

Application Number: 16/02105/FUL

Erection of Blue Light Hub emergency services facility including access, emergency exit and landscaping

AT Land To North West of, Thornbury, West Ashland

FOR Buckinghamshire Fire And Rescue Service

Target: 9th November 2016

Ward: Campbell Park And Old **Parish:** Simpson And Ashland Parish
Woughton 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 an area of grassland to north west of Thornbury in Ashland. The land is undeveloped and forms part of the Ashland employment area which also contains the Domino's Pizza warehouse and distribution headquarters. The site area is approximately 1.26 hectares and is accessed via Groveway which connects with the A5 at Redmoor roundabout. The site was designated for employment use within the Milton Keynes Core Strategy and permission has recently been granted for the smaller parcel of land to the south of this site for a warehouse and distribution centre (ref 15/02778/FUL). Details of the location of the site and its relationship to surrounding properties can be seen in the plans attached to this report. This application is being considered at DCC due to two public representations being received.

1.3 The Proposal

This application seeks planning consent for the creation of a 'Blue Light Hub' facility which has been submitted on behalf of the Buckinghamshire Fire and Rescue Service (referred to hereon in as BMKF&RS) would be occupied by:

- BMKF&RS
- South Central Ambulance Service (referred to hereon in as SCAS)
- Thames Valley Police (referred to hereon in as TVP)

The proposed building would be the first of its type in the UK and would create a multi-use, purpose built emergency services site creating a total gross new internal floorspace of approximately 2600 square metres. The site is expected to provide opportunities for the equivalent of 218 full-time employees and would be operational, in-part 24 hours a day due to the nature of the activities taking place. The detailed proposal includes:

- A main building of between 1 and 3 floors in a contemporary style.
- Community space.
- Communal shared areas including café and meeting rooms.
- Dedicated car parking for staff and visitors.
- Incident training area including smoke house.
- Training facilities.
- Sports pitch.
- Landscaping throughout and additional biodiversity offsite.
- Vehicle wash down area.
- Fuel storage.
- Telephone communications masts.
- Storage for up to 6 fire engines.
- Safe and secure storage for ambulances and patient transport vehicles.
- Secure parking for police vehicles.

1.4 In accordance with the submitted Planning Statement the design of the proposed shared occupation building has been as a potentially landmark building within Milton Keynes due to the contemporary design which includes statement colour and glazing design. The maximum height of the proposed building is approximately 13 metres although this is for the main section of the building only and the design has two 'wings' which are at a much lower level (approximately 8 metres) and used for vehicle storage. The training tower is set to the south of the site and also measures 13 metres in height.

1.5 The main vehicle access is proposed via Thornbury leading into the site however an emergency exit would also be created leading directly onto Groveway. This additional point would be used only for vehicles 'on-call' and not for staff/visitor use (it's use has been secured via an attached condition).

1.6 The landscaping and biodiversity proposals include the following initiatives which have been proposed through joint-working between this application and the developers of the recently approved proposal to the south of Thornbury. These include:

- Native woodland buffer planting on the perimeter of the site.
- Ground cover planting.
- Grass verges where appropriate.
- Swale area and associated path to provide connectivity in order to provide access.

2.0 RELEVANT POLICIES

(The most important policy considerations relating to this application)

2.1 National Policy

National Planning Policy Framework paragraphs;

- Paragraph 109 Risk of Noise.
- Paragraph 117-118
- Paragraph 123 Avoiding adverse impacts.

Noise Policy Statement for England (NPSE)

2.2 Local Policy

Core Strategy

CS1 – Development Strategy

CS3 – Employment Land

CS11 – A Well Connected Milton Keynes

CS13 – Ensuring High Quality, Well Designed Places

C315 – Delivering Economic Prosperity

CS17 – Access to Local Services and Facilities

CS18 – Healthier and Safer Communities

CS2 - Delivering Infrastructure.

Adopted Milton Keynes Local Plan 2001-2011

D1 – Design

E1 – Protection of Existing Employment

C1 – Location of Community Facilities

E9 – Employment

T10 – Traffic

T15 – Parking

NE1 – Nature Conservation Sites

NE2 – Protected Species

NE3 – Biodiversity

PO3 – Small Business Units

PO4 – Percent for Art

E12-E15 – Large Footprint Employment

Supplementary Planning Guidance

Parking Standards January 2016

Milton Keynes Drainage Strategy – Development and Flood Risk

3.0 MAIN ISSUES

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

- 3.1 **1. Principle Of Development And Loss Of Employment Land**
- 2. Noise And Disturbance.**
- 3. Traffic And Highway Safety.**
- 4. Design And Appearance Inc. Sustainable Construction.**
- 5. Landscaping And Ecology.**
- 6. Flooding And Surface Water Drainage**
- 7. Financial Contributions.**
- 8. Conclusions**

4.0 RECOMMENDATION

(The decision that officers recommend to the Committee)

- 4.1 It is recommended that planning permission be granted subject to the conditions set out at the end of this report and the completion of a s106 agreement.

5.0 CONSIDERATIONS

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

5.1 Principle of Development and Loss of Employment Land

Prior to the submission of this application, a detailed pre-application enquiry was submitted which explored the various issues surrounding this proposal. It was acknowledged that part of the rationale for this development related to a wider programme of works which would likely result in the closure of some of the nearby fire stations as part of a longer term strategy. Whilst these closures do not form part of this application it is accepted that this issue is sensitive for many residents and would be a new way of working in terms of creating a shared emergency services headquarters; this however is not a planning issue and the subject of the closures is raised within section A2.1 of this report.

- 5.2 Table 5.4 accompanying Core Strategy policy CS3 identifies West Ashland as an employment site where all the 'B' employment uses B1/B2/B8 (Business, Industry and Storage and Distribution) are appropriate. As the proposal is a mixed-use sui generis use development there is consideration that this application is considered as departure application and has been advertised accordingly. Local Plan Policy E1 outlines that within the City of Milton Keynes planning permission will be refused for the change of use or redevelopment of any land identified for employment use on the Proposals Map to other purposes, unless there would be no conflict with existing or potential neighbourhood uses and one of three other criteria:-

- (i) The proposal would result in a significant reduction in the detrimental environmental impact of an existing use; or
- (ii) The proposed use is one that cannot be satisfactorily accommodated

- other than in an employment area; or
- (iii) The proposed use will not significantly reduce the provision of local employment opportunities.

Given the limited amount of employment land required for this proposal 1.26 hectares and the number of full time jobs equivalent generated by it (218), it is unlikely the proposed use will significantly reduce the provision of local employment opportunities when considered under Milton Keynes Local Plan Policy E1.

- 5.3 Policy CS17 (Improving access to local services and facilities) is generally supportive of the co-location of services and facilities for the benefits this can bring.

Criterion 2. refers to '*Working with other service providers on the wider use of buildings and co-location of services*' and paragraph 14.7 on delivery refers to '*The Council will encourage wider use of buildings and facilities and co-location of facilities, particularly between MKC, schools, service providers and other key agencies.*'

It is considered that this shared facility would positively engage three key blue light services in order to provide a mixed-use multi-functional headquarters which will provide wider benefits to the local area through part of the site being open to the public for particular events and occasions.

- 5.4 Considerable time and effort has gone into finding a location for this Emergency Services facility to enable Government response times for responding to incidents to be met. West Ashland benefits from being an undeveloped site in a strategic position, which is well located in relation to the grid road network and the A5.
- 5.5 Co-location of facilities is generally encouraged by the Council because of the benefits it brings. It is concluded that although technically a departure from the designated land use, there is no formal objection to the proposal in terms of principle.

5.6 **Noise and Disturbance**

The submitted application has been accompanied by a supporting noise report which makes particular reference to any future increase in noise. This report clarifies the position regarding the use of sirens in conjunction with the relevant legislation. The Council's Senior Environmental Health Officer has provided comments on the scheme as submitted and has not raised any objections subject to the attached condition which restricts outdoor training events. The Senior Environmental Health Officer was also involved at pre-application stage and the following was required as issues for consideration:

- Noise arising from development's generated traffic.

- Noise arising from non-emergency activities e.g. training.

The detailed noise assessment has been carried out taking into account the nearby road network including the A5 and Groveway dual carriageway plus the expected noise of the proposed development once in operation in accordance with relevant Policies and guidance.

- 5.7 Dwellings within Beanhill, notably those on Beanfare are the closest residential sensitive receptors and these are located at a distance of 86 metres to the closest elevation of the vehicle bay and 93 metres to the main building. This is a distance which would limit the majority of any significant noise disturbance in accordance with the submitted Noise Survey. The NPPF states that planning decisions should aim to recognise that development will often create some noise. The balance however is regarding whether this additional noise is acceptable. The Senior Environmental Health Officer has concluded that operational noise is acceptable and requested that a condition should be added to ensure that any outdoor training events should be restricted to protect the amenity of nearby residents.
- 5.8 The Noise Report concludes that the dominant sources in the local area are from the road traffic on the nearby highway network. Based on a worst-case scenario of 18 hours trip generation, the impacts of the proposed development generated traffic on noise levels at local sensitive receptors e.g. Beanfare are predicted to be 'neutral' or 'slight. From the non-emergency training activities there would be a low impact at the closest residential dwellings in Beanhill. The application site benefits from being a relatively isolated site in terms its siting and the majority of the closest buildings are commercial uses which do not require the same level of concern in terms of impact from noise.
- 5.9 A particular concern for the emergency services operating relates to the use of sirens. Siren use is controlled by Regulation 99 of the Road Vehicles Regulation 1986. This permits the use of sirens only when it is necessary or desirable to do so. No vehicle shall use an audible warning instrument which is:
- Stationary on a road, at any time, other than at time of danger due to another moving vehicle on or near the road: or
 - In motion on a restricted road, between 23:30 hours and 07:00 hrs in the following morning.

On this basis the use of sirens is controlled under this piece of legislation and would not be controlled by the Local Planning Authority. Furthermore this also represents a consistent approach to the use of sirens nationally in-line with other emergency service locations. Subject to conditions the impact of the development in terms of noise and disturbance is considered to be acceptable.

5.10 **Highway Safety and Traffic**

In accordance with the submitted Transport Assessment states that the two

existing fire stations, Bletchley and Great Holm, are to close and personnel redeployed to the development site. Thames Valley Police Service and South Central Ambulance Service are relocating their operations from Bletchley and Milton Keynes Hospital respectively. As a result the impact on the highway network must take account of these changes and the potential from the proposed development upon the traffic movements locally.

- 5.11 One of the most significant changes in the road network will be an exit only slip road from the application site onto Groveway. This will be used only by emergency vehicles exiting under 'blue light' responses to emergency call outs. To ensure that this new exit point is used only in those circumstances, a relevant condition has been attached.
- 5.12 A significant issue raised as a result of the proposed development is the impact on the wider area particularly the Redmoor roundabout. The submitted Transport Statement concludes that the Redmoor, Portway and Abbey Hill roundabouts are traffic signal controlled and therefore it is considered that this control can be used to optimise the operation to allow for daily fluctuation in flows.
- 5.13 It is considered that the site is reasonably well served by public transport and access to bus stops deemed to be within close proximity. The proposal also includes cycle storage and an attached condition to secure a Travel Plan has been secured to control staff use.
- 5.14 The submitted details relating to expected traffic movements as a result of the proposed application and are concluded to be acceptable overall in terms of road safety, junction capacity and proposed routes.
- 5.15 There was however been a query raised regarding the provision of on-plot parking for vehicles. Whilst this site is a mixed-use facility with a very fluid pattern of movement there needs to be sufficient parking provision on-site to ensure that vehicles are not parking in locations which are not suitable or safe. A request for additional information relating to staff numbers and shift patterns was made and additional details were duly provided. These details were accepted and it was concluded that subject to attached conditions the proposal is acceptable.
- 5.16 The transport assessment concludes that the development proposed is of strategic importance to the three emergency services in terms of providing an efficient operation for the three emergency services which would be located in this shared 'blue light hub'.

5.17 Design and Appearance Inc. Sustainable Construction

The proposed building and associated site works were discussed at pre-application stage and the contemporary and modern appearance of the building was seen as a high quality proposal which would be suitable for this site. The scale of the building is in-part three storeys which will create a prominent structure within this site. However in the context of West Ashland

the scale of this building is not out of character with the existing structures which are already present mainly the Domino's Pizza facility. The building could be viewed from points along Groveway however the maximum height of the main building is 13 metres and this, in the context of the West Ashland development this scale is appropriate for a site which has been allocated for large scale employment uses. On the basis of the above the scheme is deemed to be compliant with the relevant elements of Policy D1 and D2 of the Milton Keynes Local Plan 2001-2011 relating to the design of new buildings.

- 5.18 The application was submitted alongside a BREEAM New Construction 2014 Pre-Assessment. This states that an 'Excellent' rating was identified as being achievable with a predicted score of 74.76% which is 4.76% above the 'Excellent' threshold.
- 5.19 Under the criteria of the Milton Keynes Local Plan 2001-2011 Policy D4 Sustainable Construction this application would require a financial contribution to be secured via a Section 106 Legal Agreement for any carbon emissions to be offset elsewhere.

5.20 **Landscaping and Ecology**

As part of the submitted application information has been provided demonstrating the proposed mitigation and enhancement measures. The site is currently informal grassland with no significant planting – as a result there is not expected to be significant loss of landscaping through this development. The application has been assessed by both the Arboricultural Officer and Senior Landscape Architect. Subject relevant conditions no objections are raised. These conditions include a landscaping scheme, ecology enhancement measures, boundary treatments, tree retention and biodiversity measures. Although the site is currently undeveloped it is acknowledged that it has been allocated for a large scale employment use for some time so the principle of the loss of this grassland has been accepted. It is concluded that the conditions attached will ensure that the site, in the long-term will contribute positively to the biodiversity and landscaping in the wider area to the benefit of the site itself and the public realm.

- 5.21 In line with recognised good practice and governmental policy on biodiversity and sustainability (National Planning Policy Framework 2012 & Natural Environment Research Council 2006), all practical opportunities should be taken to harmonise the built development with the needs of wildlife. The NPPF seeks to provide a net enhancement to biodiversity through sustainable development. The proposed strategy includes a native woodland buffer and ground cover planting. The Habitat Survey states that the vegetation appears to have been developed through neglect and lack of management and the habitats are considered to be of inherently low ecological value. There are no records of protected or notable species from within the site. The submitted proposal suggests biodiversity enhancements that should be incorporated into a formal biodiversity enhancement scheme and these will be secured via conditions attached to ensure delivery and retention.

5.22 Flooding and Surface Water Drainage

Milton Keynes Council expects all new developments to meet the drainage requirements of the Non-Statutory Technical Standards for Sustainable Drainage Systems (2015), the drainage requirements of the Milton Keynes Core Strategy (2013) and the MKC Local Guidance. The Local Lead Flood Authority has provided comments on the application and concluded that the principle of the proposed drainage strategy are considered appropriate and in-line with Milton Keynes Council requirements.

5.23 The Milton Keynes Core Strategy Policy CS13 states that to ensure high design quality, all new development should '*Provide sustainable and strategic surface water drainage as part of a network of multi-purpose open spaces*' and should '*continue the sustainable and well-maintained green character of the city through appropriate use of planting on streets and in public open space*'.

5.24 There are no objections to the application subject to the relevant attached condition which requires additional information to be provided and approved by the Local Planning Authority prior to works taking place on site.

5.25 Financial Contributions

In accordance with comments received from the Senior Obligations Officer contributions are required for this application relating to Policy D4 – Sustainable Construction, Public Art and highway improvements. These have been agreed in principle by the applicant and the necessary s106 agreement would be completed as part of the determination of this application. No further financial requirements have been sought.

| Obligation | Amount Sought |
|-------------------------------------|--|
| Policy D4; Sustainable Construction | £200 per tonne of carbon anticipated to be emitted by the development in 1 year. |
| Public Art | Public Art is 1% of gross development cost (excluding land). |
| Parking Restrictions | £4000 fixed sum for Traffic Regulation Order. |

5.26 Conclusions

The proposed emergency 'hub' has been developed as a shared facility for the Fire Brigade (merging Bletchley and Crownhill), Police and Ambulance services to work together based from one main location. The headquarters also proposes to engage the local community by being open to the public (in-part) through local events and open days for example. This building is seen as a landmark project, the first of its kind in the United Kingdom which will enable the emergency services to work together proactively in a site which

has been assessed as being an excellent location in terms of highway links to serve the local area.

- 5.27 Although the application site is within an area designated for employment use there has been sufficient consideration given to this issue and no objections are raised in terms of Policy relating to opportunities for job creation. The development itself is considered to be acceptable in terms of the detailed considerations such as appearance; design, scale and landscaping etc. are all concluded to be acceptable subject to conditions.
- 5.28 This application is seen as ground-breaking and innovative proposal which would result in a modern landmark building being created in Milton Keynes which is encouraged as a positive addition to serve the local community.

6.0 CONDITIONS

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

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

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

2. Prior to the first occupation of the building hereby permitted The Bodsworth E (July 2016) Ecological Mitigation and Enhancement Plan, Windrush Ecology.com. shall be fully implemented and maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure long term biodiversity enhancement of the site.

3. Prior to the commencement of any development above slab level a Biodiversity Enhancement Scheme detailing specifications and locations of biodiversity enhancements and ongoing management prescriptions shall be submitted to the Local Planning Authority for approval. Once approved the scheme shall be implemented prior to the occupation of the building hereby permitted.

Reason: To ensure long term biodiversity enhancement of the site.

4. All existing trees, woodlands and hedges to be retained are to be protected according to the provisions of BS 5837: 2012 'Trees in relation to design, demolition and construction - Recommendations'. The fencing shall be of the same specification as that depicted in figure 2, page 20 and ground protection as specified in 6.2.3.1 - 6.2.3.5 pages 21/22 in BS 5837: 2012.

Reason: To ensure that the development maintains and enhances existing and

proposed landscaping features.

5. Prior to any development above slab level full details of replacement tree planting and landscaping are to be submitted for approval which should include tree sizes, species, planting locations, planting spacing's, pre-planting ground preparations, planting method and long term maintenance. Also where appropriate details of root deflection barriers and permanent protective measures against compaction, impact, de-icing salt etc. Particular attention should be paid to ensuring the trees are planted in a sufficient quantity of high quality growing medium, to ensure their quick establishment and the early provision of maximum benefit to the locality. Due consideration is to be given to potential mature canopy spread and root zone volume. Any trees or shrubs removed, dying, severely damaged or diseased within five years of planting shall be replaced in the next planting season with trees or shrubs of such size and species that may be agreed by the Local Planning Authority.

Reason: To ensure that the development maintains and enhances existing and proposed landscaping features.

6. No part of the development shall be occupied prior to the implementation of the approved Travel Plan dated July 2016. Those parts of the approved 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 ensure that the site offers sustainable transport options.

7. Prior to the commencement of the development hereby permitted the detailed design, and associated management and maintenance plan, for the proposed 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. This shall include:

- Agreement with the relevant authority to discharge into the adjacent watercourse at the proposed rates.
- Information on how the proposed development has been designed to take exceedance into consideration and expected/designed flood flow routing.
- A detailed plan clearly outlining the location and size of the all storage features within the proposed development and confirmation of total attenuation volume provided.
- A fully labelled network diagram clearly showing all dimensions (pipe numbers, lengths, gradients, sizes, locations, manhole details etc.) of every element of the proposed drainage system (pipes, storage areas, etc.) and clarification of how these relate to submitted calculations.
- Detailed engineering plans (including levels, detail drawings, long sections and cross sections etc.) for each of the SuDS and critical drainage elements, including details of the methods of flow control.
- Further detail of SuDS maintenance plan, including confirmation from the proposed maintainer and details of access.

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.

8. The external materials to be used in the development shall be in accordance with samples to be submitted to and approved in writing by the Local Planning Authority before any work is commenced.

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

9. Prior to the commencement of development above slab level a Construction Environment Management Plan shall be submitted and approved in writing by the Local Planning Authority. The CEMP shall contain:

- details of the routing of construction vehicle deliveries;
- timing of construction vehicles avoiding school hours;
- number of deliveries;
- details of site huts and storage of materials and plant;
- parking of employees' cars; and
- site compound and fencing.
- vehicle cleansing facilities.

The approved Construction Management Plan shall be complied with during the entirety of the period of construction of the development hereby permitted.

Reason: In the interests of the amenities of the area.

10. 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.

11. Prior to the first occupation of the building hereby permitted full certification shall be secured that the development is built to the Secured by Design.

Reason: To ensure that the new mixed-use facility is constructed in-line with Secured by Design guidelines.

12. Prior to the occupation of the building hereby permitted full details of the lighting for the parking areas and non-adopted roads shall be submitted to the Local Planning Authority. Prior to actual construction works the developer shall submit a

LUX plan showing how this standard will be met on site to the Local Planning Authority for approval. The approved scheme shall be implemented prior to occupancy of the multi-use facility. The LUX plan should detail what lamps are being proposed and also the maximum, minimum, average and uniformity levels for each area.

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

13. No outdoor sports facilities (community space) shall be used between the hours of 21:00hrs and 08:00hrs on any day.

Reason: To limit noise nuisance from outdoor sports activities affecting neighbouring residential properties.

14. The proposed dedicated exit for emergency vehicles shall not at any times be used for staff or visitors and shall be used for ambulance/fire service/polices vehicles only.

Reason: To ensure that the site manoeuvrability is not compromised by non-emergency vehicles.

15. No development beyond slab level shall be undertaken until such times as details of the proposed boundary treatment to the site have been submitted to and approved in writing by the Local Planning Authority. The details shall include the type and height of fences, hedges, walls, gates and other means of enclosure and shall be provided prior to the first occupation of the building hereby permitted.

Reason: To protect the appearance of the locality and to minimise danger, obstruction and inconvenience to users of the highway.

16. At no time either during or post construction shall any public footpath be obstructed unless a satisfactory alternative route is provided.

Reason: To ensure that footpath network is not impinged as a result of the development.

17. Training activities including the 'smoke house' are only permitted in outside areas between the hours of 09:00hrs and 21:00hrs Monday to Sunday.

Reason: To protect the amenity of nearby residential properties and occupiers.

18. Prior to the commencement of development details of the footway linking the site with the existing pedestrian network to the north of Thornbury shall be submitted and approved in writing by the Local Planning Authority and development shall not be occupied until the footway has been constructed in accordance with the approved details.

Reason: for the safety and convenience of pedestrians.

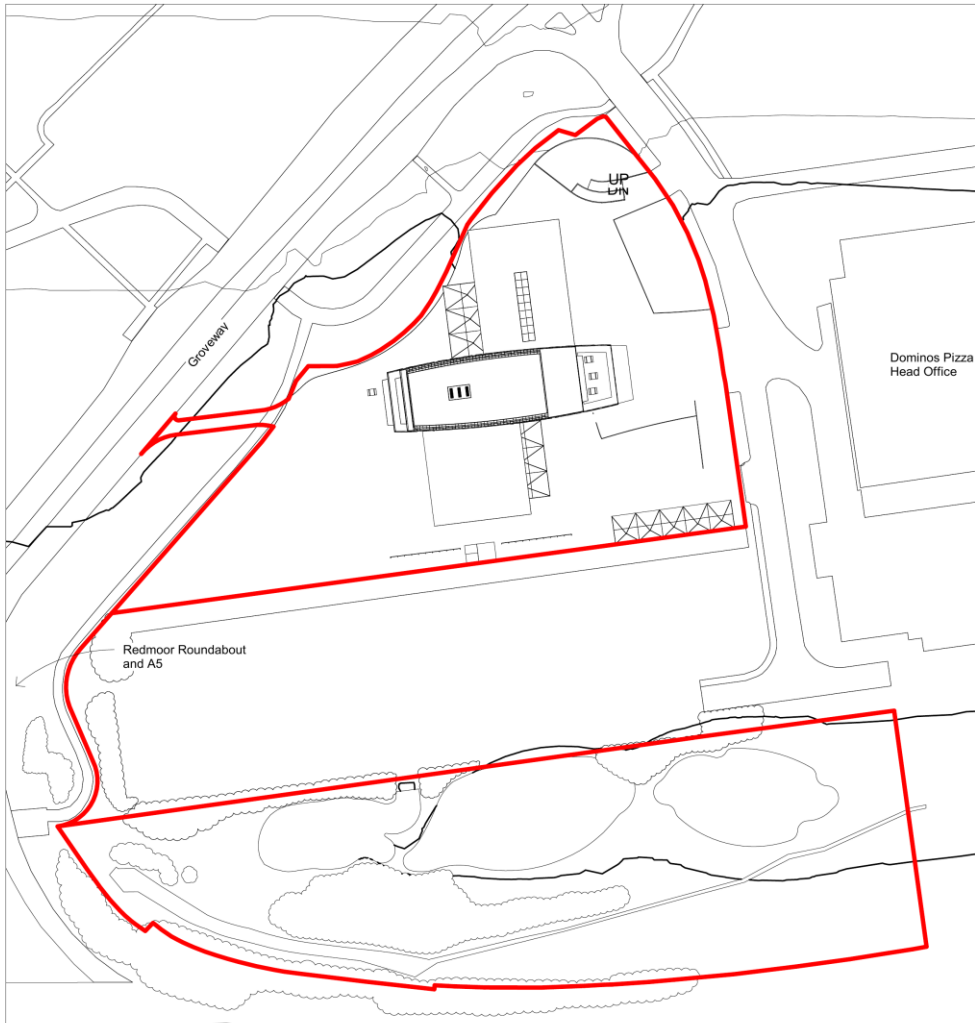
19. Prior to the occupation of the development hereby permitted the parking areas shown on the approved drawings shall be constructed, surfaced and permanently marked out. The parking areas so provided shall be maintained as a permanent ancillary to the development and shall be used for no other purpose thereafter.

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

20. Notwithstanding details on the submitted plans development shall not commence until details of the proposed accesses have been submitted and approved in writing by the local planning authority. Development shall not be occupied until the accesses have been constructed in accordance with the approved details and retained thereafter. For the avoidance of doubt details to include relocation of bus stop and road sign, new signs and lines as appropriate and crossing design of the Redway and tactile paving.

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

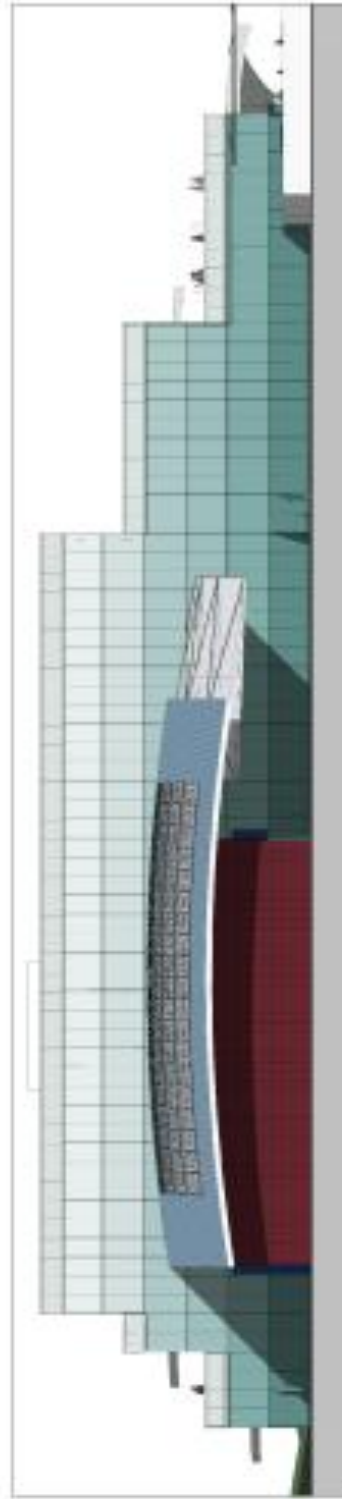
Informative: the applicant will be required to enter into a s.278 agreement for works within the highway. The applicant should contact the council's highway adoptions team for advice on the information required to complete this process.



1 Location Plan
1 : 1250



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|--|---|--|--|--|--------------------------|------------------------|
| Blue Light Hub South and North Elevations | Date: 1/10/20 Drawn: [Name] Check: [Name] | | H&L Professional Services Ltd 15, The Quadrant, London, E1 1BB Tel: 020 7463 4000 www.h&lps.co.uk | | No. 102 Date: 1/10/20 | COMMENT: REVISIONS: |
| | Scale: 1:50 Title: Blue Light Hub Project: [Project Name] | | the property and design consultancy hub | | No. 103 Date: 1/10/20 | |



Project: Blue Light Hub

Drawing Title: Render_04_Day

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| Scale: | Designer: |
| Revised: | Author: |
| Drawn: | Checker: |
| Checked: | Approver: |
| Approved: | Approved: |

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| Time: | 14/07/2016 12:38:35 |
| Time: | 14/07/2016 12:38:35 |
| Time: | 07/14/16 |

the property and design consultancy

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|-----------------|-------------|-------|----|
| Rev | Description | Issue | By |
| REVISION RECORD | | | |
| COMMENT | | | |
| Project ID: | HUB/0312 | | |
| Drawing Number: | AB 16 | | |
| Revision: | | | |



3D View 4 21_01_16



3D View 5 21_01_16



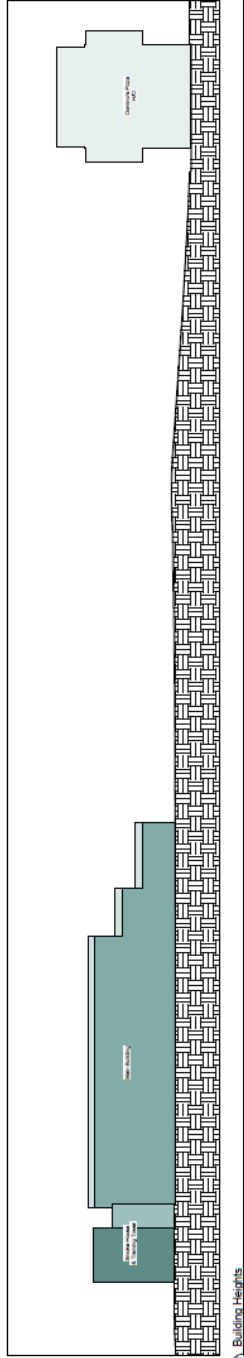
3D View 8 18_01_16

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| Project: Blue Light Hub | | Scale: 1:1 |
| Project Manager | Designer | Date: 14/07/2016 (12:33:51) |
| Client | Author | Date: 14/07/2016 (12:33:51) |
| Designer | Checker | Date: 11/27/15 |
| Approver | Approver | |

the property and design consultancy **hub**

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| Rev | Description | Date | By |
|------------------|-------------|------|----|
| AMENDMENT RECORD | | | |
| COMMENT | | | |
| Project ID | HBR/012 | | |
| Drawing Number | AB DA | | |
| Revision | C | | |



Building Heights

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|--|------------------|--|---------------------------|
| Project: Blue Light Hub Drawn: The Building Heights | Scale: 1:300 | Drawn: Designer | Date: 11/11/2016 11:53:51 |
| | Checked: Checker | Approved: Approver | Date: 11/10/16 |
| Hub Professional Services Ltd 45-48 West Street Newbury RG14 1BD Tel: 01635 500 370 www.hubps.co.uk | | Hub the property and design consultancy | |
| Hub Professional Services Ltd 45-48 West Street Newbury RG14 1BD Tel: 01635 500 370 www.hubps.co.uk | | COMMENT | |
| Hub Professional Services Ltd 45-48 West Street Newbury RG14 1BD Tel: 01635 500 370 www.hubps.co.uk | | Project ID: HEBMD12 | Revision: |
| Hub Professional Services Ltd 45-48 West Street Newbury RG14 1BD Tel: 01635 500 370 www.hubps.co.uk | | Drawing Number: AB 38 | Revision: |
| Rev | Description | Date | By |

Appendix to 16/02105/FUL

A1.0 RELEVANT PLANNING HISTORY

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

A1.1 None.

A2.0 ADDITIONAL MATTERS

(Matters which were also considered in producing the Recommendation)

A2.1 In response to the queries regarding the closure of Bletchley Police Station a response has been provided as follows:

‘In respect of Bletchley Police Station, Thames Valley Police have confirmed the following:

Bletchley Police Station has been identified for disposal as part of TVP’s Asset Management Plan; the existing building is no longer suitable or appropriate for our current police requirements on account of its size and ongoing running and maintenance costs. The replacement facility at West Ashland will provide a modern, purpose designed base for the existing Bletchley Neighbourhood team to operate alongside our Emergency Service Partners, there will no reduction in the Police provision in Bletchley and the building will provide an opportunity to work co-operatively with our partners.’

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 **Simpson and Ashland Parish Council** confirmed **no** objections to the submitted application. Noted.

A3.2 **Development Plans** Noted.

Policy CS3 Employment Land Supply: Planning permission granted for employment uses listed in Table 5.4 Employment Land Allocations in Milton Keynes and shown on the Local Plan Proposals Map. Table 5.4 accompanying Core Strategy policy CS3 identifies West Ashland as an employment site where all the 'B' employment uses B1/B2/B8 are appropriate. Local Plan Policy E1 outlines that within the City of Milton Keynes ... planning permission will be refused for the change of use or redevelopment of any land identified for employment use on the Proposals Map to other purposes, unless there would be no conflict with existing or potential neighbourhood uses and one of three other criteria:-

- (iv) The proposal would result in a significant reduction in the detrimental environmental impact of an existing use; or
- (v) The proposed use is one that cannot be satisfactorily accommodated other than in an employment area; or

(vi) The proposed use will not significantly reduce the provision of local employment opportunities.

Policy CS17 (Improving access to local services and facilities) is generally supportive of the co-location of services and facilities for the benefits this can bring.

Criterion 2. refers to '*Working with other service providers on the wider use of buildings and co-location of services*' and paragraph 14.7 on delivery refers to '*The Council will encourage wider use of buildings and facilities and co-location of facilities, particularly between MKC, schools, service providers and other key agencies.*'

A3.3 Key Issues & Detailed Comments on this Application Noted.

I am not considering site specific planning policies such as design, access parking, etc. since other colleagues will be commenting on these aspects. From a planning policy point of view this application is technically a departure from the Development Plan since I am regarding the Emergency Services Facility as a Sui Generis use and West Ashland is allocated in the Core Strategy for Use classes B1/B2/B8. However, Sui Generis uses have to go somewhere and it is customary to locate them within employment sites since this can often reduce any adverse environmental impacts that the proposal generates.

A3.4 Given the limited amount of employment land required for this proposal 1.26 ha and the number of full time jobs equivalent generated by it (218). It is unlikely the proposed use will significantly reduce the provision of local Noted.

employment opportunities. (Local Plan Policy E1). Considerable time and effort has gone into finding a location for this Emergency Services facility to enable Government response times for responding to incidents to be met. West Ashland benefits from being an undeveloped site in a strategic position, which is well located in relation to the grid road network and the A5. Co-location of facilities is generally encouraged by the Council because of the benefits it brings.

Conclusion: No policy objection to this proposal

A3.5 **Local Lead Flood Authority**

Noted and see attached relevant conditions.

According to the Environment Agency Risk of Flooding from Surface Water map, available on the Environment Agency website, part of the area to the south of the site lies in an area of low (0.1% -1% Annual Exceedance Probability (AEP)) to high (> 3.3% AEP) surface water flooding risk. The majority of the site lies in an area of very low (<0.1% AEP) risk from surface water flooding. The Milton Keynes Local Flood Risk Management Strategy (LFRMS) recorded 1 incidence of surface water flooding 300m east of the site. Part of the site is located in Flood Zone 3 of the River Ouzel (main river) based on the Flood Map for Planning (Rivers and Sea) available through the Environment Agency website. The River Ouzel is located 1.7 km east of the site and the Grand Union Canal is located 1.2 km east of the site. An ordinary watercourse is located to the south of the site and a Bedford Group of Internal Drainage Boards watercourse is located approximately 400m east of the site. The British Geological Survey (BGS) Susceptibility to

Groundwater map indicates that the site has the potential for groundwater flooding to occur at the surface. There are no recorded groundwater flooding incidents within the proximity of the site, however it should be noted that groundwater floods can often go unrecorded.

- A3.6 Overall, the principles of the proposed drainage strategy are considered appropriate and in line with MKC requirements. We do not object to the planning application, however, construction should not commence until the following information is received and approved by way of conditions:
Agreement with the relevant authority to discharge into the adjacent watercourse at the proposed rates.
Information on how the proposed development has been designed to take exceedance into consideration and expected/designed flood flow routing.
A detailed plan clearly outlining the location and size of the all storage features within the proposed development and confirmation of total attenuation volume provided.
A fully labelled network diagram clearly showing all dimensions (pipe numbers, lengths, gradients, sizes, locations, manhole details etc.) of every element of the proposed drainage system (pipes, storage areas, etc.) and clarification of how these relate to submitted calculations.
Detailed engineering plans (including levels, detail drawings, long sections and cross sections etc.) for each of the SuDS and critical drainage elements, including details of the methods of flow control.
Further detail of SuDS maintenance plan, including confirmation from the proposed maintainer and details of access.
- Noted.

Please note we no longer hold an objection to this application but would ask that a relevant condition is applied to provide the detailed information we have requested prior to construction.

A3.7 Senior Environmental Health Officer

Noted and see relevant Condition.

I would like to recommend to the Planning Officer that a condition be applied restricting outside training activities to between 09:00 and 21:00 hours Monday to Sunday. The Report states that resulting noise levels at residential receptors were around background level. However the noise measurements taken for background and the training activities were of comparatively short duration and therefore the representative nature of the data has a degree of uncertainty. Specifying hours of operation would protect the amenity of residential areas. Therefore, I would recommend a condition be imposed:

“Training activities are only permitted in outside areas between the hours of 09:00 and 21:00 hours Monday to Sunday.”

A3.8 Countryside Officer

Noted and see attached relevant conditions.

The proposed application site falls within the A5 Wildlife Corridor which is afforded the same status as Milton Keynes Wildlife Sites (equivalent to County Wildlife Site designation used by many other local authorities), meets a set of agreed criteria and is recognised in the National Planning Policy Framework and Local Plans. Wildlife corridors are linear pathways containing habitats which provide food and shelter

for wildlife, and which encourage the movement of plants and animals between important wildlife sites. It is important to ensure continuity of wildlife corridors if development is allowed within them. Key landscape plans submitted are not in accord with one another. There are differences between the layouts proposed in the Landscape Strategy Plan and Annex 1: Landscape Strategy in the Windrush Ecology Ecological Mitigation and Enhancement report. Although they are both labelled as indicative, the plans show the removal of different amounts of existing woodland/scrub, a disparity between areas of woodland buffer planting and very different wetland area layouts. It appears that much of the ecological mitigation and enhancements are being provided beyond the red line and therefore outside the application site. It is commendable that the applicant is working in partnership with the adjacent landowner and other local organisations on an ecological enhancement scheme that will offer greater benefits and be more sustainable in the longer term. A defined biodiversity enhancement plan will be required prior to commencement of the development.

- A3.9 In line with recognised good practice and governmental policy on biodiversity and sustainability (National Planning Policy Framework 2012 & NERC 2006), all practical opportunities should be taken to harmonise the built development with the needs of wildlife. The NPPF seeks to provide a net enhancement to biodiversity through sustainable development. The proposal suggests biodiversity enhancements that should be incorporated into a formal biodiversity enhancement scheme. Existing scrub/hedgerows and trees should be retained and Noted.

incorporated into the landscape wherever possible. Landscaping should include native species particularly those that provide nectar, seeds, berries and fruit in addition to wildlife habitat structure.

A3.10 Urban Design Officer

Noted.

The Design and layout is appropriate for the site, I have no further comment on this application.

A3.11 Development Plans – Sustainable Construction

Noted.

The proposal complies with policy D4 of the Local Plan subject to a s106 for a carbon offset payment.

A3.12 Arboricultural Officer

Noted and see relevant conditions.

There are a few trees on site on the west margin and some trees in the highway verge that will have to be removed to accommodate the access onto the grid road and its site lines. However there are extensive replanting proposals to the west and south margins of the site as well as some within the site and along the Thornbury frontage. Where existing trees to be retained both within and adjacent to the site, they must be protected in accordance BS 5837 2012.

A3.13 Senior Landscape Architect

Noted and see relevant conditions.

Across the site there are few notable trees as most of the vegetation is self-seeded. However there are two pockets of hedge and shrubby trees on site which should be considered for retention: adjacent to the underpass on

Grovelway and adjacent to the Redway on Thornbury. In line with the local plan objective of policy D2A a planning application submission would be expected to include accurate information relating to ground levels, trees and vegetation on the site. A topographical survey of the site should be submitted showing the location of hedges, vegetation and trees with the development overlaid. The landscape strategy plan should clearly show existing landscape context along the grid road corridor of Grovelway and existing planting along Thornbury. The design of the proposed landscaping needs to be sympathetic to the site's landscape context in terms of existing trees, planting and topography. Landscaping should be used to break up the very large areas of proposed hard surfacing / parking and soften the edges of the building. The landscape strategy plan and subsequent detailed landscape plan will need to show junction visibility splays and proposed lighting positions.

A3.14 **Planning Obligations**

This scheme is expected to comply with Policy D4 and the Sustainable Construction SPD for Carbon Neutrality and Public Art in accordance with Saved Local Plan Policy PO4 and the Social Infrastructure SPD. The Public Art contribution should be based on 1% of the gross development cost excluding land. Louise Izod (Public Arts Officer) has advised that a Public Art project should be undertaken using the public art contribution to add value to the open space in Ashland where many of those that work in the industrial area make use of. It is also noted Phil Caves' (Highways Engineer) comments regarding the

Noted and a figure of £4000 has been requested for the Traffic Regulation Order works.

parking restrictions and a s106 contribution towards the implementation of these. It would be useful if Phil can quantify the quantum of contribution sought, as I would anticipate this would cover the costs of the TROs and the implementation of the measures (i.e. double yellow lines).

A3.15 Highways Engineer

Noted.

The development itself will likely generate relatively modest additional traffic due to the shift pattern nature of the use within the site. The TA has estimated that traffic will be 80 in both the am and pm peak (of which 40 of these will be emergency call outs). Junction capacity assessments have been carried out at Bleak Hall, Ashland, Granby and Redmoor roundabouts and the Thornbury priority junction. As was expected, a number of junctions already exceed capacity but again as expected the additional impact from the development was minimal. Consequently, I conclude that the site will not severely harm the highway network.

A3.16 On street there is extensive on street parking which is causing safety issues in the road. In order for the applicant to safely access the site with all of their various vehicle types a scheme of parking restrictions to protect accesses and visibility splays will be required. A financial contribution to cover the costs of this will be required within a s.106 agreement.

Noted and included within the s106 requirement.

A3.17 Highways England

Noted.

Highways England is satisfied development traffic on Redmoor Interchange will not be material.

A3.18 Travel Plan Co-Ordinator

Noted and see attached relevant condition.

The Travel mentions that it is for the next 5 years, however the date is to 2024, should be 2021. To conduct travel surveys, please register for Modeshift Starsfor, MKC has Starsfor available for workplaces to manage their travel plan through this system. <https://www.starsfor.org/>

The travel plan mentions reporting highway problems through 'fix my street' app, the council has a method for reporting such matters, where it will be picked up and given an enquiry number to check progress.

<http://www.milton-keynes.gov.uk/streets-transport-and-parking/roads-highways-and-pavements/report-request-highway-problems-maintenance>

Within the promoting cycling sections the travel plan makes reference to Bridgend Borough Council and the provision of cycling maps.

A3.19 Footpath Officer

Noted and see attached condition,

According to my copy of the definitive map for Ashland there are two public rights of ways close to the proposed building work - footpaths 15 and 66. The last time I was in the area I could not find any trace of these footpaths. However, I believe that the official status of these paths should be examined and if necessary protected.

A3.20 Local Residents

The occupiers of 1024 properties/premises were notified of

the application from within West Ashland, Granby, Beanhill, Netherfield, Denbigh North, Bletchley and Ashland. In addition to this several site notices were displayed throughout the local area advertising the application to the wider public.

A3.21 A total of 3 public representations were received raising the following issues:

- A3.22 - Impact on endangered species such as Great Crested Newts.
- A3.23 - Capture and release of animals harmed by development.
- A3.24 - Impact on nesting birds/
- A3.25 - No chemical sprays for planting.
- A3.26 - Communication with the Green Business Network and BBOWT.
- A3.27 - Impact from noise of sirens on dispatch and return.
- A3.28 - Congestion at Redmoor roundabout.
- A3.29 - Notification letter did not provide enough information for elderly or disabled residents who live in Beanhill.
- A3.30 - An alternative site at the bottom of the A5 near Dobbies should be considered instead.
- A3.31 - Traffic on match day will be a serious problem.