

**Application Number:** 18/00798/FUL

**Description** New residential hub building to accommodate living space for 4 priests and associated support facilities

**AT** St Augustines RC Church , Langcliffe Drive, Heelands, Milton Keynes, MK13 7PL

**FOR** The Diocese of Northampton

**Target:** 24 May 2018

**Extension of Time:** No

**Ward:** Bradwell

**Parish:** Bradwell Parish Council

**Report Author/Case Officer:** Jeremy Lee  
Senior Planning Officer

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## 1.0 RECOMMENDATION

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

## 2.0 INTRODUCTION

### The Site

2.1 The application site is located to the northwest of the junction of Saxon Street and Leyburn Court. The site consists of the main church building together with a detached, two storey, Presbytery. In front of the church building, facing onto Langcliffe Drive there is a car parking area for 24 vehicles. Between the church building and Leyburn Court is a relatively large area of landscaping including a large hedge/tree screen around the outside of the site.

2.2 To the north of the church is a small area of open space and beyond that is dwellings. To the west are more dwellings and to the south are a large hotel and its associated car park. To the east, on the opposite side of Saxon Street is a large area of open space and the tall CMK mast and the wider Lindford Wood Area.

2.3 To the north-east of the site is the site of the former Suffolk Punch PH which is currently being redeveloped for housing and a community hall.

## The Proposal

2.4 The main element of the proposal would be a building situated at the rear of the existing church. This building would be roughly 'U' shaped', and would be largely single storey, but with 4 rooms at first floor level contained within individual gables along the Leyburn Court frontage. This building would contain living accommodation for four priests along with office/meeting rooms. The area between the wings of the 'U' would be laid out as a courtyard garden.

2.5 The proposal includes a detached double garage located between the 'U' shaped building and the church, a cycle store, a bin store, two car parking spaces and a driveway connecting the entrance at the front of the church to the garage and parking spaces at the rear.

## Reason for referral to committee

2.6 The application is reported to Development Control Panel at the request of Ward Councillors Robin Bradburn and Robert Exon. They are concerned that the proposal would conflict with the planning permission given for the development on the Suffolk Punch site.

## **3.0 RELEVANT POLICIES**

### 3.1 National Planning Policy Framework (2018)

Paragraph 11: Presumption in favour of sustainable development

Paragraph 47: Determining applications

Paragraphs 54-57: Planning Conditions and obligations

Section 8: Promoting healthy and safe communities

Paragraph 118 d): Making effective use of land

Section 12: Achieving well-designed places

Section 15: Conserving and enhancing the natural environment

## The Development Plan

### 3.2 Neighbourhood Plan

There is no Neighbourhood Plan covering the Heelands area.

### 3.3 Core Strategy (2013)

Policy CSA: Presumption in favour of sustainable development

Policy CS10: Housing

Policy CS13: Ensuring High Quality, Well Designed Places

Policy CS19: The Historic and Natural Environment

### 3.4 Saved Policies of the Local Plan 2001-2011 (2005)

Policy D1: Impact of Development Proposals on Locality  
Policy D2: Design of Buildings  
Policy D4: Sustainable Construction  
Policy C2: Protection of Community Facilities  
Policy T10: Traffic  
Policy T15: Parking Provision

### 3.5 Supplementary Planning Documents Parking Standards (2016)

### 3.6 Human Rights Act 1998

There may be implications under Article 8 and Article 1 of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions. However, these potential issues are in this case amply covered by consideration of the environmental impact of the application under the policies of the development plan and other relevant policy guidance.

## 4.0 MAIN ISSUES

Principle of development  
Highway matters and parking  
Impact on character of the area  
Design  
Residential amenity  
Landscape  
Ecology  
Drainage and flood risk  
Other matters

## 5.0 CONSIDERATIONS

### Principle of development

5.1 In the proposals map for the Adopted Milton Keynes Local Plan 2001-2011, the application site is identified for Community Facilities. The community facility in this instance is the existing church. Whilst the proposed building does not in itself provide additional community facilities it would provide additional support for the provision of those services. The development of the site to provide accommodation for priests associated with the church has been previously accepted when the existing Presbytery was granted planning permission (01/00784/FUL) in 2001. It is therefore considered that the principle of providing accommodation for priests on the site is acceptable.

5.2 The question of whether the proposal would conflict with the planning permission for the development currently under construction on the Suffolk Punch site also impacts upon the principle of the proposed development. Development of the Suffolk Punch Site for 27 dwellings and a community hall was permitted under reference 16/01475/FUL on 4<sup>th</sup> April 2018. The permission was subject to a number of conditions and a Section 106 Agreement between the Council and the Developer.

5.3 In relation to the current proposal the most important condition attached to planning permission 16/01475/FUL is condition 17 which states:

*'Prior to the occupation of the development hereby permitted, the access road and car parking shown on the approved drawings on the Suffolk Punch site shall be constructed, surfaced and permanently marked out. The car parking so provided shall be maintained as a permanent ancillary to the development and shall be used for no other purpose thereafter.'*

5.4 In addition the Section 106 requirement includes the provision:

*'The developer and the owners covenant with the Council prior to the occupation of the development to provide the parking spaces in the locations and to the specification shown on Plan 1.'*

Plan 1 shows 20 car parking spaces located on land to the north and east of the church. The driveway serving the car parking spaces follows the same route as the driveway serving the current proposal. However, the parking spaces are on land to the side of this driveway.

5.5 In addition in the Definitions and Interpretations section of the agreement it states:

*'Parking Spaces means the 20 parking spaces to be delivered by the Owners and/or Developer at the location and to the specification as shown shaded purple on Plan1. These spaces shall be allocated on the basis of six (6) to the Community Hall and ten (10) to the Church. The four (4) disabled spaces shall be shared between the Community Hall and the Church.'*

5.6 On the basis of the Suffolk Punch planning permission and Section 106 agreement, it is considered that there is no conflict between the current proposal and the approved development. Whilst the driveway serving the proposed development would be on the same site as the driveway serving the 20 spaces associated with the Suffolk Punch development, it would not prevent access to those spaces.

5.7 Nevertheless, there is an expectation among the local community that the Suffolk Punch development would provide additional parking facilities on the Church site. This expectation is clearly based on the Proposed Site Layout drawing submitted in support of application 16/01475/FUL which shows 52 car parking spaces to serve the community facility, but "shared with church and local community". The 32 spaces not covered by the Section 106 agreement are shown on the land to which the current application relates.

However, in his report to the 9 March 2017 Development Control Committee (where it was resolved to approve the application) the Case Officer noted *“the 52 spaces would be far in excess of the Parking Standards and it would not therefore be reasonable to require this number of spaces to be provided by the applicant”*.

5.8 It is understandable why, based on the Suffolk Punch ‘Proposed Layout’ drawing, that there is a belief that there is a conflict between the current proposal and the Suffolk Punch development. However, for the reasons given above, it is considered that there is no conflict between the applications and that no objection to the principle of the development on these grounds can be sustained.

#### Highway matters and parking

5.8 Much of the concerns raised in relation to the impact of the proposal on the approved car parking associated with the Suffolk Punch development is due to problems in the area resulting from on-street parking generated by services at the church. It is clear that the off-street car parking facility provided for the church when it was built is in adequate to serve the current congregation. However, it is not possible to use current proposals to address an existing parking problem and whilst it may be considered preferable for the application site to be developed to provide additional parking spaces to serve the church, the Council has to consider the application currently submitted on its own merits.

5.9 It is considered that given the way the development is to be used it is considered appropriate to calculate the parking requirement on the basis of the building being a four bedroom house. The site is within parking zone 3. On that basis the parking requirement given in the Council’s Parking Standards are:

Plot Number	Type of Houses	Parking Standards Requirement - Zone 4		Provided	
		Allocated	Unallocated + tandem	Allocated	Unallocated + Tandem
1	4 bed	2	0.5	2	0
<b>Totals</b>		2	0.5	2	0
	<b>Site Total</b>	<b>3 spaces required</b>		<b>2 spaces provided</b>	

5.10 Although the application does not provide the required unallocated (visitor) space it is considered that the additional parking spaces can be achieved within the current application site by a vehicle parking across the front of the proposed garage. It is therefore considered that adequate parking is provided on the site to serve the development.

5.11 It is not considered that the proposal would have a significant, detrimental, impact upon highway safety or the free flow of vehicles on the highway.

### Impact on character of the area

5.12 The proposed building would largely be screened from public view by the existing buildings on the site and the tall trees which line the south and west boundaries of the site. Where views of the development are achieved, it is considered that the design of the proposed building is appropriate for the site and reflects the design and appearance of its surroundings.

### Design

5.13 The existing church building is of a striking, hexagonal, design. However, the adjoining Presbytery is of a more traditional residential design, reflecting the design and appearance of nearby residential properties. It is considered that the proposed development reflects the more traditional scale and appearance of the residential properties whilst acknowledging its ecclesiastical function through the courtyard garden layout, with its surrounding cloister like covered walkway, and circular windows on the north elevation.

### Residential amenity

5.14 The proposed development is well separated from nearby residential properties and for the most part is relatively low. There would be no overshadowing of other properties from the proposed development and the only potential for overlooking of adjoining properties would come from the first floor 'French' windows with Juliette balconies on the south elevation. However, these windows would look across Leyburn Court towards the car park associated with the hotel. It is not considered that the proposal would have any impact on the residential amenities of adjoining properties.

### Landscape

5.15 The proposed development would have little impact upon the landscaping seen from public areas. However, it would result in the loss of some trees within the site. Although the submitted drawings show the trees around the southern and eastern boundaries of the site being retained at points the building would come quite close to some of those trees. It is therefore considered appropriate to impose conditions requiring the submission of satisfactory landscaping details and appropriate tree protection measures during construction.

### Ecology

5.16 It is not considered that the proposal would have a significant impact upon the ecological value of the site. It does contain some trees which will be lost as a result of the development, but the majority of the trees, and the most significant trees and the habitat they provide would be retained.

## Drainage and flood risk

5.17 Subject to a condition requiring the submission of the details of a Sustainable Drainage Strategy it is considered that the proposal is acceptable in terms of drainage and flood risk.

## **6.0 CONCLUSIONS**

6.1 It is considered that the proposal itself would not have any detrimental impact upon on street car parking, the appearance of the area or the amenities of local residents. Whilst the development does not allow for the additional 32 spaces that may have been provided on the site, the proposal does not prevent the provision of the 20 car parking spaces that were required to be provided as part of the Suffolk Punch development. It is therefore recommended that planning permission be granted subject to the conditions set out below.

## **7.0 CONDITIONS**

1. The development hereby permitted shall begin 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 91 of the Town and Country Planning Act 1990.

2. Prior to the occupation of the development hereby permitted 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 development 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.

3. The development hereby approved shall be carried out in accordance with the materials specified on the approved plans.

Reason: To ensure that the new work complements the existing building and to ensure the development does not detract from the character and appearance of the area in accordance with Policy CS13 of the Milton Keynes Core Strategy 2013 and Saved Policies D1 and D2 of the Milton Keynes Local Plan 2001-2011.

4. No building or use hereby permitted shall be occupied or the use commenced until the vehicular access/driveway has been provided and thereafter retained at the position shown on the approved plans. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: In the interests of highway safety in accordance with Policy CS13 of the Milton Keynes Core Strategy 2013 and Saved Policy D1 of the Milton Keynes Local Plan 2001-2011.

5. Notwithstanding the approved drawings, no development shall take place above slab level until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. These details shall include existing trees and/or hedgerows to be retained and/or removed accurately shown with root protection areas; existing and proposed finished levels or contours; means of enclosure; visibility splays; areas of hard surfacing materials; proximity between street lights and tree planting; pedestrian access and circulation areas; civic space / public park furniture, play equipment, bins etc.; proposed and existing functional services above and below ground such as cables, pipelines, substations. Soft landscape works shall include planting plans at a minimum scale of 1:200 with schedules of plants noting species, plant supply sizes and proposed densities; written specifications (including cultivation and other operations associated with tree, plant and grass establishment; and the implementation programme.

Development shall be carried out in accordance with the approved details. If within a period of two years from the date of the planting of any tree or shrub, that tree or shrub, or any tree and shrub planted in replacement for it, is removed, uprooted or destroyed, dies, becomes severely damaged or diseased, shall be replaced in the next planting season with trees and shrubs of equivalent size, species and quantity.

All hard and soft landscape works shall be carried out prior to the occupation of the building(s) or the completion of the development whichever is the sooner or in accordance with a programme agreed in writing with the Local Planning Authority.

Reason: To protect significant trees and hedgerows, safeguarding the character of the area and preserving habitat and to minimise the effect of development on the area in accordance with Policies CS13 and CS19 of the Milton Keynes Core Strategy 2013 and Saved Policy D1 of the Milton Keynes Local Plan 2001-2011.

6. No development shall take place until an assessment of ground conditions to determine the likelihood of any ground, groundwater or gas contamination of

the site has been carried out in accordance with the Environment Agency's 'Model Procedures for the Management of Land Contamination'. The results of this survey detailing the nature and extent of any contamination, together with a strategy for any remedial action deemed necessary to bring the site to a condition suitable for its intended use, shall be submitted to and approved by the Local Planning Authority before construction works commence.

Any remedial works shall be carried out in accordance with the approved strategy and validated by submission of an appropriate verification report prior to first occupation of the development.

Should any unforeseen contamination be encountered the Local Planning Authority shall be informed immediately. Any additional site investigation and remedial work that is required as a result of unforeseen contamination will also be carried out to the written satisfaction of the Local Planning Authority.

Reason: To ensure that the site is fit for its proposed purposes and any potential risks to human health, property, and the natural and historical environment, are appropriately investigated and minimised in accordance with Saved Policy D1 (iv) of the Milton Keynes Local Plan 2001-2011.

7. All existing trees, woodlands and hedgerows to be retained as shown on the approved plans shall be fully protected in accordance with the latest British Standards (currently BS 5837:2012 'Trees in relation to design, demolition and construction-Recommendations') by the time construction begins. All protective measures must be in place prior to the commencement of any building operations (including any structural alterations, construction, rebuilding, demolition and site clearance, removal of any trees or hedgerows, engineering operations, groundworks, vehicle movements or any other operations normally undertaken by a person carrying on a business as a builder). 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. All protective measures shall be maintained in place and in good order until all work is complete and all equipment, machinery and surplus materials have been removed from the site.

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 protect significant trees and hedgerows, safeguarding the character of the area and preserving habitat and to minimise the effect of development on the area in accordance with Policies CS13 and CS19 of the



Milton Keynes Core Strategy 2013 and Saved Policies D1 and D2A of the Milton Keynes Local Plan 2001-2011.

8. No development shall take place until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal in accordance with Saved Policies S13 and D1 (ii) of the Milton Keynes Local Plan 2001-2011.

9. Prior to the occupation of the development hereby permitted, details of the cycle storage and bin storage areas shown in the approved drawings shall be submitted to and be approved by the local planning authority. The cycle storage and bin storage areas shall be provided and permanently retained in accordance with the details so approved.

Reason: To ensure that adequate cycle storage and bin storage facilities are provided to serve the development.



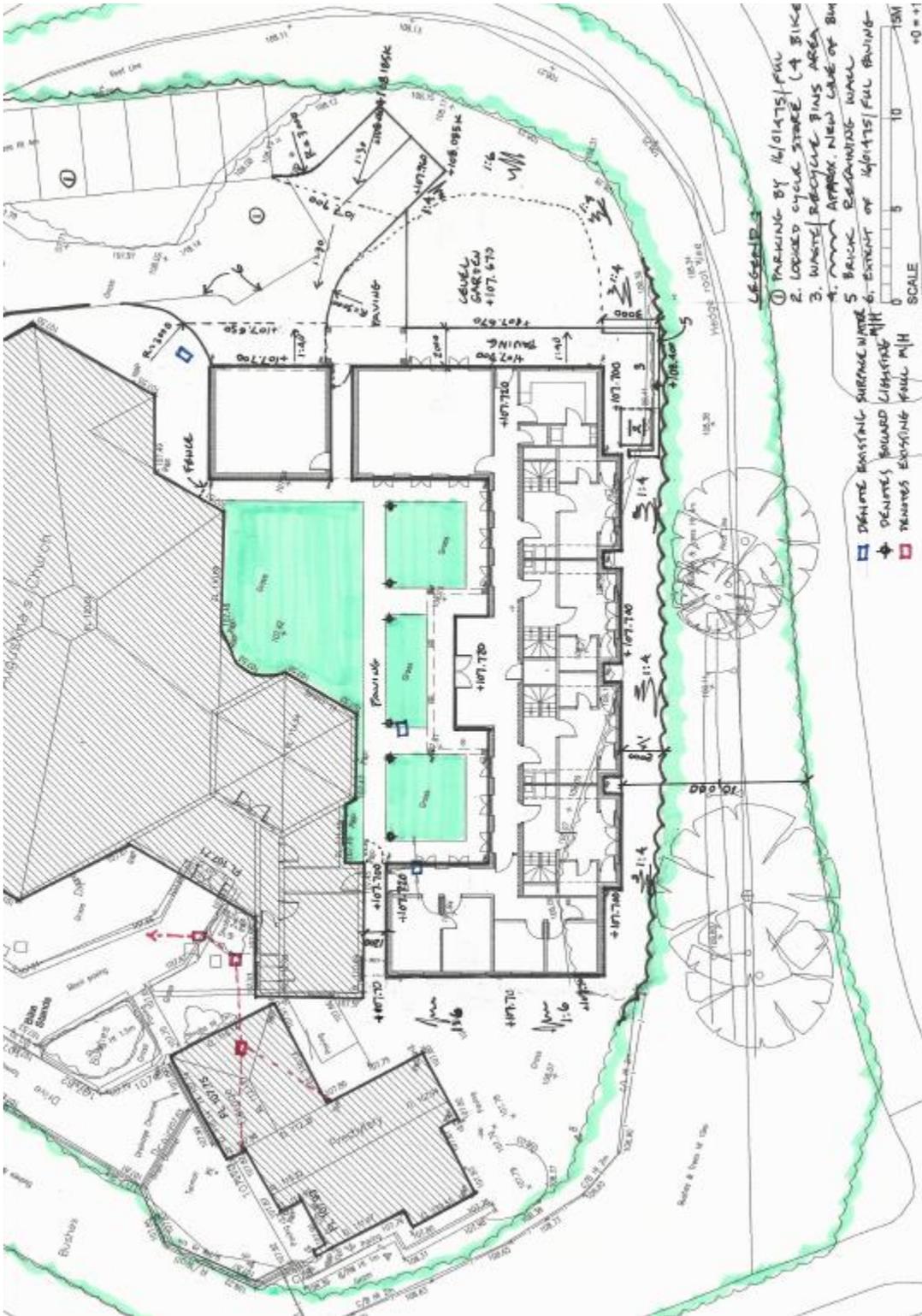
milton keynes council



PLANNING ISSUE	NO	MD	DATE	REV
PRE APP ISSUE	NO	MD	05/10/17	B
PRELIMINARY ISSUE	MD	MS	30/08/17	A
DESCRIPTION	DRS	CHK	DATE	REV

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CLIENT DIOCESE OF NORTHAMPTON	DRAWING LOCATION PLAN	DRAWING NUMBER <b>17005 - PLA - 001 - C</b>	
PROJECT ST AUGUSTINE'S PRIEST'S FACILITY	SCALE 1:1250	PROJECT ARCHITECT GA4 MB	© 2017 www.buntingarchitects.com www.buntingarchitects.com
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- LEGEND**
1. PARKING BY 16,014/15 FULL
  2. LOCKED CYCLE STORE (4 BIKE)
  3. WASTE/RECYCLE BINS AREA
  4. 8M CABLE, NEW CABLE OF 8M
  5. BRICK RETAINING WALL
  6. EXTENT OF 16,014/15 FULL PARKING

**buntingarchitects** PLANNING CONSULTANTS AND ARCHITECTS

DATE: 27/03/18  
 PREPARED BY: J. HAYES  
 PROJECT: 17005-PLA-00  
 SCALE: 1:200  
 PROJECT ARCHITECT: J. HAYES

NO.	DATE	DESCRIPTION
1	27/03/18	ISSUE FOR PERMITS
2	15/07/18	REVISED PERMITS
3	25/07/18	REVISED PERMITS
4	20/08/18	REVISED PERMITS
5	08/09/18	REVISED PERMITS

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## Appendix to 18/00798/FUL

### A1.0 RELEVANT PLANNING HISTORY

01/00784/FUL

Erection of one dwelling house as presbytery  
Permitted 03.07.2001

13/02422/FUL

Erection of double garage attached to existing dwelling  
Permitted 13.01.2014

### A2.0 ADDITIONAL MATTERS

None.

### A3.0 CONSULTATIONS AND REPRESENTATIONS

#### A3.1 Ward Councillor Robin Bradburn

I object to this application as it appears to have a detrimental effect on a previous decision by Milton Keynes Council for the Suffolk Punch site (16/01475/FUL).

I would request that the application is considered by Development Control Committee or Panel.

#### A3.2 Ward Councillor Robert Exon

There are a number of issues with this application and I would like it to be considered by Development Control Panel.

#### A3.3 Ward Councillor Marie Bradburn

No response received

#### A3.4 Parish Council

No comments received

#### A3.5 MKC Highways Officer

1st response

The proposals will conflict with the car park as set out under the Suffolk Punch application significantly reducing it from the approved. In the current form then I am unable to approve the application when this conflict is in place.

2nd response

As discussed and reluctantly based on the approved conditions / s106 for



16/01475/FUL I have no objections subject to the following condition:

Prior to the occupation of the development hereby permitted 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 development 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.

Officer comments

The Highway Engineer's initial comments reflect his reading of the submitted Site Layout drawing submitted in support of 16/01475/FUL. His amended comments followed his reading of the details of that permission.

A3.6 No comments have been received from local residents.