

**Application Number: 16/00025/OUT**  
Major

**Outline consent for 164 additional grasscrete parking spaces, associated landscaping and future emergency access to the adjoining site. All matters reserved**

**AT The Stables , Stockwell Lane, Wavendon**

**FOR Wavendon Allmusic Plan**

**Target:** 8th April 2016

]]

**Ward:** Danesborough And Walton

**Parish:** Wavendon Parish Council

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## **1.0 INTRODUCTION**

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

### **1.1 The Site**

The main section 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 Stables is a music performance and education centre located in Wavendon. The application documents state that there are currently 252 parking spaces to serve a capacity of 535 people which includes patrons, staff and performers. The building is a large detached premises located off Stockwell Lane. The Stables site originally formed part of the wider site of The Old Rectory, which is located to the south of the site. The Old Rectory is grade II listed and the original stables building which forms part of the southern element on the application site is considered to be curtilage listed. In 2000 the original performance venue was replaced by a 400 seat auditorium and subsequently a bar. The original stables building which previously formed part of The Old Rectory was converted to provide a café/ bar/ performance space.

1.3 The application site lies within the Strategic Land Allocation, but is shown as an existing use and does not form a part of the SLA development proposals. It

also falls within a green buffer area on the Policies Map. The land forming the west of the application site is allocated as a landscape buffer within the Strategic Land Allocation Development Framework (SLADF).

1.4 The land to the north of the application site is allocated within the Core Strategy, Policy CS5 and in the SLADF for housing development and is currently subject to a planning application seeking outline consent for up to 240 dwellings. The application site is bounded on the east by Stockwell Lane which links the A5130 to Wavendon village; this is a single track road with passing places which serves the application site and a number of residential properties. To the south of the application site is the grade II listed Old Rectory which is still used as a residential property. To the west of the application site is land allocated for an employment use and in part benefitting from an extant planning consent as a part of the Wavendon Gate Business Park.

1.5 Details of the location of the site and its relationship to surrounding properties can be seen in the plans attached to this report.

#### 1.6 **Background**

The application originally sought outline planning permission for the erection of two extensions including a three storey, 375 sq.m extension to the north of the existing auditorium to provide a new rehearsal area, digital recording studios, offices, toilets and satellite plant rooms. The applicant has withdrawn the two extension proposals from the current application on the basis of representations received. The proposed extensions will need to be subject to a full planning application to allow for detailed consideration of the proposals on setting of the grade II Listed Old Rectory.

#### 1.7 **The Proposal**

Planning permission is sought for the creation of 164 additional car parking spaces within land to the west of the Stables site, with associated landscaping. This area is currently included in an outline planning application (application reference 15/02337/OUT) for the development of up to 134 dwellings. Permission is also sought to establish the principle of an emergency vehicle access through the land west of the application site and out onto Ortensia Drive.

1.8 The additional car parking is proposed to address a current parking displacement when performances are taking place at the venue. The application seeks outline planning permission with all matters reserved. 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 (NPPF), March 2012 paragraph:  
28 Supporting a prosperous rural economy  
69 and 70 Promoting healthy communities

109, 117, 118 and 119 Conserving and enhancing the natural environment  
128,129, 131, 133 and 134 Conserving and enhancing the historic environment  
216 Annex 1 Implementation

## 2.2 **Local Policy**

### Core Strategy

CS5 Strategic Land Allocations

CS15 Delivering Economic Prosperity

## 2.3 Adopted Milton Keynes Local Plan 2001-2011

D1 Impact of Development Proposals on Locality

D2A Urban Design Aspects of New Development

D2 Design of Buildings

HE5 Development Affecting the Setting of a Listed Building

T15 Parking Provisions

L9 Arts, Entertainment and Commercial Leisure Facilities

C2 Protection of Community Facilities

## 2.4 Supplementary Planning Guidance

Parking Standards for Milton Keynes (2016)

Strategic Land Allocation Development Framework (2013)

## 2.5 Wavendon Neighbourhood Plan

Wavendon Parish Council is preparing a Neighbourhood Plan for its parish area; the plan is still at an early stage and has not yet been subject to pre-submission public consultation and therefore carries very limited weight at this time.

## 3.0 **MAIN ISSUES**

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

### 3.1 **Principle of Development**

The Policies Map and the SLADF identifies the land proposed for additional car parking within the west of the application site as located within an area of green buffer to provide separation between the SLA and Wavendon village. It is proposed that the use of this area of the site would be conditioned to ensure that this car parking area is only used as an ancillary facility during performances rather than a main car parking facility. On balance it is considered that the use of this area for additional car parking will not prejudice the green buffer's function in that the land will remain primarily open in character and that it will continue to contribute to the green setting of the village of Wavendon.

### 3.2 **Additional car parking**

The application proposes 164 additional car parking spaces. The council's parking standards for Theatres has been applied to this site which in this location would seek 1 parking space per 5 seats. The application is proposing parking in excess of the adopted standards however the applicant has submitted information stating that due to the nature of the use of the site, location and historical lack of public transport connections parking provision in

excess of the standards should be considered in this instance.

### **3.3 Emergency Vehicle access**

The application seeks to establish the principle of an emergency access through the land west of the Stables onto Ortensia Drive, which will provide emergency vehicles with an alternative route to the site avoiding the single carriage Stockwell Lane. The principle of this alternative emergency route is considered broadly acceptable however a reserved matters application will be required in due course showing how the emergency access would be controlled and link into the existing highways network avoiding any adverse impact on the local highway network and the amenity of local residents.

### **3.4 Impact on the setting of the Listed Building**

The additional car parking is located outside of the curtilage of the existing Stables site and is not considered to impact on the setting of the grade II listed Old Rectory or the curtilage historic stable block.

### **3.5 Impact on Neighbour Amenity**

The additional car parking is not considered to adversely impact on the neighbouring amenity of the existing Old Rectory due to the separation afforded by the existing Stables site.

### **3.6 Ecology**

Paragraph 118 of the NPPF identifies that opportunities to incorporate biodiversity in and around developments should be encouraged. Conditions are proposed within section 6 of this report requiring biodiversity enhancements and mitigation.

## **4.0 RECOMMENDATION**

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

- 4.1 It is recommended that outline 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 lead to the officer Recommendation)*

### **5.1 Principle of Development**

The revised proposal seeks to establish the principle of additional grass crete car parking and an emergency vehicle access. It is acknowledged that neither the Core Strategy nor Local Plan have any specific policies in relation to The Stables, nor is the site mentioned specifically within Policy CS5, in relation to the Strategic Land Allocation. Policy CS1 (Milton Keynes Development Strategy) focuses the majority of development on, and adjacent to, the existing urban area of Milton Keynes as amended. It identifies a Strategic Land Allocation to the south east of the city. Policy CS5 Strategic Land Allocation sets out the key principles which should be met by development in the Strategic Land Allocation. The submitted documents shows additional car parking proposed in the west of the application site is located within the SLA landscape buffer (as demonstrated in Figure 3.4 of the SLADF, which has been appended to this report) the purpose of the buffer is to provide

separation between Wavendon village and development within the SLA.

- 5.2 The Core Strategy Examiner's report (at para 51) refers to the "openness of the area immediately to the north of Wavendon's settlement boundary....[as providing] ..an attractive green setting for the village'. All land immediately to the north of the settlement boundary is considered to fall within the area that the Inspector describes and the Council is of the view that this land should remain open in character to continue to contribute to the attractive green setting of the village. At para 66 of the Core Strategy Examiner's report, the Examiner warns that without masterplanning the SLA there could be a danger of a "piecemeal approach to the fringes of the village that could erode the openness of the area between the village and the new development". The Development Framework therefore seeks to avoid the development of land on the fringe of the settlement boundary of Wavendon in order to protect the setting of the village. The SLADF also allocates the provision of allotments within this buffer. The SLADF identifies the buffer in paragraph 3.4.10 as providing "public open space but also includes pieces of private undeveloped land which remains private".
- 5.3 The submitted parameters plans proposes the use of a grass crete material to create a parking area that when not in use the site will retain its open, landscaped appearance. Public representations on this site have commented that the green buffer designation of this site should be respected to protect the rural character of Wavendon Village. It is considered that when not in use the area would still retain the appearance of a green buffer. It is proposed that the use of this car park will be conditioned to ensure that this area remains as an additional facility to the main car park to be used when the capacity of the existing car park is exceeded.
- 5.4 Furthermore the SLADF also identifies that some areas forming the green buffer will remain within private ownership; the site proposed for the additional car parking is currently within private ownership with no rights of public access. Whilst this is an outline application for additional car parking with all matters reserved it is considered that the use of this area of the site should be kept free from buildings to remain open and continue to achieve the function intended of the green buffer, namely to continue to contribute to the green setting of the village. Whilst the matter of landscaping is reserved the principal of a landscape buffer shown within the submitted plan is considered to provide a positive contribution to retaining the green buffer setting of this element of the site.
- 5.5 Whilst the SLADF does not specifically seek development on The Stables site it is noted within paragraph 3.6.23 that the site "provides educational facilities, notably the annual summer camp."The Development Framework requires that the continuation of these facilities be considered as part of the overall development of the land to the north of Wavendon.
- 5.6 Furthermore Policy CS15 of the adopted Core Strategy supports the further development of creative industries, such as The Stables and the development of a range of heritage and other tourist attractions. The council's Arts and

Public Art Strategy, 2014-2023 acknowledges the importance of The Stables to artistic excellence, innovation and as a contributor to the wider economy, encouraging inward investment and the promotion of Milton Keynes.

5.7 On balance the broad principle of the additional car parking within this site are considered to be acceptable. Whilst the grass crete parking will lead to some element of development within the SLA green buffer, the car parking area when not in use, will retain an element of openness, contributing to the green setting of Wavendon and its appearance can be further softened through a considered landscaping proposal. Furthermore the additional car parking will improve access for the general public to the site and therefor is considered to develop the visitor experience ensuring the vitality and viability of the site to deliver cultural, economic and community benefits.

5.8 **Principal of additional car parking**

Milton Keynes Council assesses car parking on the basis of the adopted Parking Standards; with zonal standards, the application site is located within zone 3. There is no specific parking standard for music venues but the provision for theatres is considered to be most akin to The Stables. This standard requires 1 parking space per 5 seats. The existing auditorium contains 400 seats and on this basis would require 80 parking spaces for patrons, plus parking for staff and performers. The current car parking within the site is not formally laid out but all areas of suitable landscaping within the site have been utilised to accommodate car parking.

5.9 Paragraph 1.20 of the Council's adopted standards states the following:

*“where an applicant chooses to provide more or less parking than the standard, this would need to be subject to a rigorous assessment. It should be clear that flexibility under certain circumstances is not a licence for providing significantly more or significantly less parking provision than indicated within this document. It does however allow a degree of flexibility for locations where a departure from the standard may be warranted but may otherwise be prevented by the application of a geographical standard in an arbitrary manner.”*

The applicant has submitted a statement in respect of the additional car parking setting out that a provision in excess of the standards is sought to ensure the future viability of The Stables. The applicant comments that currently up to 250 vehicles arrive and depart the site daily which does not take account of deliveries, staff, performers or broadcast vehicles. It is stated that on the frequent occasions that two fully booked events occur at the venue “despite using volunteers as marshals and overspill parking on verges is often a necessity.” The applicant goes on to state that “there has never been any reliable and appropriate means of public transport to share the burden of public and staff access to this site and as a consequence the provision of adequate parking has been a constant and increasing concern, solved previously by providing “green” parking spaces wherever possible within the landscaped site.”

- 5.10 The Milton Keynes Council Corporate Plan (2012-2016) identifies The Stables as a key partner in the delivery of The Arts & Public Art Strategy (2014-2023). The strategy plans for Milton Keynes to be a leading cultural destination and ensure that the Arts continue to provide and demonstrate strong social and public benefit. The strategy identifies The Stables as a key organisation responsible for delivering the following priorities:

Strategic priority 1

Enhance identity through people (ref A.i), The Stables is listed to deliver Arts commissioning 'promoting new work which brings in additional funding to the area and which is partnership based'. The Stables is also listed as an organisation recognised for 'attracting talent from outside the borough'. Cultural infrastructure (ref B.iii), states that 'capital programmes enhance and add to the arts property portfolio; meeting the needs of a growing population as we prepare to become an International City'. The strategy specifically identifies and lists The Stables Capital Project as important: 'Stables Development: enhance site to create more educational and performance space through a £3m programme'.

Strategic Priority 3

Actively celebrate (ref E.iii), The Stables is listed as an organisation important in developing international recognition for Milton Keynes 'linking global communities to families living in MK'.

- 5.11 It is considered that given the location of the site and current lack of public transport infrastructure within proximity of this site there is justification for a car parking provision above the standard. The additional car parking would prevent the need for vehicle displacement onto the verges. Furthermore the additional car parking would help to ensure the ongoing vitality and viability of the venue allowing for potential future extensions to the existing facilities. It is recommended that despite the car parking provision being in excess of the adopted parking standards flexibility on this site should be shown by virtue of the site's location and the nature of the use. Furthermore given the nature of the use of the venue the additional car parking will be condition to only be in use during performances, often in the evenings, and as such the impact of the car parking is considered to be reduced.

5.12 **Emergency Vehicle Access**

The application proposes a potential future emergency vehicle access through land to the west of the site. Currently emergency vehicle access to the site is via Stockwell Lane which is a single carriageway with passing places and is also the entrance/egress for patrons. On this basis the principle of a future emergency vehicle access through this site is considered broadly acceptable subject to a future reserved matters application. This application should include detail of how this access will be managed to ensure it remains for emergency vehicles only, to avoid any adverse impacts on the local highways network or to the amenity of potential future occupiers of the neighbouring site.

**5.13 Impact on the setting of the Listed Building**

The application site is located to the northwest of the grade II listed Old Rectory; the boundary of the Old Rectory is formed of a 2 metre high stone wall, various outbuildings and mature planting. As previously discussed the original stable building located to the south of the application site is considered to be curtilage listed to The Old Rectory. By virtue of the location and separation of the proposed additional car parking area this is not considered to impact or form a part of the setting of either the grade II Old Rectory or the existing stables building.

5.14 As discussed elsewhere within this report future extension on this site would require a full planning permission to fully assess the impact on the Listed buildings.

**5.15 Impact on Neighbour Amenity**

Part iii of Policy D1 of the Local Plan sets out that new development should not result in an unacceptable visual intrusion or loss of privacy. Given the location of the proposed car parking and separation from the Old Rectory this is not considered to adversely impact on neighbour amenity.

**5.16 Ecology**

Paragraph 118 of the NPPF identifies that opportunities to incorporate biodiversity in and around developments should be encouraged. The applicant's submission identifies the need for a Great Crested Newt mitigation strategy due to the close proximity of a breeding pond and suitable terrestrial habitat in the land to the west of the application site, which will be secured by condition along with more general biodiversity enhancements. The Council's Countryside Officer has commented that where possible this mitigation should link into the Wavendon Gate Business Park mitigation scheme to ensure habitat connectivity. The applicant's submission has also identified that any new lighting within the site would be kept to a minimum particularly in the vicinity of retained hedgerows and trees to avoid any adverse impact on corridors for bats and other nocturnal wildlife, it is proposed that this matter is dealt with by condition requiring the submission of lighting details. It is therefore considered that the principle of the proposed development does not adversely impact on protected species within the area.

**5.17 Conclusion**

The proposals seek to provide 164 additional car parking spaces to address an existing car parking issue within the site. Whilst the area in the west of the application site is allocated for use as a green buffer within the SLADF it is considered the development of the grass crete parking will retain the principle of separation between the new housing development proposed to the north of the application site and the existing Wavendon village whilst providing additional parking facilities to support the future of The Stables as a venue. Furthermore the principle of a proposed emergency access is considered acceptable subject to further details within a future reserved matters application. In conclusion it is considered that whilst the additional car parking is in excess of the adopted parking standards the over provision is considered acceptable on the basis of the nature of the use, location of the site and lack



of public transport provision require patrons to travel to the site by private cars. The additional car parking provision will ensure the ongoing vitality and viability of The Stables site which provides considerable cultural and community benefits to Milton Keynes.

## **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. No development shall commence on any phase or part of the development until details of the layout, scale, appearance, emergency access and landscaping for that phase or part (hereinafter called 'the reserved matters') have been submitted to and approved in writing by the Local Planning Authority.

Reason: Outline planning permission only is granted in accordance with the application submitted.

2. Application(s) for approval of all the reserved matters in respect of all phases or parts of the development shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

3. The development within any phase or part of the development hereby permitted shall be begun on or before the expiration of two years from the date of the approval of the last of the reserved matters of that phase or part.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

4. Prior to the layout of any part of the additional 164 car parking area hereby approved details of the materials and layout of the car parking area 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 prior to first use of either extension. The car parking area so provided shall be maintained as a permanent ancillary to the development.

Reason: To ensure the site complies with Policy T15 of the Local Plan and is safe and convenient for highways users.

5. Prior to the layout of any part of the additional 164 car parking area hereby approved details of the proposed boundary shall be submitted to and approved in writing by the Local Planning Authority. The approved boundary treatments shall be carried out in accordance with the approved details for that phase or part and be completed prior to the first occupation of any phase or part of the development.

Reason: To ensure a satisfactory appearance for the development in the interests of visual amenity and privacy.

6 Prior to commencement of any works on site all existing trees and hedgerows to be retained in each phase or part of the development are to be protected according to the provisions of BS 5837:2012 'Trees in relation to design, demolition and construction-Recommendations'.

Reason: To ensure that there is adequate tree protection measures.

7. Any protected species survey report in excess of three years old at the time of the commencement of development of each phase or part of the development shall be updated and submitted to and approved in writing by the Local Planning Authority prior to the commencement of development of that phase or part of the development.

Reason: To safeguard protected species and biodiversity in accordance with saved Policy NE2 of the Milton Keynes Local Plan 2001-2011.

8. Reserved matters applications for each phase or part of the development shall include a lighting scheme for all public and private areas, footpaths and parking areas. The lighting scheme shall include details of what lights are being proposed, a lux plan showing maximum, minimum, average and uniformity levels, details of means of electricity supply to each light and how the lights will be managed and maintained in the future. If any lighting is required within the vicinity of current or built-in bat features, it shall be low level with baffles to direct the light away from the boxes and units, thus preventing severance of bat commuting and foraging routes. The approved scheme shall be implemented prior to the occupation of any phase or part of the development.

Reason: In the interests of safety and amenity and in order to comply with saved policy NE2 of the Milton Keynes Local Plan 2001-2011.

9. Prior to the commencement of development of any phase or part of the development, a scheme to incorporate additional biodiversity features into appropriate areas of the site shall be submitted to and approved in writing by the Local Planning Authority to ensure that opportunities for biodiversity are maximised on the site. All features and access to them shall be maintained in perpetuity.

Reason: To ensure the development incorporates adequate biodiversity enhancements in accordance with saved Policy NE4 of the Milton Keynes Local Plan 2001-2011.

10. Prior to the commencement of development a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include full details of how access to the car parking area will be prevented when not in use.

Reason: To ensure that the car parking area remains additional to the main facility and that the openness and character of the green buffer as allocated within the Strategic Land Allocation Development Framework is retained when not in use.

## **Appendix to 16/00025/OUT**

### **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 05/01758/FUL**

**ADDITIONAL CAR PARKING, CONVERSION OF RECEPTION BUILDING TO PERFORMANCE SPACE AND CONSTRUCTION OF NEW TOILET ACCOMMODATION  
PERMITTED 22.12.2005**

#### **14/01177/FUL**

Construction of two extensions to The Stables - a 3 storey block built against the North elevation of Auditorium containing studio space, digital recording facilities and additional office space; a single storey extension on the South side of the original Stables building containing a new studio theatre/performance space, foyer, public toilets, performer's dressing rooms and extended catering facilities, to enclose a new Courtyard space linked to all surrounding spaces; construction of a re-enforced "green" parking area for an additional 60 cars immediately North of the current site, accessed off the existing entrance and providing a "hardened " base for the National Music Summer Camp marquees and service tents (resubmission of withdrawn application 13/02010/FUL)

**REFUSED BY DEVELOPMENT CONTROL COMMITTEE 28.12.2014**

#### **14/01178/LBC**

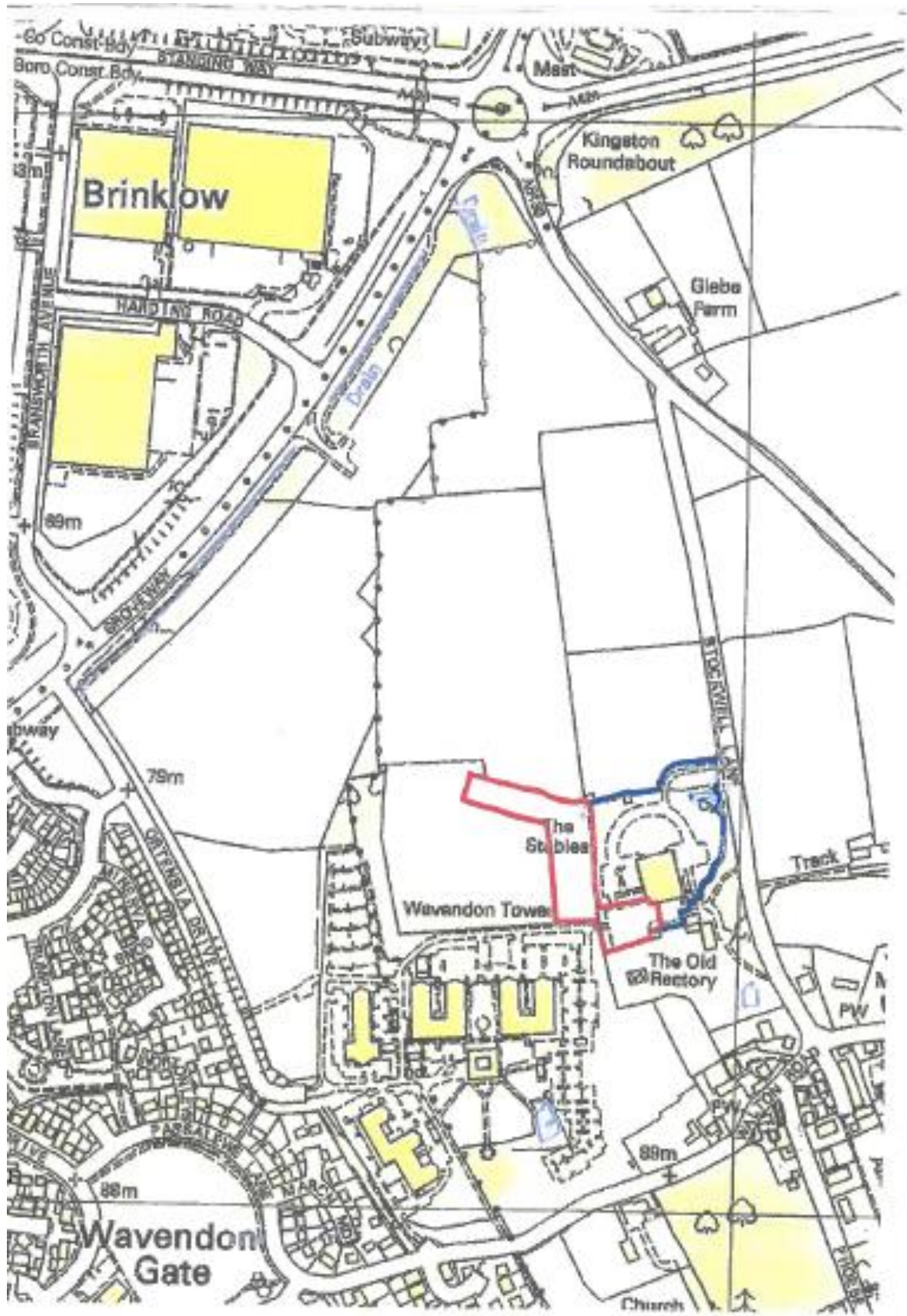
Listed building consent for the construction of two extensions to The Stables - a 3 storey block built against the North elevation of Auditorium containing studio space, digital recording facilities and additional office space; a single storey extension on the South side of the original Stables building containing a new studio theatre/performance space, foyer, public toilets, performers dressing rooms and extended catering facilities, to enclose a new Courtyard space linked to all surrounding spaces; construction of a re-enforced "green" parking area for an additional 60 cars immediately North of the current site, accessed off the existing entrance and providing a "hardened " base for the National Music Summer Camp marquees and service tents (resubmission of withdrawn application 13/02011/LBC)

**LISTED BUILDING CONSENT REFUSED BY DEVELOPMENT CONTROL COMMITTEE 29.12.2014**

### **A2.0 ADDITIONAL MATTERS**

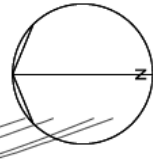
*(Matters which were also considered in producing the Recommendation)*

#### **A2.1 None**





NB: Road line approximate pending design proposals for residential development and provision of a fine road.



SANSOME  
HALL  
ARCHITECTS

Rev A: 24/02/2016 - Emergency access ONLY note added.

PROJECT:  
THE STABLES: WAVENDON - ADDITIONAL PARKING

TITLE:  
SITE LAYOUT

SCALE: 1:1000 (A3) DATE: Feb 2016 JOB: DWG: P(0)002 REV: A

CLIENT REFERENCE:  
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### **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 Development Plans Manager**

The main planning policies for this site are Core Strategy policies CS5 - Strategic Land Allocation, (SLA) and CS15 - Delivering Economic Prosperity.

The principal of the proposed development is discussed in paragraph 5.1-5.7

#### **Core Strategy:**

The principles of the development of the SLA set out in Core Strategy Policy CS5 include:

- 3) maintaining the character and integrity of existing settlements ..
- 4) maximising opportunities for sustainable travel patterns including reducing car use by locating development close to public transport nodes and routes;
- 9) providing new social and commercial facilities and services
- 16) dependent on the size of the development, and in terms of the Council's standards of provision, providing a range of community facilities meeting the needs of new and existing residents.

Policy CS15, Delivering Economic Prosperity supports the further development of creative industries and the further development of a range of heritage and other tourist attractions.

Building on this latter point, the importance of The Stables to artistic excellence, innovation and as a contributor to the wider economy, encouraging inward investment and the promotion of Milton Keynes as a place to live, work and visit is acknowledged in the council's Arts and Public Art Strategy, 2014-2023.

Neither the Core Strategy nor the MKLP have any specific policies for The Stables, nor is the venue mentioned specifically in Policy CS5 for the Strategic Land Allocation. More specific reference is however made in the Strategic Land Allocation Development Framework SPD:

#### SLA Development Framework SPD

Para 3.4.28 refers to the safeguarding of an extensive landscape buffer to provide clear separation between Wavendon village and the new development. It notes that the buffer includes areas of private land, such as The Stables for which no new development is proposed as part of the SLA.

Paras 3.5.11 – 3.5.13 provide guidance for highway access to the land to the north of Wavendon, including a new road from the A5130 into the site replacing most of the eastward section of Stockwell Lane. This new road would provide access to the Stables. Stockwell Lane is to be retained as a pedestrian and cycle route subject to an adequate alternative access being provided to The Stables.

Para 3.5.23 notes that the Council is keen to encourage the provision of a bus route through the site to the north of Wavendon which could bring a public transport route closer

to the Stables.

Para 3.6.23 notes that The Stables provides educational facilities, notably the annual summer camp. The Development Framework requires that the continuation of these facilities be considered as part of the overall development of the land to the north of Wavendon.

#### Wavendon Neighbourhood Plan

Wavendon Parish Council is preparing a Neighbourhood Plan for its parish area; the plan is still at an early stage and has not yet been subject to pre-submission public consultation.

#### National Planning Policy Framework

Para 70 states that in order to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.

Additionally, as noted above, the Stables provides an important arts and cultural facility and its existence contributes to the overall attractiveness of Milton Keynes as a place to live and work in, contributing to inward economic investment.



The planning application

Overall the proposals to extend the Stables are supported by policies that seek to protect and further develop cultural and visitor attractions both for their own sake and for the benefits these attractions bring to the wider economy and community.

The proposed grass-crete car park extension is located in the landscape buffer as identified on Figure 3.4 of the SLA Development Framework SPD. As long as the car park are is keep free from buildings and, subject to agreement of a satisfactory landscaping scheme and design details then I accept that the overall appearance of this area will remain open and should continue to function as part of the buffer.

I am aware that there are a number of concerns being raised by The Stables about access to their site in relation to the current development proposals in the adjoining lad and note that this application and those for the Fairfield Partnership site and Hewlett Packard will all be considered at a Special Development Control Committee meeting where the interlinkages between these different development can be considered.

On the basis of the above, no objection raised by the Development Plans team.

**A3.2 Councils Countryside Officer**

The technical briefing note: report to address the Countryside Officer's comments on planning application no: 15/02140/FUL dated January 2016 is acceptable.

Conditions are proposed within section 6 of this report ecology is discussed in paragraph 5.16

### Great Crested Newt

The report has identified the needed for a Great Crested Newt mitigation strategy due to the close proximity of a breeding pond and suitable terrestrial habitat, also the probable need to obtain a licence from Natural England. The mitigation strategy will need to include all of the five bullet pointed paragraphs as stated in section 5.3 of the report. The applicant will need to contact their ecologist for advice regarding progressing the Great Crested Newt mitigation strategy

### Biodiversity Enhancements

The report outlines in section 5.3 appropriate actions including the enhancement of Pond P2 and the inclusion of a high proportion of native trees and shrubs that should result in a net biodiversity increase. More details of these proposals will need to be submitted to the Planning Authority for approval.

### Bat Friendly Lighting

Section 4 of the reports paragraph 4.2.6 recommended . . . "that any new lighting within the site be kept to a minimum, particularly within the vicinity of the retained hedgerows and trees, along with directional lighting, low-intensity LED lighting with a low UV component, and deflectors to be utilised where necessary in order to direct the light into the site and away from the retained boundary vegetation and maintain dark corridors for bats and other nocturnal/crepuscular wildlife across and through the site. Full details of lighting should be set out by a specialised lighting engineer with ecological input." Lighting details will need to be submitted to the Planning Authority for approval.

## Species protection and other Issues.

Section 4 of the reports;

- Paragraph 4.2.4 recommended the need for a bat inspection survey of tree T1 if as currently understood it was not to be retained.
- Paragraph 4.2.9 recommended that appropriate measures be put in place with regard to Badger that it was recorded in the survey as foraging in the area, these being stated in paragraph 4.2.10 6 bullet point paragraphs.
- Paragraph 4.2.16 recommended that no clearance of suitable vegetation should be undertaken during the bird-nesting season (1st March to 31st August inclusive). If this is not practicable, any potential nesting habitat to be removed should first be checked by a competent ecologist in order to determine the location of any active nests. Any active nests identified would then need to be cordoned off and protected until the end of the nesting season or until the birds have fledged.
- Paragraph 5.6 states that “Where possible, the above mitigation scheme will be integrated with a mitigation scheme for the wider Wavendon Business Park site, to minimise disruption to Great Crested Newts and ensure connectivity of habitat corridors.”

These recommendations will need to be actioned appropriately.

- The enhancement of Pond P2 and landscaping

proposals that will need to demonstrate a net biodiversity increase that integrates appropriately with the mitigation scheme for the wider Wavendon Business Park site will need to be submitted to the Planning Authority for approval.

- Bat friendly lighting details will need to be submitted to the Planning Authority for approval.

### A3.3 Highways Development Control

The proposal includes an additional area of what it terms 'green' car parking. The level of car parking is in excess of the Milton Keynes Parking Standards. In order to advise Development Control Committee I require justification from the applicant why this level of parking is required.

#### Parking

The application does not make any mention of how many car parking spaces are to be provided as part of this development.

In order to advise Members of Development Control Committee information regarding the number of spaces is required, whether this provision is over or under the standards and the justification for provision of the number of spaces. As illustrated the application is unacceptable. I would hope that sufficient justification can be made given what is said by the application concerning the site's relative isolation from the main residential areas of Milton Keynes and the lack of sustainable transport modes to deliver patrons to it.

Discussed in paragraph 5.8-5.11

The applicant has submitted an additional statement following the Highways Officers comments, which states the following:

Current on-site parking	252 spaces for 535 people (480 patrons, 40 staff and 15 performers) equates to 1 car per 2.12 people
Parking lost through development	40 spaces
Remaining parking post development	212 spaces
Proposed additional spaces	164 spaces (including the replacement of the 40 spaces to be built on)
Total spaces on site post development	376 spaces for 790 people (700 patrons, 60 staff and 30 performers) equates to 1 car per 2.10 people

#### Access

Access will be from Stockwell Lane via the new link to A5130 to be constructed by others. There will also be an emergency access to the road network formed by neighbouring developments.

#### Conclusion

Additional information is required regarding the justification for the additional car parking which is in excess of the proposed floor space being constructed under this planning reference. I therefore ask that the applicant is requested to provide justification for the level of car parking in order that this can be explained to DC committee.

#### A3.4 **Conservation And Archaeology**

##### Significance

The comments provided under 14/01177/FUL set out the significance of the assets on and adjacent to the site

Discussed in paragraph 5.13 please note that the majority of the comments are no longer relevant to the application following the revision in the proposal to remove the proposed extension.

##### Key Issues

The comments provided under 14/01177/FUL set out the key issues.

##### Development Principle

The choice of location of the previous proposal was considered to be that which was most likely to cause harm to the designated heritage asset. Its position further to the west in this proposal is less harmful to the various aspects of the listed building's setting that it harmed under the previous proposal. The proposed is therefore a significant improvement and presents the scope to achieve an acceptable scheme.

## Development Detail

Listed building consent will be required for this scheme.

This is an outline planning application. It is not possible to fully judge the impact on the setting of the listed buildings without knowing how big the building will be, i.e. its massing or what it looks like. It's elevational treatment, particularly to the east and south, will be important, in terms of breaking down its size, providing articulation and creating an acceptable relationship with the existing buildings.

In addition, care will be needed at the junction with the existing outbuilding so as to sympathetically express its envelope and extent, any consent needs to reflect that the floor plan provided is indicative in this respect and may need to be revised under reserved matters.

In summary, whilst the acceptability of the final scheme will depend on the design submitted as part of the full application, the matters submitted for approval under this outline application are acceptable.

### A3.5 **Councils Archaeologists**

No comment

Noted

### A3.6 **Parish – Wavendon**

This planning application was discussed at our Parish Council meeting held on the 15th February 2016 when representatives from the Stables Theatre attended our meeting.

Discussed in paragraph 5.1-5.7

Whilst we very much value the Stables being part of our

village, we regret that we are unable to support this planning application in the current form as part of the car parking spaces have been allocated within the designated green buffer zone.

My Parish Council have campaigned over many years to ensure that there is a significant green buffer zone to the north of the village in line with the Inspector to the Core Strategy (2013) recommendations and to protect the rural character of Wavendon at this point and it is our view that re designating parts of the green buffer for additional car parking at this stage would be entirely unacceptable.

In fact the buffer zone is a key issue in our emerging Neighbourhood Plan.

However, we do support the Stables in their efforts to ensure that there are better public transport links to their venue.

A3.7 **Ward - Danesborough And Walton - Cllr D Hopkins**  
No response received

A3.8 **Ward - Danesborough And Walton - Cllr V Hopkins**  
No response received

A3.9 **Ward - Danesborough And Walton - Cllr Bramall**  
No response received

A3.10 **Natural England**  
No comment

Noted

### A3.11 **MKC Arts Manager**

The Stables Capital Development project is critically important to Milton Keynes. It will enable one of our most successful arts organisations in the region to bring new performances and productions to Milton Keynes, further satisfy its audiences and engage the new community being built around it.

Established by Dame Cleo Laine and Sir John Dankworth CBE in 1969, the Stables has grown from strength to strength and is ranked 4th in the UK's top 100 music venues by the Performing Rights Society. It has achieved this accolade by constantly evolving, providing high quality and diverse programmes and through audience development. In 2010, Milton Keynes received its first ever International Festival – which was produced by the Stables from Wavendon. With three biennale festivals now being delivered, IF is one of our major cultural highlights and provides Milton Keynes with significant inward investment, tourism, customer satisfaction, positive media coverage and artistic acclaim.

Milton Keynes Council's Corporate Plan 2012-16 identifies the importance of being recognised internationally as 'World Class MK' delivered through 'distinctive arts and heritage'. The Arts & Public Art Strategy (2014-23) outlines how this can be achieved, in partnership with key organisations and agencies. Partners in the arts, voluntary, public and private sectors are essential to the delivery and The Stables is one of those key partners.

The newly adopted Milton Keynes Arts & Public Art Strategy (2014-23) plans for the strengthening and diversification of the arts to align with growth and ambition. This will enable Milton Keynes to be a leading cultural destination and

Noted the principle of the development is discussed in paragraph 5.1-5.7



ensure that the Arts continue to provide and demonstrate strong social and public benefit to local residents, businesses and visitors. The Stables is identified and listed in the Strategy as a key organisation responsible for delivering the priorities outlined below:

Strategic priority 1

ENHANCE IDENTITY through people (ref A.i) The Stables is listed to deliver Arts commissioning 'promoting new work which brings in additional funding to the area and which is partnership based'. The Stables is also listed as an organisation recognised for 'attracting talent from outside the borough'.

CULTURAL INFRASTRUCTURE (ref B.iii) states that 'capital programmes enhance and add to the arts property portfolio; meeting the needs of a growing population as we prepare to become an International City'. The strategy specifically identifies and lists The Stables Capital Project as important: 'Stables Development: enhance site to create more educational and performance space through a £3m programme'.

Strategic Priority 3

ACTIVELY CELEBRATE (ref E.iii) The Stables is listed as an organisation important in developing international recognition for Milton Keynes 'linking global communities to families living in MK' The Stables are also a key part of Milton Keynes's cultural infrastructure and a significant contributor to the city bid for Capital of Culture 2023 (ref E.i.c)

In summary, the Stables project is critically important in ensuring that the Council Plan and the Borough's strategies are delivered and that we improve local cultural facilities and enable access to more diverse cultural activities.

Additionally, we support the ambition of The Stables, value the new opportunities they will create and look forward to the exemplary creative outputs that will be used to promote Milton Keynes.

This application will safeguard access to the site of this crucial cultural venue, enabling parking for their increasing audiences moving forwards.

**A3.12 Arts Council England**

Noted

We understand that you will shortly be deciding on prospective planning applications that may impact on future of The Stables.

The Stables is one of the UK's leading music organisations, providing a unique offer of concerts and education work for Milton Keynes and the wider region.

As an Arts Council funded National Portfolio Organisation, we recognise that it is a significant cultural asset that generates economic, cultural and social benefit to the local population. We support The Stables and its plans to develop the site in the future and maximise access to the site. We would also encourage you to consider how its activity may be preserved in order to ensure that disruption to its business operation is kept minimal.

**A3.13 Local Residents**

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

Turing House, Wavendon Business Park, Ortensia Drive

The Old Rectory, Stockwell Lane

The Old Rectory Cottage, Stockwell Lane

A3.14 Seven third party responses have been received, which raised the following:

A3.15

- No account has been taken of the right of way - as listed in document ref: BM 223596 on file at the land registry since 14/02/1997- when the land on which the Stables was built was gifted by Sir John and Lady Dankworth to Wavendon Allmusic Plan Ltd. Paragraph 1, section A, clearly states that a right of way, with or without vehicles must be maintained at all times. This outlined development will block this right of access to The Old Rectory and to The Old Rectory Cottage. The blocking of the right of way may impact on emergency vehicle access.

It is understood that this is not a public right of way and therefore this is a matter for the applicant and neighbouring properties. The applicant has removed the proposed extensions from the scheme and therefore

A3.16

- The Old Rectory is grade II listed as a 'country estate' and further expansion to the music/entertainment venue would comprise the main house and its grounds.

Discussed in paragraph 5.13-5.15

A3.17

- The expansion of The Stables would result in more noise disturbance in particular the emptying bottles into large bins outside the kitchen which is in close proximity to The Old Rectory and to The Old Rectory Cottage.

Noted

A3.18

- The plans do not show any vehicular access to the driveway at the rear of the Old Rectory round towards the front of the house. When the land was transferred to the Stables in 1997 such access was explicitly guaranteed not just to the owners at transfer but also to their heirs and assigns (please

It is understood that this is not a public right of way and therefore this is a matter for the applicant and neighbouring properties.

reference title number BM223596, land registry transfer document 5 June 1997, paragraphs 1a and 2.4)

- |       |  |   |
|-------|--|---|
| A3.19 | <ul style="list-style-type: none"><li>• The Stables are not in compliance with their obligation to operate the existing facility without causing noise or nuisance, particularly between the hours of midnight and 9 AM (paragraph 2.5). There is considerable noise between those hours from the glassware and beer kegs deposited behind the Stables' kitchen, which is immediately adjacent to the Old Rectory.</li></ul>   | Noted, no compliance with an original planning condition would be a matter for the Planning Enforcement department.   |
| A3.20 | <ul style="list-style-type: none"><li>• There is a problem with rats resulting from food waste and other refuse being deposited behind the kitchen, it is assumed that any further development of the site would exacerbate this issue.</li></ul>  | Noted, pest issues are an Environmental Health matter.  |
| A3.21 | <ul style="list-style-type: none"><li>• The Old Rectory is a Grade 2 listed building of importance and built by William Butterfield and should not be encroached upon - so close to its boundary. The original building of The Stables or is also part of the original house estate and is Grade 2 listed. At the moment all modern building is built away from The Old Rectory. This new application would compromise the integrity of both these old buildings and encroach on The Old Rectory property.</li></ul> | Discussed in paragraph 5.10-5.14  |
| A3.22 | <ul style="list-style-type: none"><li>• <i>Two third party objections made the following comment:</i><br/>The proposed car park is on land that was allocated by the SLA Inspector as green buffer to protect</li></ul>  | Each planning application is considered on its merits and it therefore would not set precedent for other developments within the green buffer. The principle of the use of this site for additional car parking is discussed in paragraphs 5.1-5.7. |

Wavendon Village (an ancient village) from the proposed developments. We now have this planning application that is proposing to place a car park on the land. MKC should ensure that Wavendon Village is protected by maintaining the proposed green buffer this application plans to erode. If approved it will set a precedent for other developers to erode the green buffer in other areas along the northern boundary of Wavendon Village.

- A3.23
- The Government inspector expanded the SLA to incorporate land to the north of the village in 2013. Core strategy July 2013. It was stated that a green buffer should be created to separate the village from the new developments thereby protecting the village's integrity. I cannot believe that the inspector expected a green buffer to be a car park albeit a green one. Whilst I recognise the importance of the Stables to the area a green buffer would be eroded by car parking.
- The principle of the use of this site for additional car parking is discussed in paragraphs 5.1-5.7
- A3.24
- Along with the new proposed playing fields, the protection this (*the green buffer*) affords the village is invaluable and no development should be allowed that in any way dilutes this. If it was not for all the development & proposed developments around the village, the proposals from the Stables would be a welcome addition. On balance, so long as the car park can be shown to be well screened & environmentally friendly and in no way sets any precedent for the building of homes on the buffer zone, I would have no objection.
- The principle of the use of this site for additional car parking is discussed in paragraphs 5.1-5.7

A3.25

- Milton Keynes Council's description of the application does not accord with the planning application form or application details. Section 10 of the form, requiring floorspace details, states No to loss or gain of floorspace. If Phase 4 was part of the application then this is wrong. Section 11 Employment, gives no details of employees. This would be correct for the car parking, but not if Phase 4 is included. Section 14 Existing Use, describes this as Former pasture land. This does not include the existing car parking use which would be lost for Phase 4. All of these factors indicate that the applicant is seeking only outline permission for the construction of car parking and access, not including Phase 4 at present. The supporting statements refer wholly to parking and access matters. The location and site plan drawing P(0)001 Rev A show the proposed additional parking layout, but do not include the footprint of Phase 4 building. They merely show the area of existing car parking that will be lost if Phase 4 proceeds. The only reference to Phase 4 development occurs on the drawing P(0)003 Rev A Outline Development Plan, which under the words Phase IV states "Subject to a separate planning application". MK Council has extrapolated its application description with floorspace and usage details, which do not appear in any part of the applicant's submission. If Phase 4 is genuinely part of this application, then an amended planning form is required, with Phase 4 details on the form, together with floorspace and employment

Noted, the applicant has removed the extensions from the proposals.

information, and a Design and Access Statement provided, if MKC is prepared to accept an Outline Application which impacts on the setting of a Grade 2 listed building. IF Phase 4 is not part of the application as indicated, then the application description needs amending, and readvertising.

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|-------|--|--|
| A3.26 | <ul style="list-style-type: none"><li>• The site is only accessible by private car. No bus services run to the site, and Stockwell Lane is unlit, narrow and with no footpath making walking unsafe. The concerts run into the late night when bus services have terminated.</li></ul>   | Noted  |
| A3.27 | <ul style="list-style-type: none"><li>• Parking often extends down to the entrance onto Stockwell Lane.</li></ul>  | Noted  |
| A3.28 | <ul style="list-style-type: none"><li>• The existing car parks are unlit, which makes parking and manoeuvring slow, difficult and imprecise. A condition should be imposed to light the new car parking area, and when a Phase 4 application is submitted, a condition should be imposed to light the existing car parking areas.</li></ul>  | A condition requiring details of lighting is included within section 6 of this report. |
| A3.29 | <ul style="list-style-type: none"><li>• The proposed new access to be for emergency use only, not as the principle access to the Stables, which will remain from Stockwell Lane, which is single file only. While there are some passing places, they are few and far between. Access along Stockwell Lane would need to be upgraded as part of any future application for Phase 4, increasing the capacity to 700 visitors.</li></ul> | Noted  |

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| A3.30 | <ul style="list-style-type: none"><li>• While an application for additional car parking without any additional development is contrary to the Council's policy approach, there is a need for additional parking capacity at the Stables which I experienced last night when attending a concert. There was a sell out concert in the main stage starting at 8 pm, as well as another in Stage 2 starting at 8.45 pm. Although those attending the main concert were parked properly, when leaving that event found cars parked directly behind, thereby blocking all exit until the later concert finished.</li></ul> | Noted |
| A3.31 | <ul style="list-style-type: none"><li>• As I have previously stated, no parking spaces are marked out so people park at greater than 2.5m spaces, so the parking layout shown on plans are only theoretical, and actual capacity is far less than shown. Most concerts occur in the evenings at 8 pm, and all parking areas are unlit, making it difficult to see and judge distances.</li></ul>  | Noted |
| A3.32 | <ul style="list-style-type: none"><li>• If planning permission is granted for the additional parking, it should be conditional upon spaces being physically marked out, and the car park lit.</li></ul>   | Noted |
| A3.33 | <ul style="list-style-type: none"><li>• I would also recommend that you negotiate an amendment to the layout , or include a condition to include a safe pedestrian route through the new car park to the Stables entrance, as currently people walk along the access roads while cars are entering and trying to park. In the dark, this is both dangerous and slows down manoeuvring to park. As arrivals and departures always occur in short peaks, this</li></ul>   | Noted |



results in periods of intensive vehicle and pedestrian conflicts.