

A3.31 *Policy D2A IV* Noted and see paragraph 5.6
Legibility

A place that has a clear image and is easy to understand

Whilst arguably legibility has been improved by improving the visibility across the car park. The removal of the covered walkway does reduce the existing focus towards the centre of the Local Centre.

A3.32 *Policy D2A V, Policy CS13 bullet point 6* Noted.
Whilst I think there would be some benefit to retaining the covered walkway in terms of reducing the visual impact of

such a large car park, on balance I support the public realm improvements proposed.

A3.33 Landscape Services Manager – Trees

Noted and see attached conditions.

From the submitted plans it appears that about 140 trees are to be lost while about 105 are to be planted. Similarly it appears that more area of general landscaping is to be lost than will be created.

A3.34 No trees are proposed for the greater car park area, this risks creating the impression of a large building set in a sea of cars and tarmac.

Noted and see paragraph 5.10 and 511

A3.35 The number of trees to be planted should be at very least the same number as is removed and there is certainly enough space to achieve this, while the species for planting and the planting pit specification should be robust and viable in the long term so trees are able to quickly establish and begin to thrive without conflicts arising that result in damage and decline.

Noted and see paragraph 5.10 and 511

A3.36 Likewise the general landscape planting must provide beds where the plants are able to establish and thrive without damage and molestation from overrunning by vehicles, trampling by pedestrians and use as storage/dumping areas by businesses.

Noted.

A3.37 The planting pit design submitted for the 'crate' cellular system needs to take account of these points as does the

Noted.

planting pit specification and drawing for the trees not planted with a cellular system - details to be submitted. Sufficiently raised edges to tree planting pits and shrub beds are very important to help prevent both over-running and ingress of brine running-off from winter salt applications. As the vaunted 'city of trees' we should be leading the way in creating urban landscapes where the vegetation element is healthy, thriving and valued.

- A3.38 Unfortunately there are similar car parks around the city where trees are declining and ugly due to regular vehicle impact, compaction and winter salt contamination, while some shrub beds are just trampled mud. The response to this is often the concreting over of the tree pit or shrub bed creating a harsh, barren landscape, rather than attempting to solve the problem and replant. Noted.
- A3.39 In terms of species for the new tree and shrub planting, recent and on-going issues with bio-security in relation to trees have highlighted the flaws of planting mono-cultures, and indicates that we should instead be looking to create more species diversity so that the living, dynamic portion of the urban landscape has a much greater resilience in the future against step changes in the eco-system and at a human level provides much more interest and variety. Polymer gel must not be included in planting soils because under drought conditions they can take water *out* of tree and plant roots potentially drying them out and killing them. Tree pits must be excavated to sizes that comfortably accommodate the individual root system, rather than to Noted and see paragraph 5.10 and 511

prescribed sizes. Conditions are attached as follows:

- A3.40 1. All existing trees, woodlands and hedges to be retained are to be protected according to the provisions of BS 5837: 2012 'Trees in relation to design, demolition and construction - Recommendations' All protective measures especially the fencing and ground protection must be put in place first, prior to any other work commencing on site (this includes vegetation clearance, ground-works, vehicle movements, machinery / materials delivery etc.) The fencing shall be of the same specification as that depicted in figure 2, page 20 and ground protection as specified in 6.2.3.1 - 6.2.3.5 pages 21/22 in BS 5837: 2012. Noted and see attached conditions.
- A3.41 2. Full details of replacement tree and shrub planting to be submitted for approval which should include tree sizes, species, planting locations, planting spacing, pre-planting ground preparations, planting method and long term maintenance. Also where appropriate details of root deflection barriers and permanent protective measures against compaction, impact, de-icing salt etc. to be included. Particular attention should be paid to ensuring the trees are planted in a sufficient quantity of high quality growing medium, to ensure their quick establishment and the early provision of maximum benefit to the locality. Noted and see attached conditions.
- A3.42 **Countryside Officer**
The Extended Phase 1 Ecological Assessment dated 31st of July 2014 in section 4.3 states that *The potential ecological impacts are:* Noted.

- *Loss of an area of improved grassland and secondary woodland in the north of the site;*
- *Potential increased lighting post development; and*
- *Potential harm or short-term disturbance to breeding birds during removal of vegetation should it be carried out during the breeding bird season*

A3.43 Section 4.4 of the report makes four recommendations regarding biodiversity. These being;

A3.44 *Proposed landscaping should incorporate native tree and shrub species rather than cultivars. Species should follow those species found within local area. New areas of grass should comprise a native wildflower lawn mix (e.g. Emorsgate EL1 Flowering Lawn Mixture) or wildflower landscape turf (<http://www.wildflowerturf.co.uk/Products/wildflower-landscape-turf.aspx>);* Noted and see attached conditions.

A3.45 *Any new external lighting should comprise hooded, downward pointing fittings directed away from vegetation. Ideally the bulbs will be LED and at the warmer end of the spectrum (e.g. avoiding blue or white light). LED lights emit much lower levels of UV and therefore have a lower impact on wildlife¹⁵. The new lighting should be motion-activated and task related, associated with specific entrance/exit points of the property. The lux level should be as low as possible to allow the task to be carried out safely and effectively. Guidance on task related lighting levels published by the* Noted and see attached conditions.

Chartered Institution of Building Services Engineers (CIBSE)¹⁶ should be followed;

- A3.46 *Vegetation clearance should be undertaken between September and February, inclusive, to avoid the nesting bird season, or if not possible, an ecologist should be present immediately prior to clearance to check vegetation. Active nests should be left with an undisturbed 5-10m buffer until nesting ends;* Noted and see attached conditions.
- A3.47 *As way of enhancement to the site a variety of bat and birds boxes (four Schwegler 1FR bat tubes on the south-western or south-eastern elevations and Two Schwegler 1SP sparrow terraces and two Schwegler 25 swift bricks should be incorporated (at appropriate locations) within the walls of the proposed car park. (I assume the walls refer to new frontages of the existing buildings)* Noted and see attached conditions.
- A3.48 In addition Table 3 of the assessment makes a recommendation regarding Badger protection and excavations that will need to be complied with to avoid a breach of Badger protection legislation. Noted.
- A3.49 The four recommendations regarding biodiversity are reasonable. My comments regarding them are:
Recommendation 1. Regarding native trees and native wildflower lawn mix. Noted.
- A3.50 The proposed tree mix is acceptable as is the 'mass forestry proposed structure'; although not totally a native tree and Noted.

shrub selection I accept that the stand alone trees primarily function will be as landscaping. Mentioned is made of “*swathes of wildflower meadow*” under item 10 Existing Woodland edge on drawing number 1137-001 revision G. Landscape Master Plan. The key to drawing number 1137-202 revision c Planting plan 2 of 6 states “*Proposed wildflower seeded areas*”, but I could not find any proposed locations on this, or on any other of the proposed detailed planting plans.

- A3.51 However I located two areas at the southwest corner of the site in the Green Landscape Strategy, in Section 03 Planting strategy Plan (no page number) this being indicated in the key as “*Areas sown/planted or managed as wild flower[s]*”. Unfortunately there was no reference to either quantifying the area to be planted, or specifying what is to be planted. Elsewhere in the strategy in Section 05 Maintenance/Management aims, sub-heading Woodland/Native Structure Planting, Point 6 makes the general statement “*Establish wildflowers where practical alongside plantation, roads and verges*”. This appears to be a laudable ambition, but not a guarantee of a biodiversity improvement. At this point proposals seem to be vague. Noted.
- A3.52 A site of this nature can be complex regarding its landscaping and its quality regarding biodiversity, currently I am not of the opinion that an appropriate amount of new biodiversity related asset (trees and wildflowers along with appropriate managements) as required by Local Plan Policy NE3 and the NPPF is to be provided. Noted and see attached conditions.

- A3.53 Rather than requesting lots of detail to inform 'before redevelopment' and 'after redevelopment' values of every square meter etc of the site I request that in addition to the two areas of "*Areas sown/planted or managed as wild flower[s]*" that appropriate woodland wildflower and bulb planting is implemented in the sites existing structural planting and the new mass forestry area, so that these areas biodiversity values are boosted. The areas will need to be included in an ongoing site management plan regarding maintenance of the biodiversity. Noted and see attached conditions.
- A3.54 Recommendation 2. Regarding lighting. This recommendation appears from the information supplied in the lighting layout drawings numbers E(97)01; E(97)02; E(97)03, E(97)04 to be met. Please can this be confirmed? Noted and see attached conditions.
- A3.55 Recommendation 3. Regarding Vegetation clearance. This recommendation will need to be adhered to, so as to avoid a potential breach of Section 1 of the Wildlife and Countryside Act 1981 and the Countryside and Rights of Way Act 2000; All British birds, their nests and eggs (with certain limited exceptions) are protected by law. Noted and see attached conditions.
- A3.56 Recommendation 4. Regarding bat and birds boxes. This will need to be conditioned with one change. The number of swift bricks will need to be increased to five, as swifts are a colonial breeding species. The locations of the four bat tubes, two sparrow terraces and five swift bricks will need to be submitted to the Planning Authority for approval. After Noted and see attached conditions.

approval they can be can be secured by condition.

A3.57 The recommendation in Table 3 regarding Badger protection, as with the guidance regarding bird nesting habitat relates to wildlife protection laws and so will need to be adhered too. Noted and see attached conditions.

- Details of appropriate woodland and other areas mentioned in the submitted documents, wildflower and bulb planting need to be provided including the sites existing structural planting and the new mass forestry area.
- The management plan as outlined in section 5 of the Green Landscape Strategy will need to be modified to include appropriate managements of all wildflower and bulb planting areas; this will need to be submitted to the Planning Authority for approval. After approval they can be can be secured by condition.
- Confirmation that the new lighting scheme complies with recommendation 2 regarding biodiversity as stated in the Extended Phase 1 Ecological Assessment needs to be provided.
- The locations of the four bat tubes, two sparrow terraces and five swift bricks will need to be submitted to the Planning Authority for approval. After approval they can be can be secured by condition.

A3.58 **Landscape Architect**

Objected to the proposal on the following grounds:

To facilitate refurbishment the layout proposes to sweep

Noted and see attached conditions.

away over 100 existing trees across the main car park area with another 30+ trees proposed for removal at the eastern boundary of the site. The majority of trees surveyed are recorded as Category C with most of these in good physiological condition with over 20 years estimated remaining landscape contribution or life expectancy. There are also a number of category A and B trees highlighted in the tree survey worthy of retention.

Site Layout / Landscape Strategy:

The proposal would need to be revised, to include the following details:

- Valuable category A and B trees highlighted in the tree survey should be retained within a revised car parking layout
- More tree planting must be proposed to readdress the proposed large scale removal of trees
- The landscape proposal will need to break up the vast extent of car parking, and soften the public realm and frontages of the buildings
- The planting strategy will need to provide considerably more tree planting and demonstrate a more robust and meaningful landscape structure for the site
- A wide landscape strip with tree planting will need to be retained along the east boundary, additional car parking should not reduce the width of the planted border
- Selective thinning with appropriate replacement planting along the east boundary would be acceptable to improve views through to the site from Lasborough Road

- Well-designed tree planting in car parks should help to orientate people and provide shade in the summer months, in addition to many other benefits
- The landscape plan should include the information from the tree survey, RPA plan and any trees/vegetation proposed for removal shown accurately overlaid in a contrasting colour or hatch
- Specimen tree and shrub planting should be incorporated into the landscape scheme to compensate for any removal of landscaping
- New planting should also aim to include biodiversity enhancement measures to achieve positive gains for biodiversity in the design of the new development
- Specimen trees must include a number of 'special/landmark' trees to help with orientation, add character and help create a sense of place.

A3.59	<p>Passenger Transport After further discussions, Passenger Transport recommends the scheme for approval for the following reasons and subject to the conditions.</p>	Noted.
A3.60	Efforts have now been made to provide additional capacity that acknowledges Eastern MK growth and the associated increased demand for bus access to Kingston District Centre.	Noted.
A3.61	The provision of an additional bus stop indicated in the attached general arrangement plan (2013-1448A-DWG-308) adds additional flexibility to bus operation in the area,	Noted.

enabling better stop allocation and overall management of the area.

- A3.62 Quality infrastructure is to now be provided in the form of a single shelter, although this needs to ensure that this covers all three stops in a form similar to Station Square in Central Milton Keynes including RTP1 screens. Concerns regarding the coverage currently provided by the canopy overhanging the walkway can be mitigated by an appropriate shelter being introduced. Noted.
- A3.63 The re-working of the car park has resulted in legible pedestrian access routes into both the redway network and beyond from the bus stop area, addressing a previously stated concern. Noted.
- A3.64 Passenger Transport requests that details of the revised bus stopping arrangement are conditioned to ensure that the arrangement based on drawing 2013-1448A-DWG-308 is both a workable solution and provides the appropriate bus shelter coverage (length/width) and information for all three stopping locations and that this is formally approved by MKC's Passenger Transport team. Noted and see attached conditions.
- A3.65 Passenger Transport also requests that the implementation of the agreed layout once detailed is conditioned. This is to ensure that bus companies and users are notified well in advance and agreement of adequate temporary bus stop infrastructure/location is formalised with Milton Keynes Council Passenger Transport department. Noted and see attached conditions.

A3.66 **Local Residents**

The occupiers of the following properties were notified of the application:

Johnsons Honda Ltd Greyfriars Court Kingston
Wayside Skoda Greyfriars Court Kingston
V W Wayside Ltd Greyfriars Court Kingston
Marshalls Motor Group Ltd Greyfriars Court Kingston
Trackcom House 2, 4, 6, 8, 10 Newmarket Court Kingston
Tdg Distribution Tego House Chippenham Drive
Tego House Chippenham Drive Kingston
Alanod Ltd Chippenham Drive Kingston
Rear of Alanod Ltd Chippenham Drive
Alpla Ltd Lasborough Road Kingston
Domino's Pizza Lasborough Road Kingston
1 Lasborough Road Kingston Milton Keynes
Arc Carwash Winchester Circle Kingston
1,- 11, 14, 15, 16 – 17, 24 – 25, 26-27, 28 29, 30, 31, 32,
33-34 35, 36, 36A 37, 38, 38A, 39, 39A 41-54 Winchester
Circle Kingston Milton Keynes
Kingston Craft Centre Winchester Circle Kingston,
Bridges Sure Start Children's Centre 12 - 13 Winchester
Circle Kingston
Kingston Library 11 Winchester Circle Kingston
Tesco Opticians 1 Winchester Circle Kingston

A3.67 Two **Third Party** letters objecting to the scheme have been received stating: Noted and see paragraph 5.6

1. Loss of the covered walkway, a covered pedestrian route to adequately sized and weather protected bus stops should be retained.