

Application Number: 16/02270/OUTEIS  
Major

Outline planning application (all matters reserved except for access) for the residential development of land north of Wolverton Road (Linford Lakes) (up to 250 units), with access and provision for drainage, open space and amenity areas and the creation of an area for car parking (25 spaces) on land off Little Linford Lane for use in association with the use of land for an extension to the River Valley Park

AT Land at Linford Lakes, Wolverton Road, Great Linford

FOR Templeview Developments Ltd

Target: 10th November 2016

Ward: Newport Pagnell North And  
Hanslope

Parish: Haversham Cum Little Linford  
PC

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## 1.0 INTRODUCTION

*(A brief explanation of what the application is about)*

- 1.1 The main body of the report set out below draws together the core issues in relation to the application including policy and other key material considerations. This is supplemented by an appendix which brings together planning history, additional matters and summaries of consultees' responses and public representations. Full details of the application, including plans, supplementary documents, consultee responses and public representations are available on the Council's Public access system [www.milton-keynes.gov.uk/publicaccess](http://www.milton-keynes.gov.uk/publicaccess). All matters have been taken into account in writing this report and recommendation.
- 1.2 The application is referred to Development Control Committee due to the level of public interest and the number of third party objections. Objections have also been received from Haversham Cum Little Linford Parish Council, Great Linford Parish Council and Stantonbury Parish Council and Cllr Douglas McCall.
- 1.3 **The Site**

The main part of the application site lays to the north of Wolverton Road and to the west of Redhouse Park. However, there is also a small area, included in the application, to the south of Linford Lane and west of the Council depot that adjoins Newport Pagnell Motorway Service Station. The two parts of the site are connected by a much larger area of land in the ownership of the applicant.

To the west of the application site is the Parks Trust Study Centre and the Linford Lakes Nature reserve.

- 1.4 In the Adopted Milton Keynes Local Plan both parts of the site and the other land in the applicant's ownership lay in the Open Countryside, an Area of Attractive Landscape and are identified as an area for the extension of the linear park system. The site contains a number of trees which are subject to a Tree Preservation Order (TPO) and parts of the site are within flood zones 2 and 3. The whole site is within a wildlife corridor.
- 1.5 The whole of this area was used for minerals/gravel extraction for a number of years. However, once that use ceased the land was restored and has been used for a variety of leisure/recreation uses, including a public house and tackle shop, and some grazing of animals for many years. Much of the site is now heavily treed and is dotted with lakes, of varying sizes, where water has filled the former gravel/mineral workings. There are also areas of overgrown hardstanding and rubble which are also left over from the quarrying activities.
- 1.6 There is an existing vehicular access to the main part of the site from Wolverton Road which is used to serve the public house (The Marle Inn), the shop and the Parks Trust Study Centre. A field gate also provides access to the site from Wolverton Road. There is no existing vehicular access to the part of the site to the south of Little Linford Lane. Details of the location of the site and its relationship to surrounding properties can be seen in the plans attached to this report.

### 1.7 **The Proposal**

The application is in Outline with only details of access submitted for approval at this stage. The application proposes up to 250 houses on the land north of Wolverton Road and a 25 space car park on the land to the south of Little Linford Lane to be used in association with the use of the remainder of the land in the applicant's ownership as an extension to the linear park. Details of the proposal as described above can be seen in the plans appended to this report.

## 2.0 **RELEVANT POLICIES**

*(The most important policy considerations relating to this application)*

### 2.1 **National Policy**

National Planning Policy Framework (2012)

Para 14 Presumption in favour of sustainable development

Paras 47 – 50, 60, 61 & Delivering a wide choice of high quality homes

Paras 69 & 70 Promoting healthy communities

Para 96, 100 & 103 Meeting the challenge of climate change, flooding and coastal change

Paras 109 & 118 & 125 Conserving and enhancing the natural environment

Para 165 Environment

## 2.2 Local Policy

### Milton Keynes Core Strategy (adopted 2013) – policies:

CSA Presumption in favour of sustainable development  
CS1 Milton Keynes Development Strategy  
CS2 Housing Land Supply  
CS10 Housing  
CS12 Developing successful neighbourhoods  
CS13 Ensuring High Quality, well designed places  
CS14 Community Energy Networks and large scale renewable energy schemes  
CS18 Healthier and Safer Communities  
CS19 The Historic and Natural Environment  
CS21 Delivering Infrastructure

### Milton Keynes Local Plan 2001-2011 (adopted 2005) – saved policies:

S10 Open Countryside  
S11 Areas of Attractive Landscape  
S12 Linear Parks  
D1 Impact upon locality  
D2A Urban Design  
D4 Sustainable Construction  
KS3 Linford Lakes Area  
H4 Affordable Housing: target and site thresholds  
H5 Affordable housing: site and market conditions  
H7 Housing on Unidentified Sites  
H8 Housing density  
H9 Housing mix  
NE1 Nature Conservation Sites  
NE2 Protected Species  
NE3 Biodiversity and geological enhancement  
T10 Traffic  
T11 Transport Assessments and Travel Plans  
T15 Parking Provision

### Supplementary Planning Guidance/Documents

Affordable Housing SPD  
Milton Keynes Drainage Strategy SPG  
Parking Standards SPD  
Planning Obligations for Education Facilities SPG  
Planning Obligations SPG for Leisure, Recreation and Sports Facilities  
Social Infrastructure Planning Obligations SPD  
Sustainable Construction SPD

### **3.0 MAIN ISSUES**

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

3.1 The main issues in respect of this proposal are:

1. The principle
2. Impact upon the ecology of the site and surrounding land.
3. Highways and Access

### **4.0 RECOMMENDATION**

*(The decision that officers recommend to the Committee)*

4.1 It is recommended that planning permission be refused for the reason 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 Principle of Development and 5 Year Housing Land Supply**

The site is located within open countryside Saved Policy S10 of the Milton Keynes Local Plan 2001 – 2011 and policy CS9 of the Core Strategy confirm that in the open countryside planning permission will only be given for development that is essential for agriculture, forestry, countryside recreation or other development appropriate to a rural locality which cannot be located in a settlement.

5.2 The site does not fall within the categories of acceptable development in the open countryside or constitute 'exception housing', as outlined in the Local Plan and Core Strategy. Local policy therefore indicates that in general terms, the principle of residential development would normally be considered unacceptable in this case.

5.3 This site was put forward for development in the Site Allocations Plan in preparation for Plan MK. It was not included in the final Site Allocations Plan because "The site is greenfield within the floodplain (more than 50%). Development of the site would have a significant negative effect on a site designated for biological or geological importance" (Site Allocations Sustainability Appraisal Non-technical Summary).

5.4 Paragraph 49 of the National Planning Policy Framework considers policies for the supply of housing to be out of date where the Council cannot demonstrate a five-year supply of deliverable housing sites. In such circumstances, the Council must rely on the provisions of Paragraph 14 of the National Planning Policy Framework which outlines a presumption in favour of sustainable development.

5.5 The Council can currently demonstrate a five year supply and it is not therefore considered that paragraph 49 is relevant in this case and that policies S10 and CS9 are the primary policies to be considered. On that basis

it is considered that there is a fundamental policy objection to the principle of the development.

**5.6 Ecology**

The application site forms part of one of the prime ecological areas within Milton Keynes. This area provides a mosaic of habitats that are of great benefit to biodiversity and is of particular importance to wildlife including a number of protected species. The protected species found within and around the application site includes badgers, 8 species of bats (including 5 species which are considered rare or are listed as being of principal importance for conservation in the UK), otters, grass snakes, slow worms and a wide variety of birds.

5.7 Saved Policy NE1 of the Milton Keynes Local Plan 2001-2011 states that “Development which would be likely to harm the biodiversity or geological conservation value of a site of county-wide (RIGS, MK Wildlife sites) or local importance (Local Nature Reserves, Wildlife Corridors, local wildlife sites) will only be permitted if the importance of the development outweighs the local value of the site”. Saved Policy NE2 states that planning permission will be refused for development that would be likely to adversely affect animal or plant species or their habitat, specifically protected by law.

5.8 Although the application site is currently used for leisure activities it is very low key and results in little disturbance to wildlife or their habits. The proposed development would result in the development of 15 hectares of the, roughly, 70 hectares of the area as a whole. However, the application is supported by statements that the loss of these 15 hectares would be mitigated by works to the remainder of the site to improve the biodiversity of the wider site.

5.9 Nevertheless the proposal would not only result in the loss of the 15 hectares it would also bring a greater level of human activity closer into this sensitive area as a whole. The disturbance that the wildlife and their habitats would suffer as a result of the development would include increase light pollution and increased noise. The Council’s Countryside Officer is concerned that the information submitted in support of the application does not adequately demonstrate the cumulative impact of all aspects of the development upon the wildlife and their habitats.

5.10 Clearly the proposal would have a detrimental impact upon the wildlife currently on the site and has the potential to have a detrimental impact upon the wider important ecological area. The proposal would also result in the loss of an area of land identified as being part of the Linear Park extension. However, the proposal could also help provide the linear park extension across the wider area and could provide sufficient improvements across the wider area to mitigate the negative impacts on the ecology and bio diversity of the development site itself.

5.11 Paragraph 14 of the National Planning Policy Framework states that planning permission should not be granted for a development if “any adverse impacts

of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted". Whilst there is clearly a potential for the development to have a negative impact upon the ecology of the area, at this stage it is not considered that there is sufficient evidence that such an impact would be significant or demonstrable to justify a reason for refusal on this basis.

## 5.12 **Flooding**

Although parts of the site are subject to flooding, the current application is in Outline only. As the current application does not show any housing within the flood zones or involve any works within those zones that could increase flood risk it is not considered that any impact upon flooding could be substantiated as a reason for refusal of the current application. It should be noted that the Environment Agency have raised no objections to the current application. The issue of flooding would be of greater significance when/if a Reserved Matter application is submitted for the layout of the development.

## 5.13 **Highways and Access**

Saved Policies T10 and D1(vi) of the Milton Keynes Local Plan 2001-2011 states that planning permission will be refused for development that would generate traffic that would exceed the highway capacity of the local road network or cause significant disturbance noise or risk of accidents. The Highway Engineer initially raised some concerns about the visibility splay at the entrance and an objection on the lack of a pedestrian link into the village. The provision of additional information addressed the visibility splay matter and no objection is now raised on this matter.

5.14 The Council's Highways Officer has objected to the proposed car park accessed off Little Linford Lane, on the basis that the access from this section of Little Linford Lane is unsafe as a result of the limited visibility and narrowing of the road. It is also considered that there is insufficient forward visibility from a vehicle travelling in an easterly direction to see another vehicle waiting to turn right into the proposed car park. This condition would be exacerbated if cars were not discouraged from parking on the highway in the vicinity of any access to the car park.

5.15 The proposed access from Wolverton Road to the residential properties is considered acceptable providing that traffic calming measures are included to reduce vehicle speeds in the vicinity of the junction. Should planning permission be granted it is recommended that a suitable traffic calming scheme should be made the subject of a condition attached to any planning permission.

5.16 In conclusion, whilst there is no objection to the proposed development from Wolverton Road, the establishment of an access at a point on Little Linford Lane where the width of the highway and forward visibility is restricted is likely to lead to conditions of danger, inconvenience and obstruction to users of the

highway, contrary to saved Policy D1(vi) of the Milton Keynes Local Plan 2001-2011.

#### 5.17 Planning Obligations and Affordable Housing

The table below sets out the likely s106 contributions calculated in accordance with MKC Supplementary Planning Documents and Guidance.

<b>Education:</b>	
	<b>Contribution</b>
<b>Total Early Years</b>	<b>£177,113.65</b>
<b>Primary pupils</b>	<b>£875,149.80</b>
<b>Secondary pupils</b>	<b>£941,919.00</b>
<b>Post 16 pupils</b>	<b><u>£204,306.00</u></b>
<b>Total Education</b>	<b>£2,198,488.45</b>

<b>Leisure Recreation &amp; Sports:</b>		
	<b>Provision Cost</b>	<b>Maintenance Cost</b>
<b>Playing Fields</b>	<b>£131,531.25</b>	<b>£112,500.00</b>
<b>Allotments</b>	<b>£23,437.50</b>	<b>n/a</b>
<b>Neighbourhood Play</b>	<b>£187,500.00</b>	<b>£240,000.00</b>
<b>Community Hall</b>	<b>£58,045.00</b>	<b>n/a</b>
<b>Total L,R&amp;S</b>		<b>£753,013.75</b>

<b>On Site</b>		
<b>Local Play</b>	<b>£196,875.00</b>	<b>£140,000.00</b>
<b>Local Parks</b>	<b>£25,000.00</b>	<b>£36,250.00</b>
<b>District Parks</b>	<b>£50,000.00</b>	<b>£72,500.00</b>
<b>Waste Receptacles</b>	<b>£25,000.00</b>	

<b>Social Infrastructure:</b>	
	<b>Contribution</b>
<b>Health Facilities</b>	<b>£392,162.50</b>

<b>Total Contributions</b>		<b>£3,343,664.70</b>
<b>Total including On Site</b>		<b>£3,889,289.70</b>

- 5.18 In addition to the contributions above, the applicant would provide affordable housing in accordance with the Council's adopted policy and would provide a site of circa 55 hectares to form the River Valley Park Extension. The applicant is offering a lease of this area to the Milton Keynes Parks Trust with the freehold to Milton Keynes Council. In addition to the land the applicant will set out the park extension in conjunction with the Milton Keynes Parks Trust and make a contribution of £650,000 to Milton Keynes Parks Trust for longer term management and maintenance of the area. The applicant would also provide new access roads to the former Hanson Centre and the construction

of a car park to service the River Valley Park Extension. The applicant values these contributions at £300,000.

- 5.19 Officers are satisfied that should members approve the application, the package of contributions offered by the applicant is appropriate given the nature and location of the development.

5.20 **Conclusions**

This site was put forward for development in the Site Allocations Plan in preparation for Plan MK. It was not included in the final Site Allocations Plan because “The site is greenfield within the floodplain (more than 50%). Development of the site would have a significant negative effect on a site designated for biological or geological importance” (Site Allocations Sustainability Appraisal Non-technical Summary).

- 5.21 The proposal could have a significantly detrimental impact upon the ecology and bio diversity of the area. However, this may be offset by mitigation works to surrounding land. In addition whilst the proposal would involve the loss of an area identified for the Linear Park extension it would also enable the opening up to the public of a larger area of land as part of the linear park. Nevertheless, the proposal would constitute development within the Open Countryside and would be contrary to local and national planning policy. It is therefore recommended that planning permission be refused for the reason set out below.

- 5.22 Overall, however, the proposed development is located within the open countryside and as the Council can now demonstrate that it has a five year supply of housing the policies in the Local Plan that relate the provision of housing are no longer considered out of date. Therefore Policy S10 of the Local Plan and CS9 of the Core strategy are of significance. The development would have a detrimental impact on the rural character of the area and the Area of Attractive Landscape, contrary to saved Policies S10 and S11 of the Local Plan and CS9 of the Core Strategy. It is therefore recommended that planning permission be refused for the reason set out below.

6.0 **REASONS**

*(The reasons that officers recommend that the application should be refused. The reasons must be ones that the Council can demonstrate with evidence, should the applicant appeal against the refusal.)*

1. The proposed development, by virtue of its location outside the settlement boundary of Milton Keynes the proposed development would represent an intrusive form of development in the open countryside which is identified as an Area of Attractive Landscape in the Milton Keynes Local Plan 2001-2011 (adopted 2005), which would be detrimental to the open, rural character of the locality. The proposal would result in the loss of a substantial area of varied habitat and appearance and would harm the special landscape character of the area in this regard, providing an urbanised character and appearance to the land. No evidence has been presented to demonstrate that the



proposed housing is essential for agriculture, forestry, countryside recreation, and is not considered to be an appropriate form of development in a rural area. The proposal is therefore contrary to Saved Policies S10 (Open Countryside) and S11 (Areas of Attractive Landscape) of the Milton Keynes Local Plan 2001-2011 (adopted 2005), Policy CS9 (Strategy for the Rural Area) of the Core Strategy (adopted 2013), and the aims and objectives of the National Planning Policy Framework 2012.

2. The establishment of an access at a point on Little Linford Lane where the width of the highway and forward visibility is restricted is likely to lead to conditions of danger, inconvenience and obstruction to users of the highway contrary to saved Policy D1(vi) of the Milton Keynes Local Plan Policy 2001-2011 (adopted 2005).



## **Appendix to 16/02270/OUTEIS**

### **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 NR/192/58**

Extraction of sand and gravel. Permitted 17.02.1960

MK/00680/91

Construction of Country Park including one 18 hole and one 9 hole golf courses, golf club houses, riding school, wildfowl centre, visitors centre and 300 houses. Refused 05.11.1992

13/02574/EIASCR

Screening opinion request for development of up to 250 dwellings, access from Wolverton Road and Little Linford Lane, internal access roads, ancillary recreation/play space and incidental landscape areas, creation of Country Park and visitor centre. Environmental Impact Assessment Required 20.01.014.

14/00893/EIASCO

Scoping opinion request for development of up to 250 dwellings, access from Wolverton Road and Little Linford Lane, internal access roads, ancillary recreation/play space and incidental landscape areas, creation of Country Park and visitor centre and ancillary developments. Scoping Opinion Issued 30.05.2014.

### **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 Cranfield Airport**

No comments received

#### **Canal and Riverside Trust**

Seek a contribution towards the improvement/upgrading of the towpath near the site to ensure its suitability to cope with an increase in usage as well as ensure links are provided to it if possible to create a healthy and safe environment with easy access to open space.

It is not considered that this could be justified as there is no direct link between the site and the canal

#### **Environment Agency**

No Objections

#### **Environmental Health Manager**

Requests that conditions relating to the investigation and, if necessary, mitigation of ground contamination be imposed should planning permission be granted.

Noted

#### **Bucks And MK Environmental Records Centre**

No comments received.

#### **Landscape Services Manager – Trees**

No comments as all issues relating to trees (including TPO'd trees would be considered at the reserved matters stage.

Noted. The fishing rights are not a material planning consideration.

**Natural England**

No comments, however this does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes.

**Footpath Officer**

No comments received

**RAMBLE Ramblers Association**

No comments received

**Parish - Haversham Cum Little Linford**

Object on grounds of loss of landscape designed to encourage and protect wildlife, loss of public amenity, the site is within the floodplain and access in and out of the proposed car park in Little Linford Lane would be unsafe.

**Parish - Great Linford**

Object on grounds that the development could have a major impact upon wildlife and their habitats in and around the Linford Lakes Nature Reserve and that no consideration has been given to the debenture holders fishing rights.

**Ward - Newport Pagnell North And Hanslope - Cllr A Geary**

No comments received (Member of Development Control Committee)

**Ward - Newport Pagnell North And Hanslope - Cllr Green**

**Ward - Newport Pagnell North And Hanslope - Cllr Patey-Smith**

No comments received

**Cllr D McCall (Adjoining Ward)**

I formally objection to this application:

1. The site is not allocated for development in the Local Plan and is therefore premature. Noted
2. This area is of high risk of flooding. If there is building here it could cause flooding elsewhere.
3. The potential ecological impact.

**Parish – Stantonbury**

Object on grounds of flooding, impact on the heronry and other wildlife at Linford lakes and lack of provision of supporting infrastructure such as doctors and schools. Noted

**Council's Countryside Officer**

I object to the proposal. The supporting evidence provided does not adequately demonstrate that the benefits of the development would significantly outweigh the adverse and potentially irreversible effects caused by it. Noted  
Please refer to para.5.6-5.11 (Ecology)

The site is part of one of the prime ecological sites within Milton Keynes and contains a mosaic of habitats that are of great benefit to biodiversity. The current low level of disturbance on the site has significant positive benefits for the wildlife that rely on the Great Linford Biological Notification Site (BNS) for their existence. Part of the BNS is within the proposed development site and the development of housing in this area both during the construction phase

and from day to day residential activity would result in long term disturbance. Some of the better quality habitats would be lost through the development.

The development would impact upon a number of protected species. Three badger setts lay within the development site and both Grass Snakes and Slow Worms have been found within the development area. Seven species of bat, some of which are considered rare or uncommon, are active within the development area and Great Crested Newts and Otters are active close to the boundaries of the development site. In addition a number of bird species would be impacted by the development.

The proposal has assessed the cumulative effects of local developments but has not adequately assessed the cumulative effects of the impact of a significant change of use on the site. The pressure of the inhabitants of 250 dwellings, their pets and visitors to the River Valley Park Extension (RVPE) on the open spaces is unlikely to be conducive with good quality, sustainable wildlife habitats.

The proposal mentions "limited public access" to the RVPE but does not adequately specify how this would be achieved or the level that access would be limited to. The need for and position of the public car park would indicate an expectation that the RVPE would experience a level of disturbance due to visitors, who may arrive on foot or using other modes of transport in addition to cars. The proposed public car park is located at the north-eastern corner of the project site in the area of open land with limited public access. Placing it in this location is likely to encourage

visitors wishing to visit the western side of the RVPE to create disturbance over a larger area than if it is placed more centrally.

Invertebrates and small mammals are a vital food sources for a number of species found in the area. However, the current high numbers of mosquitos, midges, mice, etc are likely to be viewed by residents of any development as pests and subsequently exterminated, depleting local food sources to the detriment of local wildlife populations. In the absence of suitable local habitat with adequate food sources, populations of some species may find it difficult to survive in the long-term with a real possibility of their disappearance from this area.

This proposal should not be determined until the following evidence is submitted.

- A report that adequately demonstrates the cumulative impacts of all aspects of this development on the Great Linford Gravel Pits BNS, the River Great Ouse Wildlife Corridor, The Ouse Valley BOA and their wildlife and habitats should be submitted to the LPA for approval prior to determination of the proposal.
- A Biodiversity Enhancement Scheme in accordance with Policy NE3 of the Milton Keynes Local Plan and NPPF and detailing specifications and locations of biodiversity enhancements and ongoing management prescriptions shall be submitted to the LPA for approval prior to determination of the



proposal.

Should planning permission be granted I would recommend the following conditions be applied:

- A condition requiring all existing trees and other vegetative growth on site to remain in place and undamaged until final site layouts and biodiversity enhancements are agreed by granting of reserved matters planning applications in relation to the site.
- A condition requiring updated ecological surveys for all species and habitats assessed in the Ecological Baseline Report to be undertaken and submitted to the LPA for approval if the development has not commenced prior to November 2018 and every two years thereafter until development of the residential area commences. Badger surveys should be updated in November 2017 and annually thereafter prior to commencement of the development.
- A condition requiring the creation and management of the RVPE prior to commencement of any construction within the residential development zone (including enabling works) to ensure that areas of mitigation/compensation habitat are sufficiently matured to receive and sustain species that will be displaced from the residential development zone. Annual monitoring of the RVPE target species and habitats will demonstrate when habitats are sufficiently mature to enable any works that are likely

to displace wildlife from the development site to commence.

- A condition requiring the majority of the RVPE to be managed as a wildlife reserve with access only by bone fide permit holders or organised groups. Dogs should not be allowed in this area.
- A condition requiring a long term Maintenance and Management Plan to be submitted for the written approval of the Local Planning Authority, to secure protection and long term survival of existing and proposed planting and nature conservation interests. The management plan will include: clear aims and objectives for different habitat management regimes including the creation of wet and dry grassland; creation of a diverse woodland of different ages, heights and native species; with controlled access; and prescriptions for maintenance of infrastructure, waterbodies and new SuDS features.
- A condition requiring species and habitat monitoring to be undertaken annually and submitted to the LPA for a period of not less than 5 years after development. The Park Management and Habitat Management Plans shall be modified if the species and habitat surveys do not show a net gain in biodiversity within this period.
- Any trees identified as having bat roost potential should be subject to a full bat survey prior to any felling or significant tree works.

- A condition requiring the details of a sensitively designed lighting scheme to be submitted for the written approval of the Local Planning Authority. The approved scheme shall where possible, be low level, low energy and unobtrusive within the development areas to reduce night sky glow, light spill and glare; with no lighting within the proposed river valley linear park or its extension or associated car park, or any open spaces within the development itself, or along the edge of the main water-bodies.

### **Development Plans**

No comments relating to this application have been received. However, advice given on the current position with regards to the Council's Five Year Housing Land Supply position has been received which indicates that the Council can demonstrate that it has the required supply.

### **Landscape Architect**

There will be moderate adverse effects on Landscape Character Area 2C Ouse Urban River Valley, within which the site lies, during construction, reducing following completion. Uncharacteristic elements will be introduced onto site including an increase in vehicular movement and additional lighting (subject to condition). Effects on landscape features will be mixed, ranging from moderate to minor adverse caused by the extent, density, and height of the development in comparison with the baseline. In terms of vegetation, there will be a loss of hedgerows, scrub and grassland during construction, resulting in some moderate adverse effects, and the creation of new public open spaces

will only provide minor beneficial effects in comparison.

The site lies within an 'Area of Attractive Landscape', 'Open Countryside', 'Linford Lakes Area' and proposed 'Linear Park' and on the edges of 'Great Linford Conservation Area', all of which are covered by Local Plan policy. In terms of 'Open Countryside' and 'Area of Attractive Landscape' the development will result in the loss of an area of green space and will separate the physical green link which currently exists between the northern edge of Milton Keynes and open countryside beyond. The site forms part of a "transition" landscape between the urban edge and wider, more open countryside to the north and contributes to the extensive area of "attractive and diverse wetland landscape" (Policy S11).

For the 'Linford Lakes Area' and 'Linear Park', on completion there will be long term, mixed moderate adverse effects resulting from the permanent loss through the development of a proportion of the "green link" to the surrounding countryside defined in policy as a proposed linear park, although it is suggested that there could be beneficial effects of the creation of the River Valley Park Extension facilitated by the proposed development.

Whilst the extent of the visual envelope is contained and limited to a localised number of receptors, effects on residents will vary. Residents off Marsh Drive will experience moderate adverse effects on completion. Whilst long distance views will be retained across to the waterbodies and higher ground towards the north, the proposed development will result in a noticeable loss to

existing views and extend above the skyline.

### **Highways Development Control**

I am satisfied that any impact from the development on the Selkirk Drive/Wolverton Road junction will not have a significant detrimental effect on its operation. The calculated impact given the current volume flows on Wolverton Road is approximately 7%. Given background traffic flow growth this level of impact will have a relatively lessening effect on the junction.

### **Rowditch Furlong**

I have analysed the impact of the development on this junction and concluded that given any queuing at the roundabout is contained to only one approach and even then without significant delay, the forecast queuing is at such a level to not warrant improvement. This is further justified by the fact that residents have a choice of where they enter onto the local highway network and will use their own judgement in deciding which route to take.

### **Tracking of Refuse Vehicle**

I am satisfied that the dimensions of the junctions meet requirements.

### **Speed Management on Wolverton Road**

The application proposed a drop in speed limit on this section of Wolverton Road from the current 50mph to 40mph. I had cautioned that given the 85<sup>th</sup> percentile speeds in each direction, the drop of 10mph could potentially see traffic still travelling at excessive speeds.

The applicant has agreed that this was a reasonable issue

to raise on behalf of the council as local highway authority and has indicated a scheme of measures that could be installed over and above simply erecting new speed limit signs. Indeed new terminal speed limit signs wouldn't be appropriate to signal the change of speed limit as the same speed limit is in place either side of the length of road in question.

I have sought advice from colleagues in road safety and also from Thames Valley Police (TVP). With a caveat that the developer installs a series of measures to achieve a reduction of speed in the order of 10mph, TVP will not raise any objection to the planning application.

The scheme will be subject to detailed discussion with highways but the measures that will be required to be included are signs, road markings, coloured road surfacing, street furniture (including raised traffic islands) and possible highway layout changes. The works will be subject to a S278 agreement and will be required to be put in place prior to the occupation of the first dwelling. TVP will also require sight of a plan showing the proposed speed management scheme. The scheme along with other off-site works will be subject to a Stage 1 Road Safety Audit.

#### Redways

The applicant has accepted that the development will provide over 1km of additional redways on the development side of Wolverton Road. This is a significant contribution to the redway network and provides a link between Oakridge Park and Redhouse Park. Due to land ownership and topography issues the development doesn't propose

providing a direct link to Railway Walk.

However, I am not in favour of the car park shown as being accessed off Little Linford Lane. It is given a capacity of 25 spaces and no opinion is provided on how this capacity has been evaluated. My concern is that if users of the facilities at this development are encouraged to access the parkland area of this application site from this point then there may be an overspill of cars who can't be accommodated and who can't find anywhere else to park.

My site visit shows that the piece of land for the car park is where Little Linford Lane has a width of approximately 4.3m and where cars travelling in a westerly direction have to give way to traffic travelling from the opposite direction as a result of a narrowing of the road on the approach to the bridge.

My view is that access from this section of Little Linford Lane is potentially unsafe. There also appears to be insufficient forward visibility from a vehicle travelling in an easterly direction to see another vehicle waiting to turn right into the proposed car park. This condition would be exacerbated if cars were not discouraged from parking on the highway in the vicinity of any access to the car park. The introduction of any waiting restrictions on this length of highway and the need to enforce such restrictions, would in my opinion, be an unreasonable burden on the local authority.

In conclusion, although I have no objection to the remainder of the planning application (subject to conditions) I do have

an objection to this element of the proposed development for the following reason: -

The establishment of an access at a point on Little Linford Lane where the width of the highway and forward visibility is restricted is likely to lead to conditions of danger, inconvenience and obstruction to users of the highway contrary to Local Plan Policy D1 (vi).

### **MKC Urban Design**

No comments received

### **Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust**

Object on the grounds of:

- potential negative impact on Great Linford Gravel Pits Biological Notification Site and a Milton Keynes Wildlife Corridor contrary to National Planning Policy Framework and Milton Keynes planning policy (NPPF).
- potential negative impact on wild bird habitat, contrary to the requirements of paragraph 9A of the Conservation of Habitats and Species Regulations 2010 (As Amended) and on priority species of birds, contrary to the NPPF.
- Potential negative impact on ecological networks contrary to the NPPF and Milton Keynes planning policy.
- Lack of assessment of disturbance and recreational impacts on Great Linford Gravel Pits Biological



Notification Site.

- The application does not demonstrate a net gain in biodiversity as required by the NPPF.

The evidence has not been provided with the application to demonstrate that it will not result in “*significant harm*” to a locally designated site with priority habitat/species or that it will “*protect and enhance local sites within the Borough as well as BAP Priority Habitats and species*” or “*promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations*”

In our view there is a significant likelihood of negative impacts. The red line development boundary is within the Biological Notification Site, as is the proposed area for the River Valley Park Extension (RVPE). Between them these cover a significant proportion of what is one of the most important sites for wildlife within Milton Keynes, indeed arguably the most important. It includes areas of UK priority habitat identified in the EIA (woodland and lowland meadow) as well as several lakes, many of which are likely to be a UK priority habitat, eutrophic standing water, although they do not appear to be identified in the EIA as such.

### **Royal Society For the Protection of Birds**

Object on the following grounds:

- potential negative impact on Great Linford Gravel Pits Biological Notification Site and a Milton Keynes Wildlife Corridor contrary to National Planning Policy

Framework and Milton Keynes planning policy (NPPF).

- potential negative impact on wild bird habitat, contrary to the requirements of paragraph 9A of the Conservation of Habitats and Species Regulations 2010 (As Amended) and on priority species of birds, contrary to the NPPF.
- Potential negative impact on ecological networks contrary to the NPPF and Milton Keynes planning policy.
- Lack of assessment of disturbance and recreational impacts on Great Linford Gravel Pits Biological Notification Site.
- The application does not demonstrate a net gain in biodiversity as required by the NPPF.

### **Local Residents**

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

193 – 207 (odds) Selkirk Drive Oakridge Park  
1 – 24 (cons), 26 Ryeland Croft Oakridge Park  
38, 40, 42, 46, 48, 51, 53, 55 Kerry Hill Oakridge Park  
Caravan 1 Black Horse Lodge Wolverton Road  
Black Horse Lodge Wolverton Road Great Linford  
Black Horse Bridge Wolverton Road Great Linford  
Linford Lakes Nature Reserve Wolverton Road Great Linford  
The Holt Linford Lakes Nature Reserve Wolverton Road  
Storage Land Motorway Service Depot Little Linford Lane Newport Pagnell  
Motorway Maintenance Depot Little Linford Lane Newport

Pagnell

Days Inn M1 Motorway Service Area North And South  
Little Linford Lane

The Bungalow Little Linford Lane Newport Pagnell

Service Area Police Station M1 Motorway Service Area  
North And South Little Linford Lane

Petrol Station Northbound M1 Motorway Service Area  
North And South Little Linford Lane

2 – 16 (evens), 17 - 25 (cons) Millfield Gardens Redhouse  
Park

1, 5, 7, 9, 11, 15, 17, 21- 45 (odds), 49 – 91 (odds) Top Fair  
Furlong Redhouse Park

1 - 14 (cons), 16 High Thorn Piece Redhouse Park

1 - 5 (cons) Skinners Close Redhouse Park

1 – 13 (cons), 14 – 42 (evens), 53 Hambledines Redhouse  
Park

1 - 17 (odds) Pond Gate Redhouse Park

93, 95, 97 Rowditch Furlong Redhouse Park

1, 3, 5 Holmes Meadow Redhouse Park

1 – 14 (cons), 16, 18 Grove Corner Redhouse Park

Ground Floor Workshop South Pavilion Parklands

The Courtyard Arts Centre Parklands Great Linford

Memorial Hall High Street Great Linford

1 – 12 (cons) The Crescent Marsh Drive Great Linford

1 – 13 (odds), 17, 15, 19 21 Willow Wren Great Linford

The Arts And Craft Studio The Courtyard Arts Centre  
Parklands

1- 13 (cons), 15 - 48 (cons) Campion Great Linford

2, 8, 10 Broadway Avenue Giffard Park Milton Keynes

First Floor North Pavilion Parklands

Woodside 4 Broadway Avenue Giffard Park

2, 3A, 4, 5, 6 The Almshouses Parklands Great Linford

1 – 28 (cons), 30, 39, 44, 47 Station Terrace Marsh Drive  
Great Linford  
Artworks Workshop The Courtyard Arts Centre Parklands  
St Andrews Church Parklands Great Linford  
1 - 6 (cons)Harvard Close Giffard Park  
South Pavilion Parklands Great Linford  
The Old Wharf House The Wharf Great Linford  
Canal Cottage The Wharf Great Linford  
Acer House 4A Broadway Avenue Giffard Park  
3, 3A, 6, 10, 12 The Wharf Great Linford Milton Keynes  
First Floor Workshop South Pavilion Parklands  
Ground Floor North Pavilion Parklands  
Great Linford Manor High Street Great Linford  
1, 3, 6 Broadway Avenue Giffard Park Milton Keynes  
1, 3 The Almshouses Parklands Great Linford  
6 Broadway Avenue Giffard Park Milton Keynes  
8, - 26 (cons) Parklands Great Linford Milton Keynes  
53 - 63 (cons) Church Lees Great Linford  
Flat At The Black Horse Wolverton Road  
The Black Horse Wolverton Road Great Linford  
Caravan 2 Black Horse Lodge Wolverton Road  
2 Shepherds Hey Oakridge Park Milton Keynes

Comments from 48 local residents have been received  
objecting to the application on the following grounds:

1. Increased traffic
2. Loss of view
3. More people in the area would overwhelm existing  
schools and doctors.
4. Impact on wildlife (including loss of habitat)
5. Loss of recreation area/open space

6. Impact on wildlife corridor
7. Loss of open countryside
8. Impact on nature reserve
9. The site is subject to flooding
10. The development would be poorly related to other development in the area.
11. Sewage treatment
12. The development site is not in a sustainable location.
13. Impact on Road Safety.

In addition an objection has been received on behalf of Welcome Break Holdings Ltd who own the Ramada Hotel and operate the Newport Pagnell Motorway Service Area. They are concerned about the lack of detail submitted in regard of the proposed car park in Little Linford Lane and the implications this may have for flooding and the security of the Motorway Service Area.