

Application Number: 16/00672/OUT

Outline application (all matters reserved except access) for residential development up to 203 dwellings, doctor's surgery, open space, landscaping, pedestrian, cycle and vehicular access from Newport Road and Cranfield Road and supporting infrastructure

AT Land North of, Cranfield Road, Woburn Sands

FOR Wavendon Properties Ltd

Target: 8th September 2016

Ward: Danesborough And Walton

Parish: Wavendon Parish Council and
Woburn Sands Town Council

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1.0 INTRODUCTION

(A brief explanation of what the application is about)

1.1 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. All matters have been taken into account in writing this report and recommendation.

1.2 The Site

The application site is a 15.1 hectare site located to the north and east of Woburn Sands. The site falls mainly within Wavendon Parish Council with a small area located within Woburn Sands. The site is broadly divided into two parcels; the larger is located on the north side of Cranfield Road and has accesses onto to both Cranfield Road and Newport Road (A5130). The smaller parcel is located on the south side of Cranfield Road with a single vehicle access. Directly north of the site is a golf course of the Wavendon Golf Academy and open fields punctuated by dwellings. The site is bounded on the east by land associated with the Golf Academy. To the south and west of the site are existing dwellings located within Woburn Sands. There is also a

commercial garden centre located on the north western boundary of the site.

- 1.3 The site is currently in an agricultural use consisting of a number of fields separated by fences, ditches and some hedgerows. There are several mature and semi mature hedgerow trees within the site. The southern and western boundaries of the site are enclosed by the rear boundary fences of surrounding residential properties in some locations.
- 1.4 The site surrounds the Deethe Farm Estate which includes a number of units used for commercial purposes and the existing listed farm house building. To the east of Deethe Farm is the existing residential property of Spinney Lodge.
- 1.5 The majority of the site is located within Wavendon Parish Council with a small area of the site within the parish of Woburn Sands Town Council.
- 1.6 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**

This planning application seeks outline planning permission for the development of up to 203 dwellings and a doctor's surgery. The application proposes three accesses into the site from Cranfield Road and access from Newport Road (A5130). The application site proposes residential development on both sides of Cranfield Road. All other matters including layout, landscaping, appearance, scale and internal access arrangements would be considered as part of any future reserved matters applications.
- 1.8 The application is accompanied by a Planning Statement, Design and Access Statement, Transport Assessment, Flood Risk Assessment, Archaeology Report, Tree Survey, Landscape and Visual Assessment and Ecology Assessment. The application documents include an illustrative layout to demonstrate how 203 dwellings could be accommodated on this site. It should be noted that the illustrative layout is for information only, the details of which do not form a part of the proposals for consideration under this outline application.
- 1.9 The application site has a total site area of 15.1 ha and proposes the development of 203 dwellings which equates to an overall site density of approximately 13.4 dwellings per hectare (dph) if the redline boundary is taken and a net residential density (i.e. excluding all open space areas) of approximately 16dph. The applicant is proposing to provide 30% affordable housing.
- 1.10 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 (March 2012) paragraph:

- 12 Accordance with Development Plan
- 14 Presumption in Favour of Sustainable Development
- 22 Building a strong, competitive economy
- 32 Transport Statements
- 36, 37 and 38 Promoting sustainable transport
- 39 Parking
- 42 Communications Infrastructure
- 47-49 Five Year Housing Land Supply
- 50 Mix of Housing
- 56-68 Design
- 109 Biodiversity Enhancements
- 69 Crime
- 70 Delivery of Social, Recreational and Cultural Facilities
- 73-75 Access to Open Space
- 98 Sustainability
- 103 Flood Risk
- 109 Conserving and Enhancing the Natural Environment
- 117-118 Biodiversity
- 121 Ground Conditions
- 123 Noise
- 125 Light
- 141 The Historic Environment
- 196-198 Determining Applications

2.2 Local Policy

Core Strategy (Adopted July 2013)

- CSA Presumption in Favour of Sustainable Development
- CS1 Milton Keynes Development Strategy
- CS2 Housing Land Supply
- CS8 Other Areas of Change
- CS10 Housing
- CS11 A Well Connected Milton Keynes
- CS12 Delivering Successful Neighbourhoods
- CS13 Ensuring High Quality Well Designed Places
- CS14 Community Energy Networks
- CS15 Delivering Economic Prosperity
- CS17 Improving Access to Local Services and Facilities
- CS18 Healthier and Safer Communities
- CS19 The Historic and Natural Environment
- CS21 Delivering Infrastructure

2.3 Milton Keynes Local Plan 2001-2011 (Adopted December 2005)

- D1 Impact of Development Proposals on Locality
- D2 Design of Buildings
- D2A Urban Design Aspects of New Developments
- D4 Sustainable Construction
- HE1 Protection of Archaeological Sites

NE1 Nature Conservation Areas
NE2 Protected Species
NE3 Biodiversity and Geological Enhancement
NE4 Conserving and Enhancing Landscape Character
T2 Access for Those With Impaired Mobility
T3,T4 Pedestrians and Cyclists
T5 Public Transport
T10 Traffic
T15 Parking Provision
T17 Traffic Calming
H1 Land Allocated for Housing
H2-H5 Affordable Housing
H7 Housing on unidentified sites
H8 Housing Density
H9 Housing Mix
C4 Education
C5 Health and Community Care Facilities
L3 Open Space Standards of Provision
PO4 Planning Obligations Percent for Art

2.4 Supplementary Planning Guidance

Affordable Housing SPD (2013)
New Residential Development Design Guide SPD (2012)
Sustainable Construction SPD (2007)
Milton Keynes Parking Standards SPD (2016)
Planning Obligations for Leisure, Recreation and Sports Facilities SPG (2005)
Social Infrastructure Planning Obligation SPG (2005)
Planning Obligations for Education Facilities SPG (2004)
Milton Keynes Drainage Strategy - Development and Flood Risk SPG (2004)

2.5 Neighbourhood Plans

Once a Neighbourhood Plan has been agreed at a referendum and is made (brought into legal force) by the local planning authority, it becomes part of the local planning authority's development plan as an official development plan document which carries statutory weight. Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. If a policy contained in the development plan for an area conflicts with another policy in a development plan, the conflict must be resolved by the decision maker in favour of the policy which is contained in the latest document to become part of the development plan.

2.6 Neighbourhood Plans therefore form part of the development plan for the relevant area. They will necessarily be in general conformity with the strategic policies contained in the development plan for the area. If they are the most recent document to become part of the development plan, they will attract statutory priority. Neighbourhood plan policies will also take precedence over non-strategic development plan policies where there is conflict. Under some circumstances emerging Neighbourhood Plans can also carry weight as a material planning consideration, as with any emerging development plan

document.

2.7 Wavendon Parish Council-

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.

2.8 **Woburn Sands Neighbourhood Plan 2014-2026 (July 2014)**

Policy WS 1 Design Principles

Policy WS 3 Highways and Traffic

Policy WS 4 Parking

Policy WS 5 Development Boundary

Policy WS 11 Medical Services

Policy WS 12 Recreation and Sports facilities

Policy WS 15 Rail Services

Policy WS 16 Broadband and Internet Connections

3.0 **MAIN ISSUES**

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

3.1 The main issues in relation to this application are:

- Principle of residential development
- Impact of the development on the character and appearance of the surroundings
- Density of the development
- Housing mix
- Affordable housing
- Section 106
- Highways matters
- Impact on the listed building
- Landscaping
- Ecology

4.0 **RECOMMENDATION**

(The decision that officers recommend to the Committee)

- 4.1 It is recommended that planning permission be granted subject to the completion of a S106 Legal Agreement including the provision of 30% affordable housing consisting of a tenure mix of 25% Affordable Rent (including 5% at broadly equivalent to Social Rent) and 5% Shared Ownership and provision of sustainable construction in accordance with saved Local Plan Policy D4, nil value land for any health surgery, incidental open space areas, provision for long term management of the open space and Sustainable Urban Drainage System and commuted sums towards maintenance and the allocation of funding towards infrastructure and community facilities to mitigate the impact of the development on Wavendon village and Woburn Sands. And subject to the conditions set out in Section 6 of this report.

5.0 CONSIDERATIONS

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

5.1 Principle of residential development

Based on government guidance a three-step assessment is required when determining the principle of residential development in these types of locations; i. whether the proposal accords with the strategic policies of the development plan; ii. If not, whether the council can demonstrate a five year supply of housing; and iii. If the council cannot demonstrate a five year supply of housing whether the proposal represents a sustainable form of development.

5.2 That said a material planning consideration that one must weigh in the balance when considering the principle of residential development on this site is the requirement of paragraph 49 of the NPPF for a Local Planning Authority to demonstrate a five year housing land supply.

'Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.'

5.3 In this regard, it has been accepted by the Council that it cannot currently demonstrate a 5 year land supply, and for this reason the Council must rely upon the provisions of Paragraph 14 of the Framework to consider the submitted application. This states that:

"... at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. Where the development plan is absent, silent or relevant policies are out-of-date the Council must consider favourably applications for housing development and should grant permission unless:

- 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."

5.4 Paragraph 49 is engaged and considerable weight must be given to the Council's inability to demonstrate a 5 year housing land supply, and the fact that the proposed development would make a significant contribution towards meeting the identified shortfall. An assessment must be made on whether the proposal can be considered to be sustainable development in terms of the economic, social and environmental considerations as set out in the NPPF. As part of the promotion of sustainable development, the NPPF requires that housing is located where it will enhance or maintain the viability of rural communities and be within a sustainable location. The application is considered to comply with the NPPF test for social sustainability on the basis that the application site will provide housing to meet future need and is

accessible to the local services provided within the wider area including education facilities. Furthermore the site would provide a social benefit in the form of the doctor's surgery to be provided on the site. The site would be within reasonable walking distance of existing local services and facilities within the town of Woburn Sands. It would also be on an existing bus route which would provide opportunities to access further services and facilities in adjacent settlements, reducing dependence on the private car. The applicant would be expected to provide footway links to existing pedestrian infrastructure to allow pedestrian access to the town. The applicant would be required to submit a Travel Plan to be secured by way of condition if the application is approved. The proposed development would therefore meet the requirements of sustainable development as outlined in the NPPF in terms of its location. It is further noted that the development would provide additional dwellings to contribute to the currently identified need as well as providing financial contributions towards various public services and facilities for the benefit of the whole community. It should be noted however, that the financial contributions which have been sought would mitigate against the impact of the development, and would be required even without the Council's 5 year land supply shortfall.

- 5.5 In terms of environmental sustainability the proposal would result in the development of greenfield agricultural land. In addition the site also contains important individual trees and hedges which positively contribute to the rural character of the area. Whilst it is greenfield this does not necessarily prevent development as the NPPF supports a more balanced approach when considering proposals. It accepts that development may be permitted unless adverse impacts would significantly and demonstrably outweigh the benefits; or specific policies within the NPPF indicate that development should be restricted. Environmental issues are considered elsewhere within this report.
- 5.6 Finally the economic test requires the provision of the right land types, in the right place at the right times. The applicant is the land owner as such it is considered this is a deliverable site, furthermore the applicant has offered a reduced period of two years in which to submit all reserved matters planning applications as an commitment to the delivery of dwellings on this site. The construction activities associated with the development would also generate employment opportunities for the local community, and have associated benefits for local services and suppliers in the short term (longer term in relation to the maintenance of buildings). In the longer term, the development would support the local economy in terms of the use of local shops, services and facilities, and potentially result in additional investment in the area. As such it is considered that the economic benefits would weigh in support of the application.
- 5.7 In conclusion it is considered that a balance need to be struck in respect of if this site adheres to all the sustainability criteria as set out within the NPPF.
- 5.8 In summary, the development proposals are located within the Development Boundary of Milton Keynes as defined on the Policies Map. Given the current context that Milton Keynes Council cannot demonstrate a 5 year housing

supply and that the proposal complies with the sustainable development principles outlined in the NPPF, it is recommended that this site is released for residential development on the basis of the 5 year housing land supply matter. It is nevertheless necessary to have regard to all the provisions of the NPPF and other material considerations before reaching a conclusion on the principle of development. A balance must be struck in this regard.

- 5.9 Furthermore whilst the site is located outside of the development boundary of Milton Keynes consideration should be given to the fact that this site adjoins the settlement (Woburn Sands) boundary and as such offers a degree of sustainability. In this respect the site does not represent isolated land within the countryside and it could therefore be argued that the proposed development would form an extension to the existing urban area.
- 5.10 For the purpose of the Local Plan the site is nevertheless defined as open countryside where restrictive policies apply. Saved Policy S10 of the local plan states that planning permission will only be granted for development in the open countryside where it is essential for agriculture, forestry, countryside recreation and other development which is wholly appropriate to a rural area and cannot be located within a settlement. This policy context is echoed under paragraph 55 of the NPPF which advises local authorities to avoid new isolated homes in the countryside unless there are special circumstances (agricultural need, exceptional quality etc.).
- 5.11 Whilst Policy WS5 of the Neighbourhood Plan seeks to restrict any changes to the existing settlement boundary around Woburn Sands, for the reasons discussed above the need for new housing which has to be located in the open countryside takes priority. This matter needs to be considered in context of paragraph 49 of the NPPF.
- 5.12 The proposed development is not essential to any of the above criteria but even if it were, there has been no sequential assessment to demonstrate that the proposed development could not be located within a settlement. The proposed development is therefore contrary to saved Policy S10 of the Local Plan, however limited weight can be attributed to this policy in the context of the 5 year housing land supply position.
- 5.13 The NPPF supports housing development through the presumption in favour of sustainable development. It advises that there are three dimensions to sustainable development: economic, social and environmental which are mutually dependent and should not be taken in isolation. An assessment thus needs to be made as to whether the proposal could be considered to be sustainable development in terms of the social, economic and environmental roles as set out in the NPPF.
- 5.14 Impact on the character and appearance of the Area of Attractive Landscape

Due consideration needs to be given on the NPPF's core planning principles at paragraph 17, bullet 5, which set out the importance of recognising the

countryside's intrinsic character and beauty. The objective of Policy S10 is to protect the open countryside and to concentrate new development within existing settlement boundaries. Whilst the term 'open countryside' may not be reflective of all land outside settlement boundaries (such as brown field or infill sites), it is considered to be an accurate description of the application site in this case.

- 5.15 Clearly one of the sites most important attributes is its open and agricultural appearance in the context of its rural surroundings, particularly in respect of the views of this site from the surrounding area. Its native mature landscaping on some of its boundaries and grazing land interior, also contributes to the wider character and appearance of the rural landscape. Furthermore, although well screened by existing landscaping, the site is visible from various close and distant vantage points outside of the site, particularly in the winter months when leaf cover is absent from deciduous plant/tree species.
- 5.16 The development of the site would undoubtedly alter the landscape character of the site itself, as well as the surrounding rural context of the area. The Development proposals are accompanied by a Landscape and Visual Impact Assessment.
- 5.17 The proposal would have an obvious urbanising visual impact on the open rural character of the area. However, the benefits of the proposal detailed in the previous sections of this report need to be weighed within the planning balance when considering this application. Furthermore any detailed design and layout of the development could take opportunities to enhance the biodiversity of the site, and/or any negative impacts could be off set elsewhere.
- 5.18 Important landscape features such as hedges and trees should largely be retained and factored into the layout at reserved matters stage. Notwithstanding the visual change from an agricultural field to suburban character, the site is well (if not completely) screened from outside areas by mature landscaping which could be strengthened by additional planting where and if necessary.
- 5.19 Due consideration should be given to the visual impact on and from the public footpath running on the eastern boundary of the site from Deethe Farm to the golf course and the footpath of the southern boundary of the smaller development site. A detailed layout for this site should take this into account. Such matters can be considered at the reserved matters stage to limit the visual impact of the development on the landscape quality of the area. Subject to conditions and full assessment at the reserved matters stage, the proposal would comply with the relevant policies within the Local Plan, and aims of the NPPF in this regard.
- 5.20 Access & other highways matters
Access is not a reserved matter. It must therefore be given full consideration under this application.

- 5.21 Saved policies D1 (i) and (vi), T10 and T15 of the Local Plan and CS13 of the Core Strategy require the decision maker to have particular regard to any additional traffic generation a development may cause and the resulting impact on the surrounding road network/parking provision/access. In addition, the Milton Keynes adopted Parking Standards SPD sets out the development related parking standards for Milton Keynes and should be read in conjunction with these policies.
- 5.22 The application submission is accompanied by a Travel Plan, Transport Assessment and access/movement plan which shows the proposed vehicular and pedestrian access points into the site.
- 5.23 Public representations received in respect of this application have expressed concerns in relation to the impact this proposal would have on the capacity of the local highway network and also in relation to the level crossing located to the south of this site on Newport Road. Policy D1 of the Local Plan sets out that proposals should be refused when development would result in additional traffic generation which would overload the existing network or cause undue disturbance, noise or fumes. The Transport Assessment has demonstrated to the Highway Engineers satisfaction that the proposed dwellings will not unduly impact on the capacity of the local road network
- 5.24 *Parking Standards*
The illustrative layout shows a total of 530 allocated parking spaces (excluding garages) in accordance with these standards however, this will be a matter for consideration when dealing with a reserved matters proposal for layout and scale. Secure cycle parking will be provided in accordance with the councils standards.
- 5.25 *Footpath Links*
The illustrative layout shows a series of new pedestrian routes within the site linking to the existing footpaths which run along the boundary of the site. The Councils Passenger Transport Officer requested that an additional pedestrian link was provided, which has not been done. As such it is considered to provide adequate links.
In light of the above comments the proposed development is considered acceptable with regard to its access and all other highways matters are to be controlled through reserved matters.
- 5.26 Drainage and flood risk
The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. This guidance is echoed in Policy D1 of the Local Plan which advises that planning permission will be refused where inadequate drainage is identified.
- 5.27 Public representations received in respect of the proposed residential development on the application site have expressed that the area currently suffers flooding and that the development of this site would further exacerbate

this issue.

5.28 The Lead Local Flood Authority (LLFA) and Bedford Internal Drainage Board raises no objection to the application subject to conditions requiring demonstration that the proposed form of drainage has regard to the SuDS hierarchy and robust evidence is provided to support proposals where SuDS are deemed inappropriate and details of a maintenance plan explaining who will operate, maintain and fund the proposed system over the lifetime of the development. On this basis the proposed development is considered to accord with development plan policy D1 and the principles outlined in the NPPF.

5.29 Loss of Agricultural Land

The site has a Grade 3a Agricultural Land Classification as defined by the Local Plan. On site observations of by the case officer also suggest that the lawful use of the land is agricultural and is indicated as such on the planning application form.

5.30 Paragraph 112 of the NPPF states:

‘Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use area of poorer quality land in preference to that of a higher quality.’

5.31 Paragraph 206 of the NPPG states:

‘The Agricultural Land Classification provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system... The Agricultural Land Classification system classifies land into five grades, with Grade 3 subdivided into Sub-grades 3a and 3b. The best and most versatile land is defined as Grades 1, 2 and 3a and is the land which is most flexible, productive and efficient in responses to inputs and which can best deliver food and non-food crops for future generations.’

5.32 The application is not accompanied by an Agricultural Land Classification survey report to demonstrate the sites grading or its potential productivity. Without such information, the quality of agricultural land proposed to be lost as a result of the development is unknown.

5.33 However, given the sustainable location of the site, and the benefits of the scheme in light of the identified housing need it is considered that an assessment of the likely impacts to the rural economy/ability to provide food and non-food crops for future generations locally would not be likely to outweigh the identified benefits.

5.34 Ecology

The NPPF requires decision makers to not only conserve but to also enhance biodiversity to contribute to the enhancement of the natural and local environment. Policies NE3 of the Local Plan and CS19 of the Core Strategy

reflect this national guidance locally by requiring net gains in biodiversity.

- 5.35 The application is accompanied by an Ecological Survey which the Council's Countryside officer has reviewed. Public representations have cited a number of species on this site. The site contains a number of ecological features including ponds, hedgerow and mature hedgerow trees, some of these features of proposed to be retained within the development of the site. The details of the ecological features to be retained within the site will be fully addressed within a reserved matters application for layout, but it is considered that a layout should support the retention of these features. The grassland and arable farm land within the site are considered to have much less ecological value on the basis that the site is regularly grazed and farmed.
- 5.36 On balance connectivity of the site within a wider network of habitats can be controlled through the retention of trees and shrubs and other biodiversity enhancements could be achieved through, for example, the careful consideration of the positioning of bird and bat boxes. Given that the site is capable of being able to cater for such enhancements it is considered that this matter can be controlled at reserved matters stage.
- 5.37 The protected species report mentions that there are three Badger setts located within the site. The report states in paragraph 4.9 "In the absence of mitigation, there is a high risk of committing an offence under the Protection of Badgers Act 1992." If planning permission is granted for the development, then the developer will need to obtain a licence from Natural England. The Council's Countryside officer has raised no objection to the proposed development subject to a condition securing the provision of the appropriate biodiversity enhancements.
- 5.38 In light of the above comments it is considered that the proposed development could enhance biodiversity and would not therefore conflict with the NPPF or development plan policies NE1, NE3 and CS19.
- 5.39 Mix/Density of housing
The applicant has committed to the provision of 30% affordable housing in accordance with the requirements of Policy H4 of the Local Plan, the Council's Affordable Housing SPD and Policy CS10 of the Core Strategy.
- 5.40 Policy H8 of the Local Plan states that the Council will seek an average net density for housing development of 35dwph. The application proposes a density significantly below this at 16 dwellings per hectare.
- 5.41 In some cases this may be considered an inefficient use of the land. However policy H8 requires that new housing development is in keeping with the character and appearance of the area (in line with paragraph 47 of the NPPF). It is considered that the density within this site is a direct response of the site constraints and reflection of the surrounding housing typologies as such the lower density within this location is considered to be broadly acceptable.

- 5.42 On balance it is considered that 203 dwellings can be accommodated on this site and positively contribute to an appropriate mixed and balanced community in accordance with the requirements of the development plan. The details of the design and layout are for detailed consideration at reserved matters stage.
- 5.43 Impact on neighbouring residents and standards of living environment for the future occupants of the development
Saved Policy D1 of the Local Plan states that planning permission will be refused where it would adversely impact on residential amenity. This is echoed in guidance contained within the NPPF.
- 5.44 The site is bordered by existing residential properties on the majority of its boundaries. That said the existing surrounding properties benefit from generous rear gardens which are in excess of the councils 10metre garden depth requirement. Furthermore the applicants indicative layout shows garden depths in excess of the 10 metre minimal requirement in keeping with the character of the existing dwellings which are situated in predominantly larger plots, as such it is considered that there is sufficient separation to avoid any adverse impact on the amenity of existing and future residents. The future amenity of the residents will also be buffered from Deethe Farm by landscaping as shown in the illustrative layout plans.
- 5.45 The Environmental Health Officer has confirmed that he has no objections to the proposal from a noise perspective subject to a condition requiring a noise mitigation scheme being submitted with any Reserved Matters application (see condition 29).
- 5.46 Conservation And Archaeology
Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that the Local Planning Authority give special regard to the desirability of preserving a listed building or its setting. On this basis the setting of the surrounding listed buildings has been given significant weight in the consideration of this application. Deethe Farmhouse is a grade II listed building. Some of the buildings within the current site appear on the 1881 map and therefore are curtilage buildings, forming part of the listing. Now, some of the original buildings survive, however to the north, large industrial sheds dominate the site and the listed building. As such, the original rural setting has changed significantly.
- 5.47 Section 12 of the NPPF sets out that 'great weight' is attached to the conservation of designated heritage assets including their setting. Paragraph 134 of the NPPF requires that when a 'development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefit of the proposal'. On this basis the Conservation Officer assess this to be a less than substantial harm on the basis that much of the sites original rural setting has already been eroded by the development of the site for industrial uses. On this basis there is no objection to the principal of residential development in terms of the impact of the setting of the listed building. The impact on the listed building

should be carefully considered when dealing with the future reserved matters application for layout and suitable buffer/design mitigation secured.

5.48 S106 Contributions

Policy CS21 of the Core Strategy and Policy PO4 of the Local Plan requires that development of this scale adequately off-set the impacts of the development on local infrastructure. The calculations for these impacts are derived from the Councils Adopted Supplementary Planning Documents and Guidance.

5.49 It is considered that these contributions meet the necessary legislative and legal requirements for Planning Obligations, notably the National Planning Policy Framework (NPPF) and the Community Infrastructure Levy (CIL) Regulation 122 for Planning Obligations and the three Statutory Tests for Planning Obligations which an authority must be satisfied when requesting any Planning Obligations.

5.50 These tests are:

1. it is necessary to make the development acceptable in planning terms
2. it is directly related to the development
3. it is fairly and reasonably related in scale and kind to the development

5.51 Based on the size of the development financial contributions are being sought for social infrastructure, education, leisure recreation and sports and the carbon offset fund as follows:

Education:

	Contribution
Total Early Years	£143,816.28
Primary pupils	£710,621.64
Secondary pupils	£764,838.23
Post 16 pupils	£165,896.47

Leisure Recreation
& Sports:

	Provision Cost	Maintenance Cost
Playing Fields	£106,803.38	£91,350.00
Local Play		
Neighbourhood Play		
Community Hall	£47,132.54	n/a
Local Parks		
District Parks	£40,600.00	£58,870.00
Allotments	£19,031.00	n/a
Sports Hall	£23,662.37	n/a

**Social
Infrastructure:**

	Contribution
Library	£46,022.13
Crematorium/Burial Grounds	£18,594.80
Heritage	£32,540.90
Health Facilities	£318,435.95
Waste Management	£52,530.31
Waste Receptacles	£20,300.00
Social Care - Day Care	£11,156.88
Social Care - Older Persons Housing	£68,335.89
Emergency Services	£10,227.14
Voluntary Sector	£38,584.21
Milton Keynes College	£52,065.44
Inward Investment	£38,584.21
Public Art	£101,500.00

**Total
Contribution: £2,981,499.77**

This equates to a total financial contribution of **£14,687.19** per unit. In addition the applicants will deliver on-site local park provision constituting both local and neighbourhood play facilities and will arrange for the long term management and maintenance of these facilities. The applicants will also if requested provide a facility within the site for the expansion of local general practice primary care.

- 5.52 In addition to the above, provision of 30% affordable housing will be required which should comprise 25% Affordable Rent (of which 5% should be levels broadly equivalent to Social Rent) and 5% Shared Ownership in accordance with the Affordable Housing SPD.
- 5.53 The applicant has indicated that a total of 60 affordable units would be provided which equates to 30% affordable housing set out within the Councils Affordable Housing SPD. The applicant has also stated that should the land currently set aside for health provision not be required they will use this land to provide 3 further shared ownership units.
- 5.54 The Council's Planning Obligations Officer considers these contributions meet the tests as outlined at paragraph 204 of the NPPF. They are also CIL regulations 122 and 123 compliant.
- 5.55 The applicant has agreed to secure these financial contributions by way of s106 agreement, and the decision will only be issued once a s106 Agreement has been completed in accordance with the above requirements.

5.56 SUMMARY & CONCLUSION

With the lack of a five year housing land supply, the strategic policies of the development plan are out of date as outlined by the National Planning Policy Framework. Having weighed all other matters, the proposed development is considered to represent a sustainable form of development in terms of its social, environmental and economic functions and the proposed development is therefore acceptable in principle. Access to the site is considered appropriate and would not put undue pressure on the local road network and there are no other fundamental issues that would warrant a refusal of the application. All other detailed matters would be considered under reserved matters application/s at a later date. In light of the these comments and the report above, approval is recommended.

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, 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 including strategic access 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 two 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. The development hereby permitted shall not exceed 203 dwellings (Use Class C3). The use classes are those set out in the Town and Country Planning (Use Classes) Order 2010 or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that order with or without modification.

Reason: To ensure development conforms to the outline planning permission.

5. Prior to the commencement of development of any phase or part of the development, a phasing plan for the whole site shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the phasing plan shall include the timing and delivery of all roads, footways, redway and bridleway links. The development shall take place in accordance with the approved phasing plan.

Reason: In order to clarify the terms of this planning permission and ensure that the development proceeds in a planned and phased manner.

6. Prior to any development taking place, the developer shall carry out an intrusive site investigation into the ground conditions at the site to determine the likelihood of any ground, groundwater or gas contamination of the site.

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.

2) 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.

3) 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.

7. Reserved matters applications for each phase or part of the development shall include details of the proposed finished floor levels of all buildings and the finished ground levels in relation to existing surrounding ground levels for that phase or part. Development for that phase or part shall be undertaken in accordance with the approved levels.

Reason: To ensure that development is carried out at suitable levels.

8. Prior to the commencement of each phase or part of the development hereby permitted a detailed design, and associated management and maintenance plan, for a surface water drainage scheme, based on sustainable drainage principles for the site shall be submitted to and be approved in writing by the local planning authority. The management and maintenance plan shall include a detailed time table for the provision of the surface water drainage scheme. The approved drainage scheme shall subsequently be implemented in accordance with

the approved detailed design and in accordance with the approved time table for implementation and be retained thereafter.

Reason

To ensure satisfactory and sustainable surface water drainage to prevent the increased risk of flooding on or off site.

9. Prior to the commencement of each phase or part of the development, details of the storm water drainage design shall be submitted to and approved in writing by the Local Planning Authority. No associated dwellings shall be occupied in that phase or part of the development until the works have been carried out in accordance with the approved storm water drainage scheme.

Reason: To prevent environmental and amenity problems arising from flooding.

10. Prior to the commencement of development of each phase or part of the development, a foul water strategy shall be submitted to and approved in writing by the Local Planning Authority. No dwellings in that phase or part shall be occupied until the works have been carried out in accordance with the approved foul water strategy for that phase or part.

Reason: To prevent environmental and problems arising from flooding.

11. Reserved matters applications for each phase or part of the development shall include a scheme to provide car parking and cycle parking and manoeuvring of vehicles within the development in accordance with the Milton Keynes Council Parking Standards SPG (2016) or any subsequent parking standards adopted at the time any reserved matters application is submitted and in accordance with the Council's New Residential Development Design Guide (2012) or any further guidance on parking that may be adopted at the time any reserved matters application is submitted. The approved scheme shall be implemented and made available for use for each dwelling prior to the occupation of that dwelling and shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

12. Prior to the commencement of construction of the strategic access hereby approved, a Construction and Delivery Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction and Delivery Plan shall outline the phasing of the proposed strategic access works including links to the existing highway, footpaths and cycleways and landscaping works. The development shall take place in accordance with the approved Construction and Delivery Plan.

Reason: In the interests of highway safety and to ensure adequate mitigation measures are in place.

13. No Part of the development shall be occupied prior to the implementation of the approved Framework Travel Plan dated December 2014. Those parts of the approved Framework Travel Plan that are identified therein as being capable of implementation after occupation shall be actioned in accordance with the timetable contained within and shall continue to be implemented as long as any part of the development is occupied with a minimum of annual reporting for the first five years, biennially thereafter.

Reason: To reduce single occupancy vehicle trips

14. Prior the commencement of development of each phase or part of the development, an open space specification which includes the details and specification for all areas of open space including the Neighbourhood Play Area shall be submitted to and approved in writing by the Local Planning Authority. The open space specification shall also include the timing for laying out of all areas of open space including any Play Areas and the long term management and maintenance arrangements for all open space and play facilities. The development shall be provided in accordance with the approved details.

Reason: To ensure that adequate provision of open space/play areas is made within the development in accordance with saved Policy L3 of the Milton Keynes Local Plan 2001-2011.

15. Reserved matters applications for each phase or part of the development shall include a landscaping scheme with detailed drawings showing which trees and hedgerows are to be retained and which trees and hedgerows are proposed to be felled or lopped. The landscaping scheme shall also show the numbers, types and sizes of trees and shrubs to be planted including their locations in relation to associated infrastructure and a species list to include native species and species beneficial to wildlife. Any trees or shrubs removed, dying, severely damaged or diseased within two years of planting shall be replaced in the next planting season with trees or shrubs of such size and species to be agreed by the Local Planning Authority.

Reason: To protect significant trees, safeguarding the character of the area and preserving habitat and to minimise the effect of development on the area

16. 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' prior to the commencement of any works on site.

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

17. 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. Natural England derogation license(s) shall be obtained for any protected species likely to be harmed by the site prior to the commencement of the development.

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

18. Reserved matters applications for each phase or part of the development, shall include details of the proposed boundary treatments for that phase or part. 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 each dwelling or first use of such phase or part of the development.

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

19. Reserved matters applications for each phase or part of the development shall include a lighting scheme for all public and private streets, 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 each associated dwelling within that 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.

20. Reserved matters applications for each phase or part of the development shall incorporate measures to minimise the risk of crime in accordance with Secured by Design principles. All dwellings shall achieve Secured by Design accreditation as awarded by Thames Valley Police.

Reason: To design out crime and promote well-being in the area.

21. Reserved matters applications for each phase or part of the development shall be accompanied by a Sustainability Statement for that phase or part including as a minimum details required by saved policy D4 of the Milton Keynes Local Plan 2001-2011 and accompanying

Supplementary Planning Document Sustainable Construction Guide. The approved details shall be implemented for each dwelling prior to the occupation of that dwelling.

Reason: To ensure the development complies with saved Policy D4 of the Milton Keynes Local Plan 2001-2011.

22. Prior to the commencement of development of any phase or part of the development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include Noise Action Levels (based on a noise survey) and site procedures to be adopted during the course of construction including working hours, intended routes for construction traffic, details of vehicle wheel washing facilities, location of site compound, lighting and security and how dust and other emissions will be controlled. The development shall be carried out in accordance with the approved CEMP.

Reason: To ensure that there are adequate mitigation measures in place and in the interests of amenities of existing and future residents.

23. The hours of working on any phase or part of the development during the construction period shall be restricted to 09:00 hours to 18:00 hours Mondays to Fridays, 09:00 hours to 13:00 hours on Saturdays and no working shall take place on Sundays and Public Holidays. For the purpose of clarification of this condition, the term 'working' means the use of plant or machinery (mechanical or other), the carrying out of any maintenance/cleaning work on any plant or machinery, deliveries to the site and the movement of vehicles within the curtilage of the site.

Reason: To minimise disturbance to occupiers of completed and nearby dwellings.

24. Prior to the commencement of development of each phase or part of the development, a Landscape and Ecology Management Plan which covers the landscape and ecological features of the development ensuring net gains for wildlife compliance with local and national policies shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include the creation of additional habitat areas and a scheme to incorporate additional biodiversity features such as swallow cups, bird and bat boxes, bricks or cavities into appropriate buildings. Thereafter the development shall be carried out in accordance with the approved scheme and all features and access to them shall be maintained in perpetuity.

Reason: In order to safeguard the protected species identified under the Wildlife and Countryside Act 1981 (as amended) and to ensure that any loss of existing habitat is successfully mitigated for. To ensure the development incorporates adequate biodiversity enhancements in accordance with saved Policy NE4 of the Milton Keynes Local Plan 2001-2011.

25. Prior to the commencement of each phase/parcel of the development a programme of archaeological field evaluation comprising trial trenching shall be completed. The programme of archaeological evaluation shall be detailed in a Written Scheme of Investigation submitted to and approved by the local planning authority in writing. On completion of the agreed archaeological field evaluation for each phase/parcel a further Written Scheme of Investigation for a programme of archaeological mitigation in respect of any identified areas of significant buried archaeological remains shall be submitted to and approved by the local planning authority in writing. The scheme for archaeological mitigation shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation

6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation. No development in any phase/parcel shall take place other than in accordance with the Written Scheme of Investigation so approved. The development hereby permitted shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the approved Written Scheme of Investigation and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To ensure that a proper record is produced of any archaeological remains affected by the development pursuant to paragraph 141 of the National Planning Policy Framework'

26. Sample panels of the external materials to be used in any phase or part of the development parcel shall be erected on site and approved in writing by the Local Planning Authority prior to that phase or part commencing. Each phase or part shall be constructed using the approved materials.

Reason: To ensure that the development does not detract from the appearance of the locality

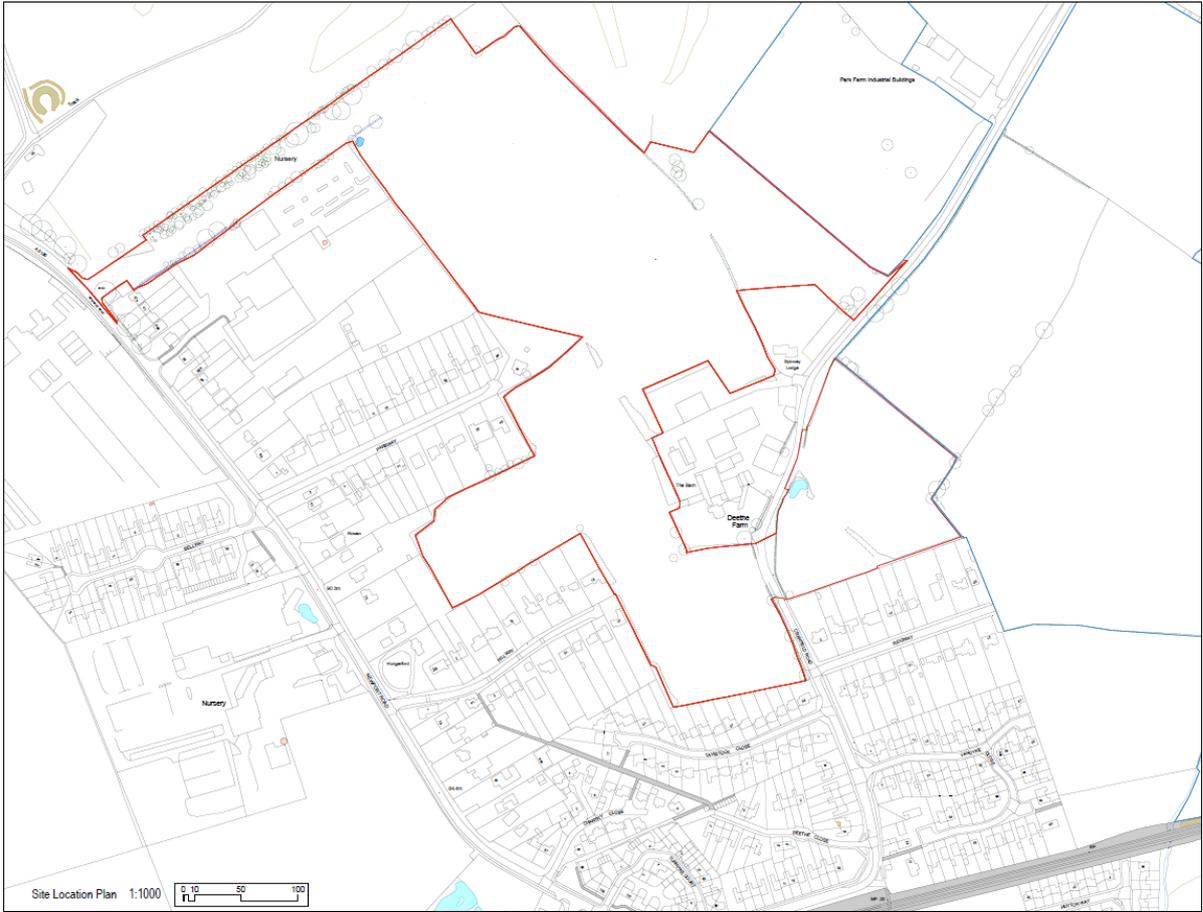
27. No dwelling shall be occupied in any phase of part of the development until the estate road which it provides access to, from the existing highway have been laid out and constructed.

Reasons: To provide satisfactory highway connections to the local highway network.

28. Any housing reserved matters application shall include details of the location and type of affordable housing pursuant to the development parcel for which approval is sought. Each phase or part of the development should be carried out in accordance with the approved details.

Reason: In order to ensure that the development and location of the affordable housing is appropriate

29. Reserved matters applications for each phase or part of the development shall include a scheme for noise mitigation in line with the Environmental Noise Report and Supplementary Noise Impact Report submitted with this application. The approved scheme shall be implemented prior to occupation of each part of the development.





Appendix to 16/00672/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 16/00672/OUT

Outline application (all matters reserved except access) for residential development up to 203 dwellings, doctor's surgery, open space, landscaping, pedestrian, cycle and vehicular access from Newport Road and Cranfield Road and supporting infrastructure
PCO

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	<u>Crime Prevention Design Advisor</u> No response received	Noted
A3.2	<u>Cranfield Airport</u> No response received	Noted
A3.3	<u>Travel Plan Coordinator</u> Having also had a look at the documents as part of this application there is no travel plan. A residential travel plan would need to be submitted due to the increase in levels of single car trips generated by a development of this size. The DfT guidelines requires a travel plan in place for developments of more than 80 dwellings, in Milton Keynes the travel plan threshold is lower due to the current significant levels of single car trips generated by residential areas in MK. Condition suggested	Noted and condition included within section 6 of this report.
A3.4	<u>Internal Drainage Board</u> The proposed discharge of surface water into the adjacent land drainage network will be subject to obtaining agreement from the Lead Local Flood Authority (Milton Keynes Council) with respect to discharge rates prior to obtaining land drainage consent.	Noted and condition included

The Board therefore suggest that planning permission should not be granted without conditions requiring that the applicant's storm water design and construction proposals are adequate before any development commences.

A3.5 Conservation And Archaeology
Observations

Noted and discussed in paragraph 5.46 and 5.47

The submitted Design and Access statement is, at least in relation to heritage, an odd document. Page 12 is titled 'Woburn' with a map of Woburn Conservation Area, which is located in Central Bedfordshire. The text begins with 'Woburn' and with repeated reference to 'Woburn' however, the entire page is in fact text borrowed from the MKC Woburn Sands Conservation Area Review (2010). Whilst it instead states that the text is extracted from the 'Woburn Conservation Area Appraisal', it is selectively used and, on occasion, with modification or addition such as the reference to 'canted bay windows' in second paragraph. The photographs on page 14 are all of Woburn, not Woburn Sands.

Similarly odd is that given the nature of the document, the listed building that sits immediately adjacent to the site (Deethe Farm) is not identified until the last three pages, within Appendix 1. Indeed, the list of policies at page 16 fails to identify saved Local Plan Policy HE5 or the statutory duty at section 66 of the Planning (listed Buildings and Conservation Areas Act) 1990, to which the LPA must give 'great weight' to, according to decisions of the High Court and Court of Appeal.

Significance

Deethe Farmhouse is a grade II listed building. Some of the buildings within the current site appear on the 1881 map and therefore are curtilage

buildings, forming part of the listing. Its immediate setting would originally have been the farm yard and associated buildings with the wider setting being a rural one.

Now, some of the original buildings survive, however to the north, large industrial sheds dominate the site and the listed building. A brief sense of the rurality remains between the house and the housing to the south due to a break in the built form, particularly when travelling north. However, this is still within the context of significance housing to the south.

Direct views of the house from the surroundings are mitigated by the dense, mature planting around it, (albeit though this is not protected by tree preservation order or conservation area designation, and as such can be removed at any point without consent).

As such, the original rural setting has changed significantly. The land to the south of Deethe Farm is the only part of its setting that hints to its original rural location.

Key Issues Statutory Duties

The LPA must give 'special regard' to the desirability of preserving the building or its setting or any features of special architectural interest which it possesses (section 66).

Local Plan Policy

Whether the development would adversely affect the setting of a listed building (policy HE5).

Core Strategy

Whether the development will protect and enhance the significance of the Borough's heritage assets (policy CS19).

NPPF

Whether the proposal sustains and enhances the significance of the heritage asset, making a balanced judgement having regard to the scale of harm or loss and significance of the heritage asset (paras. 131 to 135).

Development Principle

Taking into account previous advice on this site, there is no objection to the principle of development on this site. I note that this is only an outline proposal, however some key comments are offered on the indicative layout below.

Development Detail

In line with the assessment of significance above, the brief break in built form does make some limited contribution to the setting of the listed building, thus any layout should aim to keep a green rural feel to this part of the site(s) insofar as is possible:

- The access point to the eastern part of the site has moved much further north compared to previous versions. This is likely to make for a more urban feature (i.e. the road junction and access road) close to the farm house. This area should be green and informal.
- The hedgerows along both sides of the road should be retained. These are important features.
- The boundary treatments of the backs of the gardens facing on to Cranfield road will require careful consideration, close boarded fence may

not be appropriate without intermediate planting.

- The planting to the south of the house referred to in the application will need to be the subject of a detailed landscaping scheme.
- There may be a need to re-orientate buildings to face Cranfield Road, this should be balanced against the need to retain a semi-rural feel, the position of plots relative to the road may need to be adjusted.

A3.6

Councils Archaeologists

As noted in the accompanying Design and Access Statement the southern part of the site has been subject to an archaeological field evaluation comprising geophysical survey and trial trenching and found to be without significant archaeological constraint. However, the northern part of the site is still of uncertain potential for buried archaeological remains and should be subject to field evaluation, and mitigation of any areas of significant archaeology revealed.

Condition proposed

Noted Condition set out in section 6 of this report

A3.7

Councils Countryside Officer

I have now reviewed the Protected Species Report, dated July 2016, regarding the above application. My comments are set out below.

Great Crested Newts.

Paragraph 7.8 of the protected species report states “As no GCN were recorded during the survey this species is considered to be absent from ponds P1 and P2 and therefore no significant adverse effects on this species are anticipated.”

and

Paragraph 7.9 “No mitigation is required.”

Therefore Great Crested Newts are not a constraint regarding this development proposal.

Reptiles

The reptile survey, found a low population of Grass snakes, in order to

Noted and discussed in 5.34-5.38

protect the population of Grass snakes, the mitigation measures suggested in paragraphs 6.12 and 6.13 will need to be conditioned.

However, before paragraph 6.13 is conditioned, a long-term management plan, including appropriate funding of areas as stated in paragraph 6.13 (e.g. permanently wet waterbodies to provide additional prey habitat; areas of unmanaged grassland; and locations where the arisings from management of grassland on-site can be piled to provide egg-laying sites) will need to be secured.

Bats

Paragraph 3.25 of the protected species report states “Given the loss/partial loss of bat foraging/commuting habitat on-site and the potential for adverse effects resulting from light spill, the proposals are anticipated to result in significant adverse effects to bats at the Local level.”

Mitigation actions are proposed in paragraphs 3.26, 3.27, 3.28. But in the absence of an advanced landscape design of the scheme I cannot give an informed reply if the mitigation will be sufficient within the context of generally worded statements being used, in the protected species report including . . . “ In addition, bat foraging/commuting habitat should be created within the proposed areas of public open space where possible, to compensate for the loss of habitats of value to bats to the proposals.” (paragraph 3.26)

Badgers

The protected species report mentions that there are three Badger setts located along the route of the proposed access road. The report states in paragraph 4.9 “In the absence of mitigation, there is a high risk of committing an offence under the Protection of Badgers Act 1992.” If planning permission is granted for the development, then the developer will need to obtain a licence from Natural England, regarding legally excluding badgers, from and destroying the setts, prior to the commencement of any works in the area.

Any relocation of the Badger setts will need to take into account the new

roads in the area with perhaps the use of Badger road underpasses, so as to minimise any potential road kill regarding the relocated Badgers. The relocated setts, will need to be able to provide a sustainable location for the Badger population, that does not compromise any existing Badger communities, in the locality of a receptor site(s).

Nesting Birds

As is the case regarding bat mitigation actions, in the absence of an advanced landscape design of the scheme I cannot give an informed reply if the mitigation will be sufficient. I would agree that the mitigation actions to avoid a breach of wildlife protection laws as stated in paragraph 5.19 is acceptable.

Hedgehogs

Garden boundaries will need to be made permeable for Hedgehogs.

Ecological Enhancements

The protected species report, paragraph 8.40 recommends four ecological enhancements, the first being;

- 15 x Schwegler 2FN bat boxes to be installed in retained trees onsite at a height of at least 4m above ground level and oriented south or south-west.

Installing bat boxes is a positive suggestion, but artificial bat tubes will need to be located into the new buildings walls, rather than on trees, so that they will last as long as the building, thus providing meaningful and sustainable biodiversity gains. Locating artificial boxes on trees is not acceptable. Locations within building structures will need to not be compromised by artificial lighting.

- 15 x Schwegler 1SP house sparrow terraces to be installed in rows of three affixed to the exterior of, or built into the fabric of, five new buildings on-site

Again all artificial bird boxes will need to be located in building structures, not on them.

The numbers of built in wildlife features will need to be increased, so that 50% of the new dwellings will have either bird boxes, suitable for House Sparrows, Swifts or Blue or Great tits, or built in bat tubes. Proposals for built in wildlife features, will need to be submitted to the Planning Authority.

- Ponds P1 and P2 to be retained as part of the proposals and enhanced for amphibians by digging them out, cutting back much of the overhanging vegetation and introducing a suitable range of native aquatic plants of local provenance.

Undertaking some pond management work is welcomed. Financial provision for ongoing maintenance of the two ponds and other landscape features, that should provide for enhanced site biodiversity, will need to be secured.

- The landscape strategy for the development to include, where possible, native plants that are of local provenance and known value to wildlife and in particular to invertebrates, as these are a valuable foraging resource for a wide range of species.

This statement is welcomed as a statement of intent. To comply with NPPF paragraphs 109 and 118 and also Local Planning Policy NE3 that states;

“All new development exceeding 5 dwellings (in the case of residential development) or incorporating gross floorspace in excess of 1000 sq m (in the case of other development) will be required to incorporate proposals to enhance biodiversity and geological features which are appropriate to, and where possible compensate for, impacts on the immediate area and the site characteristics. Measures may include use of native species in landscaping schemes, or the improvement or creation of wildlife habitats or features of geological interest. Priority will be given to woodland planting and other habitats and species identified by local Biodiversity Action Plan. Where enhancement is not possible on the site, appropriate enhancements will be sought on other land.”

Evidence will need to be submitted regarding the provision of areas of biodiversity enhancements and long term funded management of

biodiversity assets. The development proposals will need to be subject to DEFRA Impact Assessment Biodiversity Calculator methodology to inform avoidance, mitigation and compensation actions.

If evidence can't be provided at this stage, then a condition specifying DEFRA Impact Assessment Biodiversity Calculator positive scores (linear and area) by providing appropriate biodiversity enhancements will need to be applied.

A3.8

Development Plans Manager

Noted and discussed in 5.1-5.13

The key issue affecting the determination of this application is the Council's present inability to demonstrate a Five-year Housing Land Supply (5YHLS). This response therefore focuses on that particular issue and is not an exhaustive summary of other policy considerations that may be applicable (e.g. Neighbourhood Planning).

If a 5YHLS could be demonstrated then the application ought to be refused as being contrary to Local Plan Policy S10 as well as the settlement hierarchy established by Policy CS1 of the Core Strategy (by which Woburn Sands has already demonstrably delivered the level of development required).

However, as these policies are acknowledged to be 'relevant policies for the supply of housing' they are 'out of date' according to Paragraph 49 of the NPPF. They should therefore be accorded less weight in determining this application. Crucially though, the Council does not hold that 'out of date' policies should hold no weight at all.

In this case, Policies S10 and CS1 should be given significant (although not full) weight. This is because the Borough's land supply is only marginal and only materialises if an 'optimism bias' is applied to supply forecasts. The deficit should also be rectified in the very near future through the publication of a Site Allocations Plan. Finally, land supply in the rural area

actually exceeds 5 years, indicating that policies like CS1 and S10 are not unduly restricting the supply of housing.

Outside of policy constraints and the weight they should be afforded, it is finely balanced whether the proposals constitute sustainable development when assessed against paragraph 14. In terms of the benefits of the proposals, I note that the scheme is well-sized to make a significant contribution to land supply as we would not typically expect a larger outline application to be fully deliverable within 5-years. I also note that a net gain in infrastructure would ensue if land is indeed reserved for a health facility. I would defer to the advice of specialist colleagues to ascertain whether any other aspects of the proposals could be construed as 'benefits', e.g. any improvements in highway capacity.

To justify refusal then, adverse impacts of the scheme must outweigh these benefits and be both demonstrable and significant. In my opinion adverse impacts are demonstrable (e.g. the scheme's potential conflicts with paragraph 17 of the NPPF concerning the intrinsic beauty and character of the countryside). However, I cannot provide a definitive judgement on whether they are significant enough to outweigh its benefits. The advice of specialist colleagues should again be referred to determine this matter.

In conclusion, paragraph 14 provides that permission should be granted unless the adverse impacts of a scheme significantly and demonstrably outweigh the benefits. The planning balance in this particular instance is extremely finely balanced. A refusal would be supported by the partial weight of Policies S10 and CS1 but in my opinion this partial weight is not sufficient to justify refusal by itself – the Council must be satisfied that the adverse impacts of the scheme are indeed demonstrable and significant when set against the aforementioned benefits, otherwise permission should be granted.

A3.9	<u>Environmental Health Manager</u> I have read the Phase 1 report that has been submitted with the application and I agree with the conclusions of the report that there is no indication of contamination that could prohibit development, however, there is evidence of current and historical industrial land uses adjacent to the property and made ground on site. Therefore in accordance with NPPF, as the proposed use is particularly vulnerable and t to the presence of contamination it would be prudent to carry out a further intrusive investigation. Therefore I recommend that the following condition be applied to any grant of planning permission for this site. <i>Noise-</i> I have no objections to the proposed application subject to a condition requiring a noise mitigation scheme being submitted with any Reserved Matters application.	Noted
A3.10	<u>Central Bedfordshire Council</u> <ul style="list-style-type: none"> • Impact on the highway network within local highway network, particularly through Woburn Sands, Aspley Guise and Woburn itself; • Impact of the proposal on the landscape; • The proposed layout appears very cramped and overdevelopment of the site; • Proximity of some of the dwellings to the farm and whether this would create a nuisance/noise problem in the future. 	Noted
A3.11	<u>Education Sufficiency And Access</u> Education contributions will be required.	Noted and secured within section 106
A3.12	<u>Footpath Officer</u> No response received	Noted
A3.13	<u>Highways England</u>	Noted and condition proposed

Highways England formal response to the application sent 25 April 2016 remains valid recommending the Framework Travel Plan is conditioned in the event of the planning authority granting planning consent.

A3.14 Highways Development Control

Discussed in paragraph 5.20-5.26

This is an outline application for residential development in which all matters except for means of access are reserved. The application is accompanied by a Transport Assessment and a Travel Plan. It is assumed that the Council's Transport Planner will assess the Travel Plan.

Given that means of access is not reserved for subsequent approval, the design of the site junctions and main layout features need to be agreed. It is noted that the TA refers to a requirement for bus access within the site and as a result a carriageway width of 6.2m with 7.5m junction radii at the Newport Road junction is proposed. Confusingly, these dimensions are apparently not carried through the site to Cranfield Road. There is no explanation for this but to permit buses through the site the estate road should be 6.2m throughout with 7.5m minimum radii at both ends.

The new junction with Newport Road appears to be proposed as a simple T junction. However, the TA clearly states a major road flow in excess of 12,000 vehicles (after this development and nearby committed developments). Added to a minor road flow of circa 1,000 vehicles (see TA comments below), best practice suggests a Ghost Island right turn lane should be provided.

The junction analysis details have not been included with the TA and therefore it is not possible to see what parameters have been used. The testing of this junction needs to be checked and based on the assumptions suggested in the bullets below. A full printout of the test should be provided to MKC for validation. A decision on whether a Ghost Island right turn facility is required can then be made by MKC.

Transport Assessment

In general, the methodology used in the TA is acceptable. However, some of the assumptions are not acceptable and some information has been omitted.

The (unnumbered) figure on p21 naively assumes that all trips between Cranfield Road and Newport Road (north) would divert through the site. This is unlikely due to the presence of traffic calming and lower speeds within the site. The layout and design of the internal estate roads should also discourage through traffic in order to provide an acceptable residential environment.

This assumption also ignores the fact that the origin / destination of some trips is likely to be between the two new site accesses (i.e. the existing dwellings and businesses in the area). As a result, the impact on the Newport Road / Cranfield Road is likely to be understated in the TA.

The same figure also shows an assumption that no traffic will exit the site onto Cranfield Road and head south. This is equally unrealistic. Paragraph 5.3 of the TA asserts that the distribution has been agreed with officers at MKC. The distribution referred to includes 25% of development traffic heading south on Newport Road. Assuming that this figure was agreed, it seems unlikely that officers at MKC envisaged all 25% using the Newport Road junction. Logic suggests that traffic emanating from the eastern part of the development would exit onto Cranfield Road and then enter Newport Road.

Consequently, it is unlikely that the testing of the Newport Road / Cranfield Road junction is accurate. It is suggested that a further test is carried out with modified assumptions as follows:

- A split of the 25% southbound development traffic with 15% using the Newport Road junction and 10% using Cranfield Road.
- A reduction in the level of trips diverting through the site to 50% of those currently assumed (i.e. 177 and 183 as opposed to 354 and 365)

As referred to above, these assumptions should also be used to re-test the Newport Road site access junction.

There are some other minor descriptive inaccuracies in the TA (e.g. the Redway is segregated from the carriageway of Newport Road, despite the TA stating that it is not). However, these do not fundamentally affect the findings of the TA itself. If the revised junction tests are carried out and the junctions can still be shown to perform satisfactorily then there should be no “in principle” highway objection to this development. This assumes that the form of the site access junction with Newport Road can be agreed.

Level Crossing

In addition to the impact on new and existing junctions mentioned above, there will be an impact on the queues at the nearby level crossing. The TA acknowledges this in paras 6.4.1 to 6.4.4 but asserts that the impact is positive due to the reduction in traffic at the Newport Road / Cranfield Road junction due to it diverting through the site.

This assumption is too simplistic as the interaction between the level crossing and the junction is not straightforward. Furthermore, the diversion through the site does not actually affect the volume of traffic passing over the level crossing itself.

Having said that, the TA does show that the development will only add around 25 vehicles to the existing traffic passing over the level crossing in the peak hour (circa 1,000 vehicles). The impact of this additional traffic is

further reduced by the fact that the level crossing is only closed twice per hour for a short period and so the additional queuing resulting from this development would be perhaps one or two vehicles in either direction.

Therefore, the impact on queues at the level crossing is not significant.

Other Matters

The TA refers to cycle provision nearby in the form of the Newport Road Redway and Sustrans Route 51 to the north. However, the indicative proposals do not show any dedicated cycle provision within / through the site, or connecting with the Redway. A combined cycle and pedestrian route is referred to in the drawings of the junctions in Appendix F of the TA but this is not translated on to the indicative layout and is not a sufficiently firm commitment.

Provision should be included for a cycle route through the site linking Cranfield Road (at the northeastern access) to Newport Road and for that route to be connected to the Newport Road Redway at a crossing facility. The form of the crossing should be discussed with the Road Safety team and take into account any proposals to amend the speed limits as suggested in the TA.

The extension of 30mph speed limits as part of these development proposals does seem appropriate and would assist not only with cycle movements but also with pedestrians and with traffic entering / exiting Newport Road. Details can be agreed at the Reserved Matters stage.

The junction drawings in Appendix F also show visibility splays of 2.4m x 70m at each of the junctions. Visibility splays should comply with the Council's Highway Guide and for a development of this size in this location splays of 4.5m x 90m are required (except for the smaller parcel east of

Cranfield Road where 2.4m x 90m is acceptable).

The splays that are shown fall in front of the kerblines in several places and would potentially lead to blind spots for approaching traffic. This is not acceptable and splays should always be shown tangential to the kerblines (see the Highway Guide for an explanation). In order for the proposal to be deemed acceptable in highway terms adequate visibility must be provided at the junctions. Detailed drawings of the required visibility should be provided.

Summary

The revised junction testing and the full printouts of those tests should be provided in order to validate the assertion in the TA that the development impact is acceptable. Agreement of the Newport Road junction format and the cycle crossing facility is required prior to granting approval.

Details of the visibility splays at the junctions should be provided in order to ensure safe and adequate access to and from the site.

Matters such as car parking and internal site layout will be resolved at the Reserved Matters stage and have not been considered in detail at this time. The indicative internal layout appears to be adequate to permit movement around the site, subject to cycle provision being improved.

A3.15 Housing Strategy (Affordable Housing)

Noted

There appears to be no change to the proposed 66 Affordable Housing dwellings out of a total of 203 total dwellings. I can only repeat my comments in the original Housing response to this application that the housing and tenure mix should be in accord with the Affordable Housing SPD 2013 requirements of 25% Affordable Rent and 5% Shared Ownership.

A3.16 Leisure Facilities Officer Noted
No response received

A3.17 Landscape Architect Noted

Landscape and Visual Impact Assessment:

The landscape and visual appraisal information contained in the submission is lacking detail. A thorough assessment of the landscape and visual impact of this large scale development on open countryside is required. The landscape section of the design and access statement refers largely to ecology and the visual appraisal is limited to 3 paragraphs and some photos showing trees in full leaf.

Policy CS 19 Natural and Historic Environment requires developments to consider their impact on the “character, appearance and setting of sites, buildings, structures, areas, parks and gardens and landscapes that are of historic, architectural, cultural, biodiversity or archaeological significance.”

The application needs to give further consideration to the potential impact of the proposed development; and an assessment of the landscape and visual effects should be provided because the scale and nature of the development has the potential to alter the character of the landscape. The assessment would consider the significance and effect of change resulting from the development on the landscape setting of the natural assets, and people’s views and visual amenity.

An independent landscape consultant should be commissioned to undertake a landscape and visual impact assessment of the proposed development. The work should be undertaken by a landscape professional (preferably registered with the Landscape Institute, LI, or Institute of Environmental Management, IEMA), and should take into account the best practice guidelines and recommendations of Guidelines for Landscape and

Visual Impact Assessment, Third Edition: LI and IEMA (revised 2013)

The appointed landscape consultants should contact Milton Keynes Council to agree a series of photo viewpoints and a selection of photomontages prior to the visual impact assessment being undertaken. Seasonal differences including the autumn / winter / spring period of reduced and no leaf coverage must be represented and considered.

The assessment should include a landscape and visual assessment of the site and the surrounding landscape in the context of existing landscape character assessment and visually sensitive receptors within the zone of visibility of the site should be identified in order to assess the extent and nature of views.

The landscape impacts should be assessed in relation to the impact of the proposed development on the landscape resources of the site and its character. In addition, the effects of the scheme on local landscape character within the area surrounding the site should be considered. Viewpoints should be used to indicate the degree of visual impact. The extent of site visibility from vantage points should be graded and the character of the view described. Photomontages should be produced from key viewpoint locations.

The LVIA would be expected to set out recommended mitigation measures to ensure that impact upon the landscape and visual receptors are kept to a minimum. This may involve exploring the opportunity to use landscaped buffers to reduce the urbanising of the development and would need to be done at the earliest opportunity to inform the layout

The information gained from the landscape and visual assessment should be demonstrated to contribute to influencing the scheme design. A landscape scheme showing the existing trees and vegetation to be

retained, to be removed and landscape mitigation of impacts should be submitted.

Existing PRoW:

Wavendon public footpath FP 003 crosses through the site and is proposed on the development layout to be retained. The landscape and visual impact on the setting of footpath requires assessment, i.e. of public footpath FP003 through a change to its setting from rural to urban; and visual impact upon receptors in the proximity of the site e.g. local residents, and users of the public footpath.

Open Countryside:

The proposed development site is shown within an area of open countryside as identified within the council's adopted Local Plan, half of the site is classed as agricultural land and the site is outside the village envelope. Local Plan Policy S10 states: In the open countryside, planning permission will only be given for development that is essential for agriculture, forestry, countryside recreation or other development which is wholly appropriate to a rural area and cannot be located within a settlement.

Landscape Principles:

There is no landscape principles plan submitted with the application that illustrates the function and purpose of the landscape proposals, such as street tree structure, buffer landscaping to the housing/countryside border, play and open space provision rationale etc. The application proposals even at this stage must be supported with an indicative landscape principles plan. The submission included the following ...

- 'Illustrative landscape Masterplan – Character Areas', drawing SJA115.10.0 dated 26.02.2016 information is limited to a tabulated list of landscape proposals
- 'Illustrative Landscape Masterplan', drawing SJA115.11.0 dated

26.02.2016 shows the general arrangement of where the bulb planting will be and where the low shrubs will be planted and locations of play areas / public open space

Both of these plans would be informed by and cross-reference to the primary indicative landscape principles plan.

The development proposal including layout is not sufficiently sympathetic to the context of the site's location within the open countryside designation. The proposed development scheme is not accompanied by a tree survey report; and not all the key trees and hedges are shown retained. Development is not sufficiently screened behind the retention of existing trees and additional buffer landscaping to protect the rural character and green fringe of the village edge. The submission does not include information regarding landscape principles which would be expected with this application to demonstrate sensitive design treatment appropriate to the character and setting of the site context.

Existing Trees / Hedgerows:

With reference to ...

Arboricultural Survey & Assessment Plan – Overall Site; number SJA115.01.07.0 dated 25.02.2016

Arboricultural Constraints Report (schedule) dated 03.02.2016

I note that the planning application submission includes a tree survey plan and schedule of condition but no report. The site includes and is adjacent to a number of trees which have a Tree Preservation Order (TPO) in place. I would highlight that the proposal indicates the removal of at least one tree with a TPO and the removal of other trees and hedgerows across the proposed development site. This application must be referred to the Arboricultural Officers and their comments received prior to determination.

Play Provision - Policy L3 Standards Of Provision:

Local Plan Policy and Appendix L3 provide spatial requirements and

design parameters for play provision. Policy L3 states: New Housing development will be required to provide new or improved recreational facilities in accordance with the Council's adopted standards in Appendix L3. Appendix L3 Standards for Leisure and Recreation Facilities sets the standards for play provision, the pertinent standards at outline stage are:-

Minimum Size:

- LEAP: 0.2 hectares or 2,000sqm (greater in areas of high density family housing or if surrounded by housing)
- NEAP: 0.6 hectares or 6,000sqm (greater in areas of high density family housing)

Characteristics:

- Active zone (the area for play equipment and other items) should be at least
 - o LEAP: 20m from residential property boundaries and 30m from roads
 - o NEAP: 40m from residential property boundaries and 30m from roads
- LEAPs require the provision of approximately 5 items of play equipment (greater in areas of high density family housing) and small games area; NEAPs require substantially more provision

From the play area records stored on GIS the north half of the site falls outside of the existing NEAP catchment area. For new development here a NEAP as described in Appendix L3 would be appropriate. The local area for play (i.e. not equipped) shown on the masterplan does not meet L3 policy standards which requires either the provision of equipped NEAPs or LEAPs.

The play and open space provision shown on the development layout does not meet the requirements of policy L3 in terms of demonstrating existing provision and rationale, category / space of proposed play provision, and buffer distance between property boundaries and active zones. This would

require an amended layout prior to determination as it has the potential to impact on the numbers of dwellings that could be accommodated on the site.

My updated comments are as follows:-

I note the submission of a landscape and visual impact assessment and agree with the mitigation measures recommended in the report particularly the additional buffer landscape needed to screen the proposed development. However I am cautious that the development details are outline and it is not possible to determine with the level of detail provided at this stage if the additional buffer landscaping will be substantial enough to reduce the impact from moderate to low long-term. This would be needed to protect the rural character and green fringe of the village edge and to respect the context of the sites location within the open countryside and intrinsic value of the landscape character in the wider area.

Detailed development proposals on this site would need to respect the context of the sites location and pursue an appropriate landscape setting with generous landscape buffers bordering the open countryside edges of the site. The design of the buildings and the density of the development would need to be as sympathetic as possible to the site's location in and bordering open countryside. The boundary treatment, the palette of building materials, together with the detailing of hard and soft landscape elements will be a key factor to create a scheme that best fits the character of the site context.

With the scale of the development proposed, the submission does not demonstrate that the proposal can meet the supplementary planning guidance on planning obligations for leisure, recreation and sports facilities to create a sustainable development that would not place a burden on existing facilities and resources. Additional information is needed on a plan

demonstrating how the development can meet the open space standards required by the SPG and policy L3. This is likely to result in an amended site layout as it has the potential to impact on the numbers of dwellings that could be accommodated on the site.

The indicative landscape mitigation and landscape character areas plan included in the LVIA refers to changes in response to officer comments on landscape impact which would be welcomed. However the increased landscape buffer shown is only artistically indicated and some would appear to fall outside of the red line boundary therefore it may not be possible to increase the level of landscape buffer without affecting the layout which has the potential to impact on the numbers of dwellings that could be accommodated on the site. A separate scale plan has not been included in the latest submission.

A revised landscape principles plan needs to indicate who will own and manage the boundary hedges existing and proposed in perpetuity and how access will be possible to manage them, as the layout currently does not include access for maintenance. The boundary hedges for this development are essential to protect the character of the area and should not be included in the adjacent home plots where the hedges would be under threat of removal by home owners. If the ownership of the hedges were to be transferred to the council a management contribution would be required towards the future ongoing costs of upkeep.

It should be possible to retain the majority of the key trees within the proposed development, and hedges where feasible. I refer to the tree officer's comments for additional information and proposed wording of conditions.

A3.18 MK NHS Primary Care Trust
No response received

Noted health facility proposed within the site.

A3.19 Network Rail Noted

As you are aware, Network Rail has no objection to the proposal itself, but we have raised concerns about the potential for increased numbers of users of Woburn Sands Level Crossing, as per the email of the 29th September 2016. Following on from the recent meeting, Network Rail has the following comments.

Some of this increased usage at the level crossing should be addressed by the new perimeter road.

Network Rail would recommend that the developer is to prove to the Highways Authority's satisfaction that the development will not have a material impact upon Woburn Sands Level Crossing. The developer and Highways will need to ensure that the perimeter road is a through route capable of re-routing traffic, through its design, capacity and signage.

A3.20 MKC Urban Design Noted

At the outline stage the layout is indicative and therefore acceptable. However, the key design points to consider going forward are:

- The immediate built form is fairly non-descript. However, In order that the proposed development relates well to and enhances the surrounding environment the applicant should seek to identify and reinforce better quality and locally distinctive design elements in the wider area at the detailed design stage.
- Streets should be connected where possible in order to provide convenient routes and minimise the need for turning heads.
- The existing historic hedges and trees should be retained where possible with the boundary treatments to properties integrating with those of the surrounding area.

Environmental Health Officer

Noted

I have no objections to the proposed application subject to a condition requiring a noise mitigation scheme being submitted with any Reserved Matters application.

A3.21

Parish – Wavendon

Noted and covered within section 5 of this report

Wavendon Parish Council strongly objects to this outline application.

Site suitability and the MK Borough Five Year Housing Land Supply

Although it is correct to note that the Milton Keynes Council does not have a five year housing land supply, the situation is slowly improving. Nevertheless, just because the Council does not have a five year housing land supply doesn't mean that the Council has to approve all applications for housing development. Without a five year land supply we would suggest that Milton Keynes Council must fall back on paragraph 14 of the NPPF and the presumption in favour of sustainable development and in particular weigh up "any adverse impacts which would significantly and demonstrably outweigh the benefits". This being so, the Council is under no obligation to accept any large scale application simply to address the land supply issues and sustainability should be a substantial factor in considering one site against a number.

From the issues set out below it is the conclusion of the Wavendon Parish Council that the adverse impacts associated with the scheme would clearly outweigh the benefits.

Open Countryside

The development lies within the area designated as open countryside in the Milton Keynes Core Strategy. Milton Keynes' recent assessment in the draft Site Allocations Plan states that no further large scale development should be allowed in this area because of the high level of developments which have taken place here in recent years and the permissions

outstanding and pending, the impacts of which have yet to be assessed.

Housing sites in Wavendon awaiting development

The development of the Parklands estate by Taylor Wimpey on the former industrial site of a large plastics factory has already increased the dwellings in Woburn Sands by over 50% and phases 5/6 is yet to be determined. Phases 1-3 of Parklands added 392 dwellings to the town, Phase 4 is adding a further 95. In refusing permission for Phases 4, 5 and 6 for 191 new homes in Parklands in 2010, the Inspector stated that this number would “materially harm the equilibrium and identity of the town and its community”. The application submitted for 5/6 is for 88 dwelling units which, if permitted, mean Parklands alone will have contributed 575 new homes to Milton Keynes stock.

The Strategic Land Allocation sites, all in the Parish of Wavendon, offer over 3000 dwellings with outline permissions

In addition, the site opposite known as ‘Frosts - Wain Close’ development has permission for 53 dwellings

My Parish Council believe that Wavendon has done its bit and that these sites that are still awaiting for dwellings to be built and thus their impact on local infrastructure, services etc. cannot be assessed. So no more large scale planning approvals until we see and assess the impacts of the permissions granted to date.

Community Involvement

A Statement of Community Involvement accompanies the application, but includes no evidence whatsoever of any actual agreement being reached with the local community. The proposals have never been discussed with Wavendon Parish Council which was not even notified of the date, venue nor time of the Public Consultation. The presentation material at the public consultation event contained numerous factual errors, including the

assertion that the site lies in the Parish of Woburn. One can only presume that this where the notification of the consultation was sent? The Parish Council is therefore perplexed to read in the Statement of Community Involvement that the proposals have been altered as a result of the consultation event, which they clearly have not! The applicants and/or their agents also refused the opportunity to attend the Parish Council meeting (on 20 June 2016), at which the application was discussed.

Highways

At the time of writing it is unclear if an objection (or objections) to the proposal are likely to be submitted by the Council Highway Engineer. Wavendon Parish Council would argue that the Highways Engineer should be particularly concerned about the location of the access points onto Newport Road (which we believe will be located in close proximity to the proposed Wain Close access), and those onto Cranfield Road for the following reasons:

1. A lack of visibility for vehicles traveling in both directions at each access point. Traffic will be moving at relatively high speeds along the Newport Road and Cranfield Road with a serious potential for accidents to occur.
2. The proposed junction point at Newport Road will not be clearly visible to drivers travelling in the southbound direction.
3. Drivers of large vehicles (including buses) will find the junctions difficult to negotiate in both directions due to the volume of vehicles accessing the road especially at peak times.
4. Visibility on exiting the proposed residential site may be obstructed due to any "give way" line having to be set much further back than normally would be the case.

5. There is no information concerning the impacts of the development on the cycleway located on the western side of Newport Road nor on the impacts upon the busy pedestrian route on Newport Road, used extensively by clients of the two popular local garden centres located in close proximity to the proposed development. This would be likely to lead conditions of conflict with motorised users.

In addition the Parish Council would observe:

Local resident's primary concern regarding this development, as expressed to the Parish Council, is the impact it will have on traffic in a small village and its neighbouring town where congestion is already a sizeable factor of everyday life. Whilst being unable to comment in detail at the highly technical data used in the applicant's Transport Assessment, which we are certain will be examined closely by Milton Keynes officers who are more expert in this field, a number of concerns do not appear to be washed over in a flippant and dismissive manner. Claims that traffic will pass through the site to avoid the congestion at the Railway Crossing at Woburn Sands defy understanding and display a total lack of local knowledge.

When the level crossing gates at Woburn Sands are shut, at present twice an hour, traffic is queued back up the Newport Road frequently as far as the Frosts entrance and at peak times. This congestion will be increased to four times per hour with the introduction in 2023 of additional trains on the East/West rail route. A more recent emerging development is the amount of closures for freight trains also set to increase substantially with the assumed permission for a proposed rail freight terminal by Ridgemont. Thus this development will add substantially to the flow of vehicles on Newport Road and the inevitable resulting congestion.

Wavendon Parish Council would therefore submit that the proposal is not

acceptable from a traffic management and road safety perspective.

Thus, at the very least, an amendment to the plan is required to the Transport Assessment to include the impact of queues backing up from Woburn Sands level crossing on the access to the development. Local knowledge of this road would suggest that, at the busiest times, the queues from the level crossing tail back to the development site.

Landscape

Wavendon Parish Council is concerned that the proposal would have a detrimental impact upon the views of the open countryside from the urban fringe and upon the landscape and visual character of Wavendon village. Wavendon Parish Council does not consider that the application as submitted has sufficiently considered the issue of the impact of the proposal upon the landscape character of the area.

Community Infrastructure

At this stage, as far as the Parish Council has been made aware, no agreement appears to have been reached in principle on the level of contributions required to ensure that the development (if approved) provides the necessary level of support to infrastructure and services that the development will rely on. Without adequate contributions the development would have a substantially negative impact upon the area.

Ecology

The Ecological Survey submitted with the application raises the possibility of protected species (bats and Great Crested Newts) almost certainly to be found on the site, but does not include all the information required to assess the details of the impact of the development upon those species. The impact of the proposal upon the ecology of the site and the wider area is a material planning consideration that has to be taken into consideration in assessing the acceptability of the principle of the development.

Wavendon Parish Council suggests that further work is required to establish whether or not Great Crested Newts are present in or adjacent to the site. If they are, the application needs to include clear proposals for how the development will impact upon the Great Crested Newts and how that may be mitigated. Wavendon Parish Council also considers that further work is required to assess the impact of the development on local bat populations.

Archaeology

A condition requiring an archaeological field evaluation, including trenching should be imposed on any planning permission, if it were to be agreed.

Ground Contamination

Some of the site has been the site of extensive and intensive farming procedures over many decades. Conditions requiring an appropriate assessment of ground conditions and, if necessary, remedial works to deal with any ground contamination found should be imposed on any planning permission.

Air Quality

A clear assessment of the impact of the development (in particular the impact of inserting three new junctions at various parts of the site) should be submitted in support of the application.

Local Services

There is the unacceptable additional pressure that will be added to several of the facilities in Wavendon and neighbouring Woburn Sands, which the applicant lists as assets supporting the development. The applicant states that the development will bring added trade to the shops and that this will be a benefit of the development. In reality, local parking is already a challenge for anyone wishing to use Woburn Sands shops and restaurants. Despite the claims that the town is within walking distance, Wavendon

Parish Council would observe that it is unlikely that this walk will be undertaken by many of the new residents on a regular basis, so the sustainability of the development is questionable in this respect.

Health Services

Despite the offer of an NHS Doctors Surgery on the site, the applicants are in no position to insist that a local practice nor any part of the NHS takes up that offer. Local residents maintain that access problems exist with regards the Woburn Sands surgery, the Asplands Medical Centre. It is a NHS Service already seen by many residents to be 'heavily oversubscribed'.

Wavendon Parish Council urge Milton Keynes Council to refuse this application on the grounds that its one potential advantage is far outweighed by the negative aspects of the proposal and with it the further undermining of the character and identity of this small village in an important rural sector of Milton Keynes which has already done it's bit to contribute to housing numbers in Milton Keynes.

A3.22

Parish - Woburn Sands

Woburn Sands Town Council objects to this outline application. Notwithstanding its relatively low density and the fact that it will contribute to Milton Keynes' shortage of a 5 year supply of building land, this development in this particular location make it unacceptable, and its negative impacts outweigh its possible desirability. Thus, we argue that the NPPF quoted in the application

"a presumption in favour of sustainable development" is negated in this circumstance.

This objection is in two parts: Part 1 outlines the planning arguments against this development and Part 2 demonstrates the negative impact upon the local community and environment.

PART 1.

1.i. The development lies within the area designated as open countryside

Noted and discussed within section 5 of this report.

in the Milton Keynes Core Strategy. It is in the rural sector of the south east corner of Milton Keynes.

1.ii. Milton Keynes' own assessment in the draft Site Allocations Plan states no further development should be allowed in this area because of the high level of developments which have taken place in recent years here and the permissions outstanding and pending.

1.iii. The development of the Parklands estate by Taylor Wimpey on the former industrial site of a large plastics factory has already increased the dwellings in Woburn Sands by over 50% and phases 5/6 is yet to be determined. Phases 1-3 of Parklands added 392 dwellings to the town, Phase 4 is adding a further 95. In refusing permission for Phases 4, 5 and 6 for 191 new homes in Parklands in 2010, the Inspector stated that this number would "materially harm the equilibrium and identity of the town and its community". The application submitted for 5/6 is for 88 dwelling units which, if permitted means Parklands alone will have contributed 575 new homes to Milton Keynes stock.

In the past year one large residential property at Sandy Mount has been converted into 10 dwellings, and the Greens Hotel site currently under construction will contribute a further 35 units.

1.v. Prior to any of these developments there were just under 900 dwellings in Woburn Sands, so the town is coping with an increase of over 60% in its housing numbers. To these numbers can now be added the 53 homes with outline permission at the Frosts Wain Close site, all of whom will wish to use the town's facilities.

1.vi. Thus, notwithstanding the absence of a 5 year supply of housing for Milton Keynes as a whole, this south east corner of the Borough, based around Woburn Sands, has already contributed its fair share to the specified requirement. Further additions will cause the loss of the character and identity of Woburn Sands.

2. The applicant's assertion that, because of its location close to that of the Frosts site at Wain Close, the decision upholding the Appeal against the development of 53 dwellings on the Frosts site can be used to justify this

application. In fact, the two sites are totally unlike. The Frosts site is currently a landscape construction site and as such is full of numerous buildings storing equipment, hard standing areas and nurseries. It is already a semi industrialised site and not open countryside. The site for the Wavendon Properties development, by contrast, is farmed open countryside and is four times the size of the Frosts development.

3.i. One part of this development lies within the parish of Woburn Sands, the rest in the neighbouring parish of Wavendon. The two settlements have always been inextricably linked, Woburn Sands itself having once been the one of the “ends”, Hogsty End, of the parish of Wavendon. The coming of the railway to Hogsty End resulted in its growth until it became a parish in its own right and developed into a small town, known as Woburn Sands, serving a number of surrounding villages in a rural area straddling the borders of Buckinghamshire and Bedfordshire. It is disappointing, to put it mildly, to find that the applicant’s Design and Access statement constantly confuses Woburn Sands and Woburn, despite this having been pointed out to the applicants by Woburn Sands Town Councillors at the Consultation to which they were invited. Pages 10-15 are littered with incorrect and irrelevant statements. Page 12, for example, is headed “Woburn” but describes Woburn Sands and then includes a map and description of Woburn’s Conservation area, followed on Page 13 by 6 photographs of Woburn. With so little care demonstrated by the applicants in their description of the local area, the validity of much of the application is questionable.

3.ii. However, the fact is that the field immediately behind Tavistock Close (area B on the Woburn Sands Plan Map) does lie within the Parish of Woburn Sands and as such is covered by our Neighbourhood Plan made, or adopted, in July 2014. Policy WS5 of that Plan states The preservation of the countryside setting, existing woodland and footpath links into the countryside is key to the future of Woburn Sands. Accordingly no extension to the current Woburn Sands Development Boundary will be permitted

other than in the following exceptional circumstances:

- PlanMK identifies a specific need for an amendment to the Development Boundary
- Any proposed amendment is brought forward following consultation with, and agreement by, Woburn Sands Town Council
- The implications of any revised Development Boundary has been assessed in terms of the need to protect and maintain the character and countryside setting of Woburn Sands.

To date, Plan:MK has not been published, Woburn Sands Town Council has not agreed to any extension of our Development Boundary, and the Neighbourhood Plan fully conforms to MK Core Strategy which still applies. The Applicant uses the fact of Woburn Sands being a key Settlement in the Core Strategy to justify the application and must therefore accept the validity and relevance of this Neighbourhood Plan.

4. Most of this proposed development lies within the parish of Wavendon. The SLA with a requirement for the building of 3000 homes straddling the A5130, Newport Road and south of the A421 is within Wavendon Parish, as is the Frosts site at Wain Close with 53 homes with outline permission. To suggest that a further development is justifiable in this originally rural parish is surely massive overdevelopment in one sector of Milton Keynes which already has the massive East Flank development at Broughton and Brooklands.

5.i. A Statement of Community Involvement accompanies the application, but includes no evidence whatsoever of any hint of agreement within the local community. The proposals have never been discussed with Woburn Sands Town Council who were presented with a “fait accompli” at the Public Consultation and clearly no attention has even been made to the pointing out of incorrect statements at that meeting and now replicated in the application documents as referred to in point 3.i. above. So, exactly how the claim in 1.2 of the Statement of Community Involvement that the proposals have been altered is a mystery.

5.ii. The Statement of Community Involvement expands at length on

meetings held with Milton Keynes Borough Officers. Woburn Sands Town Council wishes to stress that at no point were we as a parish council consulted by those officers or Wavendon Properties and that the Local Community as such was therefore not involved in any preliminary discussions before this proposal was presented.

6.i. The applicant provides maps illustrating the adjacent areas under the control of the same company. This of itself, clearly points to the intention to continue expansion towards the east if this application is granted permission. This would effectively, along with the SLA and Eastern Flank developments completely infill all the land up to Milton Keynes eastern boundary completely ignoring the fact that it is all in the rural area of the Borough.

6.ii. The proposed area of public open space on the eastern edge of the Plan map which will conveniently also serve development in the neighbouring fields under the applicant's control is clear evidence of this intention to continue development as is the map on page 18 of "Opportunities" which shows potential link routes to these neighbouring open fields. If the applicant includes such information it must be considered.

PART 2

7.i. One of the residents' main concerns at this development is the impact it will have on traffic in a small town where congestion is already a sizeable factor of life. Whilst being unable to comment in detail at the highly technical data used in the applicant's Transport Assessment, which we trust will be examined closely by Milton Keynes officers who are more expert in this field, some clear facts do emerge.

7.ii. Using the Transport assessment figure of 930 additional vehicle movements per day generated from this size of development, and adding this to the vehicles already travelling along the Newport Road between the level crossing and a point north of the proposed new access, results in a 7.5% increase in the volume of traffic. Using the same assessment for the Frosts development opposite this becomes an increase of 10%. When the

level crossing gates are shut, at present twice an hour, traffic is ponded back up the Newport Road frequently as far as the Frosts entrance and at peak times especially in the evening one, considerable further. This grid lock will be increased to four times per hour with the introduction in 2022 of additional trains on the EastWest rail route. An unknown factor is the amount of closures for freight trains also set to increase substantially with the permission for a freight terminal by Ridgemont. Thus this development will add substantially to the flow of vehicles on the Newport Road.

7.iii. The applicant claims a reduction of vehicles at the level crossing junction by arguing that all the 354 vehicles currently turning right out of the Cranfield Road will instead turn right into the new access road and hit the Newport Road further north at the newly created junction. It is extremely unlikely that this will happen as many of these are from the roads off Cranfield Road in Woburn Sands and will not take a detour through a new road with three speed tables in order to still have to negotiate a way out onto Newport Road a little further north. In any case, it is not these vehicles which cause a problem at the level crossing since they are not going over the crossing and are heading north. Therefore, the claimed reduction is highly questionable.

7.iv. The applicant similarly claims that all the 368 vehicles which currently turn into Cranfield Road having travelled south on the Newport Road will now use the new access road instead.over three speed humps and an increased journey length for those living in the roads off Cranfield Road? Again this is a questionable assumption.

7.v. Therefore, Woburn Sands Town Council does not accept the applicant's claim that 700 vehicles per day will be removed from the level crossing junction with Cranfield Road. What is true is that at least 930 vehicles will be added to this stretch of the Newport Road, irrespective of when they actually join or leave the Newport Road.

7.vi None of the Transport Assessment takes into consideration the impact of the 3000 homes in the SLA further north on this same Newport Road and the potential impact of those upon this stretch of road. Nor does it take

account of the additional homes to be built in Parklands, or already added since their assessment in March 2016.

7.vii A disappointing number of inaccuracies again occur in the transport assessment: the cycle way is separated from the vehicle carriageway; there is a redway along the western side of Newport Road throughout its length. The number 300 bus runs half hourly throughout the day until 9pm, Mondays to Saturdays and hourly on Sundays. There is no C3 bus along the stretch of Cranfield road where it is marked. With such inaccuracies, comes again the question of the report's viability.

8.i. A detailed ecological survey is attached to the application and will need full attention in considering this application. The impacts on the local flora and fauna are substantial and unacceptable, and are as follows:

8.ii. A line of mature oak trees lie along the north east side of Newport Road in its route through Wavendon approaching Woburn Sands. This tree-lined approach is an essential feature of our Conservation Area statement, but several such trees will be removed in order to create the new access road. This is unacceptable.

8.iii. Close to the entry point for the new access there is evidence of a substantial badger sett and the disturbance which will result from the new road is a very real threat to a protected species, another reason to refuse the application.

8.iv. Vital habitats in ancient hedgerows have already been lost in this eastern area of Milton Keynes by their destruction in creating the misguided East Flank. With this application comes yet further removal of hedgerows and thus loss of vital habitats in what is supposed to be a rural area.

8.v. The non-permeable fencing which will litter this area if developed will further undermine the already diminishing numbers of hedgehogs by effectively removing what is at present a reasonable foraging area.

8.vi. All these points on the impact on the local ecology are detailed in appendix 2 attached. This has been prepared by one of our own Town

Councillors with considerable expertise in this field and requires serious consideration. It is impossible to overcome the threats outlined and this is a further reason for refusal of this application.

9.i. Also submitted with this application is a detailed flood assessment document. It makes it clear that substantial measures will be needed to protect surrounding dwellings from an increased risk of flooding. This development is on non-permeable Oxford Clay and the covering of much of the area in hard standing will substantially increase the water logging in surrounding areas. Despite the applicant's assertion in the Design and Access statement that the land slopes down towards the north, in fact it slopes down towards the dwellings in Tavistock Close and Ridgeway, ie to the south and east. The only attempt to overcome this problem is the creation of three pond areas for surplus drainage, but the flood assessment itself suggests further measures will certainly be needed.

9.ii. In particular, this flood risk is a further reason for specifically removing any housing from the field behind Tavistock Close. Photos in the Appendix 1 illustrate the boggy nature of this field in a relatively dry winter that has just gone. The flood assessment recommends creation of a bund to ease the problem and this will use up part of this field anyway.

9.iii. The developers of Turnpike Close found that the local people's knowledge as reported by the Town Council that this area just a little further south of this proposed development was subject to flooding was proved true and resulted in expensive unforeseen measures necessary in the construction of the houses there. Importantly, The Environmental Agency had reported no potential problem, so this Council is particularly wary of the acceptance of reports stating there is no problem when in fact one does exist.

10. Noise assessments are also submitted and will need to be considered in any detailed application particularly in the area around the industrial units at Deethe Farm. The applicant has not mentioned this problem apart from including the assessment.

11.i. Finally, there is the unacceptable additional pressure that will be

added to several of the facilities in Woburn Sands which the applicant lists as being available. The applicant states that the development will bring added trade to the shops and that this will be a benefit of the development. In reality, parking is an ever increasing problem in accessing the town's shops. Despite the claims that the town is within walking distance, it is quite unlikely that this walk will be undertaken by many of the new residents, so the sustainability of the development is questionable in this respect.

11.ii. There is indeed both a First and a Middle School easily accessible from the site, but unfortunately, there are unlikely to be places available in the first school. It has just two spaces for the September 2016 intake and these will undoubtedly quickly be taken by families moving into Parklands, so new residents from this development are very unlikely to be able to use the school which is closest to them. Section 106 contributions, even if diverted to Central Beds where the schools lie, will not be sufficient for new classrooms to be built and this is what is needed.

11.iii. A similar problem exists at Asplands Medical centre, perceived by many residents to be `already oversubscribed. Our understanding is that this local medical centre will be unable to accept any new residents from Wavendon, thus again undermining any argument as to the sustainability of this development. The offer of a single doctor's surgery is, of course, totally dependent on funding from the NHS and is highly unlikely to be forthcoming as a new centre will need to be established to serve the new population of the SLA.

12. In conclusion, from all the above, it seems clear to Woburn Sands Town Council that the disbenefits and unsustainability of this development far outweigh any possible benefits, the only one of which is the contribution to Milton Keynes 5 year housing land supply. Herein lies the real problem: the construction industry seems incapable of meeting the demands of the speed of housing build Milton Keynes is supposed to deliver, a problem exacerbated by developers failing to proceed with detailed applications from the outline permissions already granted. We urge Milton Keynes Council to refuse this application on the grounds that its one potential

advantage is far outweighed by the disbenefits and with it the further undermining of the character and identity of this small town in the rural sector of Milton Keynes.

A3.23 Lead Local Flood Authority

Noted and condition proposed

The Flood Risk Assessment (Scott White and Hookins, March 2016) including the drainage sections, referred to hereafter as the “Drainage Strategy”, supporting the planning application has been assessed against the SuDS Non-Statutory Technical Standards, the drainage requirements of the Milton Keynes Core Strategy and the MKC Local Guidance.

In general, the proposed strategy and approach seems appropriate. However, the following data gaps and issues have been identified with the drainage design submission. In the comments below, [Point *x*] refers to the checklist on pages 5 – 6 of the MKC Local Guidance.

1. The Drainage Strategy Section 3.1.2 states that “The site topography slopes generally down towards the South West corner with a height difference over the site of approximately 1 to 2 m.” However, this does not appear to match the topographical survey which shows the site levels varying up to 9 m and it is not clear how this level variation will be incorporated into the drainage system. [Point a].

2. Although the report recognises infiltration as not feasible and bases the Drainage Strategy on providing attenuation ponds/swales and french drains, the Drainage Strategy has not fully developed the options for permeable paving, water butts, and rain planters, etc. [Point d].

3. It is unclear from the calculations provided what post development runoff rate was used to calculate the attenuation storage size. Is it proposed to limit the greenfield runoff to the Q100 with a complex control of QBar with simple control? [Point g].

It is unclear how the attenuation calculations (Appendix E) correspond to the proposed SuDS scheme drawing (Appendix G) and whether the attenuation storage detailed in the SuDS scheme is adequate. [Point h]. A table summarising the storage requirements and the storage provided

would be useful. In addition it is not clear how the connected ponds will operate and how the various flow control devices will work.

Objection – Insufficient information provided to demonstrate meeting the requirements of the NPPF, the Non-Statutory Technical Standards for Sustainable Drainage Systems (2015), the drainage requirements of the Milton Keynes Core Strategy (2013), and the MKC Surface Water Drainage Local Guidance for Planning Applications.

There is currently insufficient detail provided to demonstrate the development will meet the required policy.

We object to this application and recommend refusal of planning permission until the applicant has clearly demonstrated how they will manage surface water runoff in accordance with the above policy.

Overcoming our objection

You can overcome our objection by providing information addressing the concerns noted in the above section ‘Summary of assessment of submitted drainage proposals’ and requirements of the Milton Keynes Council Surface Water Drainage Local Guidance for Planning Applications.

The information should include the following elements as a minimum:

- Further explanation of how the drainage hierarchy has been followed
- Revised runoff and attenuation calculations corresponding to the proposed SuDs scheme drawing and details of how the drainage system will operate.

The following information was submitted by the applicant on 10th June 2016 to address the recommendations for ‘overcoming our objection’ from MKC LLFA statutory response to LPA:

- Document labelled SWH Response to MKC LLFA Objection Notice.

The additional information provided sufficiently addresses the requirements of the original objection for this planning application.

During the detailed design stage full modelling will need to be undertaken in line with the MKC Local Guidance, where careful consideration should be given to attenuation sizing, the complex control system and overflow paths during exceedance events

A3.24	<u>Policy D4</u> The submitted Sustainability Statement demonstrates that the proposal is likely to meet all the requirements of policy D4 of the 2005 Local Plan. At this stage, should this application be recommended for approval, only a carbon offset payment has to be secured via a s106 agreement and a condition attached to require a detailed sustainability statement submitted for reserve matters application.	Noted and condition proposed
A3.25	<u>Passenger Transport Officer</u> <ul style="list-style-type: none"> • Passenger Transport's key requirement for the scheme is to provide strong pedestrian links to the nearby bus route along Newport Road. Unfortunately, the current pedestrian routes are substandard and requires strengthening to make bus usage more attractive. • Infrastructure in the area has recently been improved after investment from Milton Keynes Council and it is important to address this matter. • Improvements in this manner will need to be supplemented with a bus service contribution and commitment to providing an annual bus pass for each property within the development. 	Noted
A3.26	<u>Natural England</u> No comments	Noted
A3.26	<u>RAMBLE Ramblers Association</u> No objection subject to the public right of way through the site remaining open at all time and not being adversely affected.	
A3.27	<u>Ward - Danesborough And Walton - Cllr D Hopkins</u> No response received	Noted
A3.28	<u>Ward - Danesborough And Walton - Cllr V Hopkins</u>	Noted

No response received

A3.29 Ward - Danesborough And Walton - Cllr Bramall Noted
No response received

A3.30 Landscape Services Manager – Trees Noted

The majority of the trees on this site are to the margins so it will be easy to retain them with minimal constraint on the development of the site. The indicative site lay does indeed show most of these trees retained. However it is difficult to comment in detail because 'Arboricultural Survey and Assessment Plan- Overall Site' is illegible due to the small text size and lack of definition, six detail plans appear to be indicated but I am unable to locate them.

Detail tree survey plans, arboricultural implications assessment, method statement and tree protection plan are to be submitted for approval.

The retained trees and hedgerows should be protected in accordance with BS 5837:2012 and the layouts and service runs amended as appropriate to enable their viable retention.

Conditions are suggested in section 6 of this report.

A3.31 Aspley Guise Parish Council Noted

The Council has reviewed the traffic impact assessment for this application and notes that no assessment appears to have been made of the impact of the proposal on the junction between Cranfield Road and Crabtree Lane. We believe that the traffic impact of the application on this junction, which is dangerous to pull out of due to limited visibility, before the application is permitted.

A3.32 Local Residents

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

Office 1-3 The Barn, Deethe Farm, Cranfield Road
Unit 4 The Barn, Deethe Farm, Cranfield Road
Ground Floor The Granary, Deethe Farm, Cranfield Road
Deethe Farmhouse, Cranfield Road
First Floor The Granary, Deethe Farm, Cranfield Road
Unit 1-16 Deethe Farm, Cranfield Road
Unit 20-22 Deethe Farm, Cranfield Road
Communication Mast, Deethe Farm, Cranfield Road
Units To The Rear of Deethe Farm, Cranfield Road
2-20 (even only) Ridgway Woburn Sands
33 Tavistock Close Woburn Sands
1 Ridgway Woburn Sands
19-32 Tavistock Close Woburn Sands
47-79(odd only) Newport Road Woburn Sands
1 -21Hillway Woburn Sands
Hungerford Hillway Woburn Sands
1-37Parkway Woburn Sands
Waves Hand Car Wash, Wyevale Garden Centre, Newport Road
South Lodge Boutique, South Lodge, 33 Cross End
South Lodge, 33 Cross End, Wavendon
5 Concra Park Woburn Sands Milton Keynes

A3.33 A total of 279 third party representations have been received which raised the following:

- A3.34 - There are other outstanding developments within the area which are yet to be completed and so environmental, traffic and impacts on services are not yet known.
- A3.35 - The proposal would result in development on the open countryside.

- A3.36 - The development will adversely impact on the ecology within the area.
- A3.37 - The traffic will adversely impact on the safety of the cycle route on Newport Road.
- A3.38 - There are Great Crested Newts in the ditches and fields behind Ridgeway and Tavistock Close.
- A3.39 - There are bats within the hedgerow in the area.
- A3.40 - There is a badger settlement to the north of the Wyevale Garden Centre that forges within the application site.
- A3.41 - The development will result in the loss of mature trees which will adversely impact on the local bird population. Bird species include Owls, Greenfinches, Goldfinches and Chaffinches.
- A3.42 - The development will result in the loss of several mature Oak trees, these line the road and form part of the Conservation Area.
- A3.43 - The assertion that the Frosts appeal justifies this application is factually incorrect because the Frosts site was a former industrial site.
- A3.44 - Part of the site is within the Woburn Sands Neighbourhood Plan and covered by policy W5.
- A3.45 - This rural area has already significantly contributed to the Milton Keynes Housing shortfall. It is not sustainable for more development in this area.

- A3.46 - The proposals do not consider the East-West Rail project and would further exacerbate delays relating to the level crossing in Woburn Sands.
- A3.47 - The proposals would increase pollution in terms of noise and fumes which would be detrimental to people's health.
- A3.48 - The application estimates 930 vehicles trips per day, along with those from the Frosts Development this would be a 20% increase on the existing traffic on this section of Newport Road.
- A3.49 - This development combined with other development within the area will overwhelm Newport Road.
- A3.50 - The development will increase the extensive traffic queues at the traffic lights at the Kingston Roundabout.
- A3.51 - Woburn Sands suffers from flooding. The site floods due to poor draining clay soil.
- A3.52 - Cranfield Road suffers from a lack of visibility, bends and blind hills. Traffic calming is required on this road; the increase in traffic will make safety on this road worse.
- A3.53 - The Asplands Medical Centre cannot accommodate this growth, current waiting times are unacceptable.
- A3.54 - The application proposes a new doctors surgery but the development of such sites are governed by a strict criteria and its delivery is not in the applicant's control.

- A3.55 - Following the EU referendum there will be changes in the housing market in the next 2-3 years.
- A3.56 - Theydon Avenue, Wood Street and Chapel Street will be used as rat runs.
- A3.57 - The application proposes a reduction in traffic through the creation of a new road link between Cranfield Road and Newport Road. This only accounts for a small percentage of traffic in the area.
- A3.58 - There are alternative areas within Milton Keynes boundaries which are designated for housing which have not been built on; existing housing could also be improved as these areas already benefit from transport and infrastructure.
- A3.59 - The additional residents would overwhelm local schools.
- A3.60 - The development of this site would open the floodgates for development on surrounding land.
- A3.61 - A similar proposal for development on this site has been refused twice before.
- A3.62 - MK General Hospital struggles to cope with the growth.
- A3.63 - This will exacerbate the disruption caused as a result of the electrification of the rail line and increased periods of time in which the barrier will be down.
- A3.64 - The development will exacerbate parking issues on the High Street which will threaten the shops.

- A3.65 - Woburn Sands is unable to cope with the volume of development in the area.
- A3.66 - The gradient of the land is towards the south and southeast and means surface water will run to the existing built area.
- A3.67 - This site should provide a buffer between Woburn Sands and the new development in the area. Woburn's Sands will merge into Milton Keynes.
- A3.68 - The loss of this open space will deprived local residents of an important amenity.
- A3.69 - The development of all the land within the applicants control would result in 400 houses.
- A3.70 - New housing should be affordable to local people.
- A3.71 - The area is already loosing considerable open space for new housing, including the golf course.
- A3.72 - Spinney Lodge suffers from night blight.
- A3.73 - The buffer zone around the employment uses at Deethe Farm are not sufficient.
- A3.74 - This proposal should not be considered whilst Milton Keynes is still in the process of deciding its future planning policy in respect of development.
- A3.75 - Photographs of previous flooding events at Tavistock Close have been submitted.

- A3.76 - There are ten thousand homes in Milton Keynes which have planning permission but have not been built.
- A3.77 - There is insufficient space in the social infrastructure.
- A3.78 - Development should be spread around the authority not concentrated in one area.
- A3.79 - The original plans for the town's growth are being ignored.
- A3.80 - Paths with the development should be of a suitable surface to encourage walking for local trips.
- A3.81 - The link road could relieve pressure on the junction at the level crossing.
- A3.82 - This road cannot be created without the removal of at least two mature Oak trees that have TPO's
- A3.83 - This will exacerbate capacity issues at Junction 13 of the M1.
- A3.84 - The increased population will bring economic benefit to the high street.
- A3.85 - Expanding the H10 would reduce traffic in Woburn Sands. It should be ensured that the expansion of the A421 would not be blocked by this proposal.
- A3.86 - When any settlement expands this typically happens into the open countryside. It is entirely reasonable for an urban area to expand its boundary in line with sensible planning considerations.

- A3.87 - I am not aware of any of flooding issues.
- A3.88 - New development of this scale would bring funding for local services so would improve Asplands.
- A3.89 - The proposal is contrary to Milton Keynes planning policy and the Woburn Sands Neighbourhood Plan.
- A3.90 - Additional development will place more pressure on emergency services.
- A3.91 - Increased traffic will impact on local bus services
- A3.92 - This development will place extra demand on electricity, water and refuse collection.
- A3.93 - The style of buildings and layout of the area do not suit the area.
- A3.94 - The traffic issues suggested by the developer do not exist on Cranfield Road.
- A3.95 - The Local Authority has a responsibility to ensure the best quality of agricultural land is retained for the future. This land has been well managed and not intensively farmed as suggested by the applicant.
- A3.96 - There has not been sufficient consultation by the developer on this proposal.
- A3.97 - The area of car parking shown to the side of Spinney Lodge will cause an unacceptable impact and disturbance to the existing residents.

- A3.98 - There is a buffer around the existing employment use but not existing residential properties. Deethe farm does not suffer from noise issues.
- A3.99 - Much attention is given to the impact on the listed Deethe Farmhouse but not to Spinney Lodge.
- A3.100 - This proposal would set a dangerous precedent for development in the area.
- A3.101 - Two junctions in close proximity will have an adverse highways safety impact on Newport Road. A stopping Sight Distance should be 71 metres for a 40mph speed road.
- A3.102 - The development of residential properties may prevent the running of the landscape business on Newport Road.
- A3.103 - Given the Plan:MK context and process the above application is premature in being submitted before the Plan:MK process has identified a preferred direction for the long term growth, and if consented will be detrimental to (and prejudice) the Council's ability to properly plan this part of Milton Keynes as part of Plan:MK. Plan:MK is the correct vehicle to settle a planned approach for the wider south east Milton Keynes area. O&H Properties advocate a planned approach for South East Milton Keynes that would:
- • settle the future of the area avoiding inevitable pressure for piecemeal development from speculative developers which does not enable strategic infrastructure solutions to current problems to be considered;
 - • provide certainty for the existing residents within the south

eastern parts of Milton Keynes as well as in Wavendon and Woburn Sands;

- • provide substantial green buffers to the existing settlements of Wavendon and Woburn Sands to maintain their setting and identity;
- • deliver long term defensible boundaries for the south of the city;
- • provide a green boundary with Central Bedfordshire if desired; and
- • deliver a range of housing, infrastructure and supporting facilities as required.
- Submitted in isolation and with no recognition of the aims and objectives of emerging Plan:MK for this area, the Wavendon Properties application proposes piecemeal development which would threaten a wider and coordinated approach to sustainable growth in the area. Furthermore, this speculative and piecemeal planning application has the potential to erode longer term and strategic opportunities.

A3.104

- Further, approval of this application would reduce the future options for expanding the grid road network. Milton Keynes Council has 'future-proofed' the Strategic Land Allocation (SLA) by securing a 'grid road reservation corridor' running to the edge of the SLA from both the H10 to the west and the A421 to the north. These corridors could be used to connect the land and environs quickly and easily into the main city road grid system, if so desired, whilst providing further green buffers to Woburn Sands and Wavendon and allowing Station Road/Newport Road, to become a secondary, less trafficked route for local traffic. The location of the Wavendon Properties' proposed access onto Newport Road will reduce/remove the opportunity to realise such a strategic grid road connection.
- Approving the current access will prevent any ability to connect the

H10 and A421 grid road reserves in this location. It should be noted that the 'grid road reservation corridors' are already fixed by Milton Keynes Council in the adopted Milton Keynes Core Strategy (2013) and Strategic Allocation Supplementary Planning Document (2013) and so the Council have a level of commitment to protect this. We recognise that on the basis of conventional highway capacity terms, the planning application is unlikely to trigger the need for a new grid road. However, in our minds this position simply reinforces the need for individual developments to assist in delivering larger scale infrastructure by implementing schemes which are future-proofed to allow adaptations and extensions by Milton Keynes Council or others without the need to dig up the road and start again, or have to implement a more expensive highway solution to overcome works implemented through piecemeal developments

- A3.105 - the Transport Assessment submitted with the planning application does not take account of any of the consented development within the Strategic Land Allocation (SLA) development. Milton Keynes Council propose that the SLA will contain 2900 dwellings plus schools and other uses, the majority of which will have access onto Newport Road. Planning applications have been approved which will realise this. These 'commitments' should be included in the baseline and traffic modelling associated with the transport assessment for the Wavendon Properties development, otherwise the full scale of the possible impacts cannot be understood.
- A3.106 - The new access route will adversely impact on neighbouring properties on Newport Road resulting in pollution, increased traffic, issues accessing properties and disturbance.
- A3.107 - There is not enough local housing demand to warrant all development in this area.

- A3.108 - Whilst housing is required the scale of this development will have devastating impacts on existing residents of Woburn Sands.
- A3.109 - The application will destroy the flora and fauna of the area.
- A3.110 - West Hill road surface and drains are already badly damaged by the volumes of traffic additional development will make this worse.
- A3.111 - Allowing outline permission means any design of housing could be built in the future.
- A3.112 - The government have recommended that development should be on brownfield sites and greenbelt should be protected for local people.
- A3.113 - We continue to hold the view that the Transport Assessment submitted as part of the above application is not fit for purpose and have the following key points to make:
 - 1) The Transport Assessment fails to undertake an assessment of, or make any reference to, a future year.
 - According to the objections response from Scott White and Hookins LLP, we understand that the scope of the Transport Assessment has been discussed and agreed with the local highway authority. We would be very keen to see all documentation relating to these scoping discussions. It is in our considered opinion that it is unlikely that MK Council would agree to not including any kind of future year assessment whatsoever within the Transport Assessment. For clarification, a future year assessment is a vital component of any Transport Assessment. A review of recently submitted Transport

Assessment documents for consented developments, and in the vicinity of the proposed site, have all considered at least one future year in their analysis. For clarification, the consented applications are shown in Table 1.

Table 1: Applications within the vicinity of the proposed site that are already consented

Application	Year of planning submission	Number of dwellings/d development committed	Future year assessed in the Transport Assessment
Glebe Farm (13/02382/O UT)	2013	1140 dwellings plus secondary school and primary schools and local centre	Yes
Wavendon 9 hole Golf Course (14/00350/O UT)	2014	400 dwellings	Yes
West of Eagle Farm / Former Haynes Land (12/02204/M)	2012	385 dwellings	Yes

KPCO)			
Eagle Farm South (13/02381/O UTEIS)	2013	410 dwellings plus primary school and convenience retail	Yes
Eagle Farm North (12/02204/M KPCO)	2012	Employment	Yes
Frosts Landscape Site (14/00703/O UT)	2014	53 dwellings	Yes

2) The Transport Assessment fails to undertake an assessment of the Kingston Roundabout.

We reiterate our previous comments regarding the Kingston Roundabout. The Kingston Roundabout is a key junction in the Milton Keynes area that experiences daily peak-time congestion and therefore a comprehensive operational modelling exercise of this junction is, in our view, essential to identify the impact of the proposed development.

3) Ghost island request from Stirling Maynard Transportation on behalf of MK Council at the proposed junction with Newport Road

A review of the revised Transport Assessment submitted by Scott White and Hookins LLP in response to the highway comments received from Stirling Maynard Transportation on behalf of MK Council, indicates a ghost

island is not required. We question the validity of the geometric inputs to the PICADY model for this junction used to arrive at this conclusion. The PICADY model appears to model 'partial blocking' with space for one vehicle to queue without blocking the progress of vehicles travelling straight ahead. This is unlikely to happen in reality due to the available road width in this location. Full blocking is more likely in reality, with even a single vehicle waiting to turn right holding up straight ahead traffic. The PICADY analysis must therefore be revisited.

If further analysis shows that a ghost island is required, it remains for the applicant's consultant to prove that a ghost island right turn lane can be safely accommodated in this location and within land under public ownership. The applicant's consultant will need to demonstrate that a ghost island right turn is possible from both a geometric and highway safety perspective avoiding departures from design standards. Any highway design must be supported by a Stage 1 Road Safety Audit.

4) The spacing between the proposed access and the existing Frosts landscape access on the western side of Newport Road is an issue with only 18m between these two junctions.

We reiterate our previous comments in relation to guidance on minimum junction spacing and reaffirm that no consideration has been made in the Transport Assessment of the existing Frosts landscape access and how the proposed junction would interact safely with this junction. This is an outstanding highway safety issue that still needs to be addressed.

The Objections Response from Scott White and Hookins LLP states that 'the junction which will serve the proposed development site complies with all visibility requirements as it should'. This has in fact not been proven as the splays are not shown tangential to the kerblines, nor do they accord with the Council's Highway Guide with splays of 4.5m x 90m required for a

development of this size (as highlighted by SMT on behalf of MK Council). Further consideration of the swept path analysis undertaken by Scott White and HookinsLLP illustrates a typical bus entering and exiting the proposed junction. Upon closer examination this swept-path analysis confirms that a bus, when exiting the development and turning left onto Newport Road, crosses into the opposing traffic stream. Not only does this analysis immediately confirm a potential impact between the exiting bus and traffic on Newport Road, it also extends to include traffic exiting Frosts and turning left onto the Newport Road. Clearly, this is not acceptable from a highway safety point of view and said analysis must be revisited to ensure highway safety is maintained.

Scott White and Hookins LLP in their response suggest that 'the Frosts access in any case currently represents a lightly-used service road, not a highway junction'. We find this statement somewhat confusing as no evidence has been provided to substantiate a claim of a 'lightly-used service road'. Further, our view is that the composition of vehicles using this existing access (HGVs, LGVs and general motor-vehicles) must also be considered. Finally, to class this junction as a 'service road' and 'not a highway junction' is incorrect. The junction provides an interface with the public highway and therefore must be classed as a 'highway junction'.

The safety of the proposed access itself and how the proposed access would interact safely with the existing Frosts landscape access still remains to be proven. The proposed access will need to meet the existing highway safety standards for all users including the vehicles entering and exiting the existing Frosts landscape access.

5) Scott White and Hookins LLP have noted that several of our points of objection 'are caused by a lack of knowledge of the agreed TA scope which was negotiated with the Council's Highways Officer'. We acknowledge that these scoping discussions may have taken place

however before we can confirm our acceptability of a number of the objection responses we request all documentation relating to these scoping discussions is provided.

The above illustrates that there remains a number of highway and transport reasons why the application should not be considered favourably by Milton Keynes Council. Both the Transport Assessment and Objections Response fail to address all transport related issues relating to this planning application. As such, our view is that unless the applicant is able to address these matters, then the application should be refused on matters relating to highway safety and lack of technical evidence confirming, or not, the traffic impact of the scheme.

- A3.114
- On behalf of our clients Frosts Landscape Construction Ltd, we are writing in response to your letter dated 22nd June 2016 and following our review of the Highways comments provided by consultants Stirling Maynard Transportation (SMT) on behalf of MK Council, in addition to the Objections Response and revised Transport Assessment from Scott White and Hookins LLP on behalf of Wavendon Properties.
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 - We continue to object to the above application on the grounds that the location of the proposed access will impact upon our client's ability to operate the landscape business on the opposite side of Newport Road and because of the potential safety issue generated by having two access roads in such close proximity.
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 - The spacing between the proposed access and the existing Frosts landscape access on the western side of Newport Road is an issue with only 18m between these two junctions.
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 - We reiterate our previous comments in relation to guidance on

minimum junction spacing and reaffirm that no consideration has been made in the Transport Assessment of the existing Frosts landscape access and how the proposed junction would interact safely with this junction. This is an outstanding highway safety issue that still needs to be addressed.

- The Objections Response from Scott White and Hookins LLP states that 'the junction which will serve the proposed development site complies with all visibility requirements as it should'. This has in fact not been proven as the splays are not shown tangential to the kerblines, nor do they accord with the Council's Highway Guide with splays of 4.5m x 90m required for a development of this size (as highlighted by SMT on behalf of MK Council). Further consideration of the swept path analysis undertaken by Scott White and Hookins LLP illustrates a typical bus entering and exiting the proposed junction. Upon closer examination this swept-path analysis confirms that a bus, when exiting the development and turning left onto Newport Road, crosses into the opposing traffic stream. Not only does this analysis immediately confirm a potential impact between the exiting bus and traffic on Newport Road, it also extends to include traffic exiting Frosts and turning left onto the Newport Road. Clearly, this is not acceptable from a highway safety point of view and said analysis must be revisited to ensure highway safety is maintained.
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- Scott White and Hookins LLP in their response suggest that 'the Frosts access in any case currently represents a lightly-used service road, not a highway junction'. We find this statement somewhat confusing as no evidence has been provided to substantiate a claim of a 'lightly-used service road'. Further, our view is that the composition of vehicles using this existing access (HGVs, LGVs and general motor-vehicles) must also be considered. Finally, to class this junction as a 'service road' and 'not a highway junction' is

incorrect. The junction provides an interface with the public highway and therefore must be classed as a 'highway junction'.

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- The safety of the proposed access itself and how the proposed access would interact safely with the existing Frosts landscape access still remains to be proven. The proposed access will need to meet the existing highway safety standards for all users including the vehicles entering and exiting the existing Frosts landscape access.
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- In response to the ghost island request from Stirling Maynard Transportation on behalf of MK Council at the proposed junction with Newport Road, we have the following comments to make:
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 - A review of the revised Transport Assessment submitted by Scott White and Hookins LLP in response to the highway comments received from Stirling Maynard Transportation on behalf of MK Council, indicates a ghost island is not required. We question the validity of the geometric inputs to the PICADY model for this junction used to arrive at this conclusion. The PICADY model appears to model 'partial blocking' with space for one vehicle to queue without blocking the progress of vehicles travelling straight ahead. This is unlikely to happen in reality due to the available road width in this location. Full blocking is more likely in reality, with even a single vehicle waiting to turn right holding up straight ahead traffic. The PICADY analysis must therefore be revisited.
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 - If further analysis shows that a ghost island is required, it remains for the applicant's consultant to prove that a ghost island right turn lane can be safely accommodated in this location and within land under public ownership. The applicant's consultant will need to demonstrate that a ghost island right turn is possible from both a

geometric and highway safety perspective avoiding departures from design standards. Any highway design must be supported by a Stage 1 Road Safety Audit.

- The above illustrates that there remains a number of highway and transport reasons why the application should not be considered favourably by Milton Keynes Council. Both the Transport Assessment and Objections Response fail to address all transport related issues relating to this planning application. As such, our view is that unless the applicant is able to address these
- matters, then the application should be refused on matters relating to highway safety and lack of technical evidence confirming, or not, the traffic impact of the scheme.