

ITEM 6(c)

Application Number: 20/01432/FUL

Description Erection of two distribution warehouses with ancillary offices (Use Class B8) and ancillary servicing structures, vehicle parking and manoeuvring areas, formation of vehicular access, pedestrian and cyclist links, landscaping, ground remodelling works, sustainable drainage, utilities provision and associated works.

At Land off Bletcham Way Fenny Lock, Bletcham Way V7 To A5

For Log Lux Sarl c/o David Lock Associates

Statutory Target: 17 September 2020

Extension of Time: Yes – 6 November 2020

Ward: Bletchley East

Parish: Bletchley and Fenny Stratford
Town Council

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1.0 RECOMMENDATION

- 1.1 It is recommended that permission is granted subject to conditions set out in this report and completion of a S106 agreement which is to be completed within 28 days of this meeting.
- 1.2 That the Head of Planning be delegated authority to extend the 28 day deadline in the event that there are delays to the signing of the s106 which are considered reasonable in the circumstances.

2.0 INTRODUCTION

The Site

- 2.1 The site consists of 4.38 hectares of undeveloped land of a broadly triangular shape. It largely consists of planting over a former spoil heap which has subsequently become colonized with a range of trees and undergrowth. To the immediate north and east is a section of the A5 which is on a raised embankment. To the south of the site is Bletcham Way and the Fenny Lock Tesco distribution centre. To the west, on

the other side of the Grand Union Canal, is the Mount Farm industrial estate. The western boundary runs parallel with Simpson Road and to the north of the site beyond the A5 is Simpson village.

- 2.2 A small part of the site is located within an area of land allocated as a transport corridor under policy CT8 of the Plan: MK. The road was historically proposed by the Commission for New Towns to take access from the Fenny Lock roundabout before running north adjacent to the existing A5 slip road before it crosses Simpson Road and the canal. This would cut through the land currently used for motocross and then joined the Mount Farm roundabout. Much of this area now consists of landscaping that remains outside of the site and is in the ownership of the Council and Parks Trust.
- 2.3 There are no heritage assets present on the site and it is not located within a designated Conservation Area. The site falls within a Milton Keynes Wildlife Corridor as it is partially within the 150m Canal buffer corridor. The only vehicular access to the site is from Bletcham Way, provided by an additional spur off the existing Bletcham Way roundabout. The site is within Flood Zone 1 (low risk of flooding).

The Proposal

- 2.4 The application proposes two separate units, both with a height of 12.5 metres, to be used for distribution (B8 use class) with ancillary office functions. Associated on-site works include vehicle parking, vehicle manoeuvring areas, vehicle access, pedestrian/cycle links, landscaping, ecological enhancements, groundworks and SUDS are also proposed.
- 2.5 The application proposes a new 'arm' from the Fenny Lock roundabout at Bletcham Way. It is scheduled to create over 17,000 square metres of employment floorspace and has also incorporated employee recreation in communal areas of ancillary outdoor space such as a gym and training area.
- 2.6 Vehicle parking for cars, cycles and HGV's is to be provided on-site in addition to electric vehicle charging points.
- 2.7 An EIA screening opinion was carried out (19/02637/EIASCRC) and it was confirmed that the development would not constitute EIA development.

Reason for referral to committee

- 2.8 The application has been referred to committee as a result of the proposal being a departure from Plan: MK with regards to the allocated land use.

Scope of debate/decision

- 2.9 This application proposal is a full planning application and so all matters are to be considered.

3.0 RELEVANT POLICIES

National Policy

3.1 National Planning Policy Framework (February 2019) (NPPF)

Section 2 - Achieving sustainable development
Section 8 - Promoting healthy and safe communities
Section 9 - Promoting sustainable transport
Section 11 - Making effective use of land
Section 12 - Achieving well-designed places

In addition, the Planning Practice Guidance is also a material consideration

The Development Plan

3.2 Neighbourhood Plan

Bletchley and Fenny Stratford Town Council - May 2020

The area put forward by the Town Council for designation as a neighbourhood plan area has now been approved by Milton Keynes Council.

3.3 Plan:MK (March 2019)

Policy DS3 - Employment Development Strategy
Policy ER1 - Employment Sites Within the Borough Of Milton Keynes
Policy ER2 - Protection of Existing Employment Land and Premises
Policy CT1 - Sustainable Transport Network
Policy CT2 - Movement and Access
Policy CT3 - Walking and Cycling
Policy CT5 - Public Transport
Policy CT6 - Low Emission Vehicles
Policy CT8 – Grid Road Network
Policy CT10 - Parking Provision
Policy INF1 - Delivering Infrastructure
Policy FR1 - Managing Flood Risk
Policy FR2 - Sustainable Drainage Systems (SUDS) and Integrated Flood Risk Assessment
Policy NE1 - Protection of Sites
Policy NE2 - Protected Species and Priority Species and Habitats
Policy NE3 - Biodiversity and Geological Enhancement
Policy NE4 - Green Infrastructure
Policy NE5 - Conserving and Enhancing Landscape Character
Policy D1 - Designing a High Quality Place
Policy D7 – Canalside Development
Policy D2 - Creating a Positive Character
Policy D3 - Design of Buildings
Policy D5 - Amenity and Street Scene
Policy CC1 - Public Art

Policy SC1 - Sustainable Construction

3.4 Supplementary Planning Documents/Guidance

Parking Standards SPD (January 2016)

Sustainable Construction Guide SPD (April 2007)

Milton Keynes Drainage Strategy - Development and Flood Risk SPG (May 2004)

3.5 Human Rights Act 1998

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

3.6 Equality Act 2010

Due regard, where relevant, has been had to the Milton Keynes Council's equality duty as contained within the Equality Act 2010.

4.0 **RELEVANT PLANNING HISTORY**

4.1 Relevant Pre-application Advice

18/01695/PRELAR

Development of site for B8 warehousing

Response issued 12th November 2018

The response issued was broadly supportive of the scheme subject to careful consideration of details such as landscaping, parking, ecology and biodiversity.

4.2 Application Site

09/01942/MKCOD3

Change of Use to A Permanent Gypsy Travellers Site with The Construction Of 10 No Single-Storey, Semi-Detached Amenity Blocks Including Access Link to The Highway, Roadways, Hard Surfacing, Play Area, Fencing, Lighting And Associated Works

Permitted 25th May 2010

19/02637/EIASCR

EIA screening opinion for erection of 2 x industrial units for uses falling within B1c/B2/B8 Light/General industrial & storage/distribution with ancillary B1a office space; the site will be accessed off a newly constructed fourth arm of the Fenny Lock Roundabout off Bletcham Way; and landscaping and surface water drainage and other ancillary works.

EIA Not Required 24th October 2019

5.0 CONSULTATIONS AND REPRESENTATIONS

5.1 Bletchley and Fenny Stratford Council

No comments received.

5.2 Cllr Gowans – Bletchley East (Member of DCC)

No comments received.

5.3 Cllr Darlington – Bletchley East

No comments received.

5.4 Cllr Khan – Bletchley East

No comments received.

5.5 MKC Highways

Comments received from the Highways Engineer considered all aspects of the submitted scheme relating to the Transport Assessment, site layout, parking and access arrangements. Due to the extensive pre-application discussions many queries were resolved prior to submission and, as a result, subject to conditions no objections are raised to the proposed development. The impact on the wider highway network is concluded to be acceptable and traffic movements are not expected to cause harm to highway safety.

Appropriately worded conditions have been included in this report for completeness and would ensure that if permitted the development would provide sufficient parking on-site for all vehicle types. Parking has been provided in accordance with required standards and no objections are therefore raised.

5.6 MKC Development Plans

The response received from Development Plans Officer highlights that the safeguarding of the Transport Corridor is another criterion in policy CT8. The 2019 Mobility and Mass Rapid Transit Study carried out as part of the evidence base for the Draft Strategy for 2050 was the most recent survey work carried out and none of the 10 route options within the Transit Study pass through the application site. As such, based on this initial work it is unlikely the application site would be needed to support future mass transit schemes, although the preliminary nature of this work is recognised. It is therefore concluded that in regard to Policy CT8 there are currently no contraindications as available data indicates that the site would not be needed for future transport infrastructure.

Use of the site for storage or distribution use is supported in policy terms however the loss of part of the transport corridor would be a departure from the development plan and would need to be advertised and determined accordingly.

5.7 MKC Urban Design

No objections are raised to the proposed development in terms of design and it is noted that due to the site location and layout there will be a limited wider impact in terms of visual appearance.

5.8 MKC Landscape Architect

Comments initially raised sought clarification on a number of issues relates to the site layout and designation of the land, levels, biodiversity and green infrastructure. In response, the applicant provided a rebuttal on these points including the following points:

‘The area allocated as a transport corridor (as shown above using extracts from the Councils Constraints Map) is identified as the area of landscaping that remains outside of the site demise and remains in the ownership of MK Council and Parks Trust. The road proposed to take access directly adjacent to the corridor and overlaps slightly with the corridor in one section to the north of the site, follows the same route of an existing track within the site – the former alignment of a historically agreed slip road which would provide access to a bridge over the canal and then reconnect to wider grid road system. The proposals herein do not affect or detract from the function of that section of the site and this section which will remain predominately within the ownership and control of the Parks Trust and MK Council whom will retain it for the purposes aforementioned. Indeed, the proposal in its current form offers significant landscape and biodiversity benefits over and above what was initially intended for the site.’

Following receipt of additional/revised information including a revised planting scheme suggested conditions were proposed which have been attached to this report. No objections against the application have been made by the Council’s Landscape Architect subject to these conditions being applied.

5.9 MKC Flood and Water Management Officer (Lead Local Flood Authority)

Following an initial objection further details were provided relating to surface water drainage, flood risk and water disposal and these were given further consideration. The objection was subsequently removed, and the details considered to be acceptable in terms of the proposed development.

5.10 MKC Countryside Officer

Comments received in response to the consultation highlighted two main areas for consideration, the issue of the wildlife corridor and offsite biodiversity enhancement.

5.11 MKC Countryside Officer (Great Crested Newts)

Comments at pre-application stage highlighted the main issues around this site and the submitted approach to dealing with Great Crested Newts has been considered and is acceptable. The non-licensed method statement route is acceptable subject to an informative which maintains the onus on the developer to ensure that should

any change in circumstances arise the responsibility remains with them and contact must be made with the Local Planning Authority.

5.12 MKC Arboricultural Officer

No comments received.

5.13 MKC Environmental Health

No objections are raised subject to an attached condition securing details of the submission of the verification report in order to maintain accurate records of the site.

5.14 MKC Passenger Transport

The Council's Passenger Transport Officer sought a financial contribution as part of the services required to support employees using public transport options. A figure was suggested and agreed by the applicant and is being secured via the s106.

5.15 MKC Economic Development

Application is supported is supported due to the creation of new employment floorspace and jobs with a mix of skill levels.

5.16 Crime Prevention Design Advisor

No formal objection was made in respect of the application however some queries were raised regarding access controls, access to HGV yards, boundary treatments, cycle storage and waste management. A response has been provided by the Planning Agent which addresses these issues.

5.17 Canal and River Trust

The Trust had no comments to make on the application.

5.18 Anglian Water

Comments provided by Anglian Water raise no objections to the proposed development subject to relevant informatives being added to any decision to ensure that all necessary steps are taken prior to any works taking place. The comments also confirm that the existing network has capacity for this proposal to operate.

5.19 Bedford Group of Drainage Boards

Comments received requested that the Milton Keynes Council Drainage team should be consulted regarding this application regarding the surface water drainage and an information provided.

5.20 Highways England

Highways England initially submitted a holding response seeking further time to consider the application. Subsequent correspondence has since been received that all initial concerns have been withdrawn and formal comments are expected which confirm no objections to the application.

5.21 Neighbour/ Third Party Representations

No third party representations have been received regarding this application.

6.0 **MAIN ISSUES**

Principle of development
Highway matters and parking
Impact on character of the area
Design
Landscape
Ecology
Drainage and flood risk
Sustainable construction
S106 matters
Other matters

7.0 **CONSIDERATIONS**

Principle of development

7.1 In accordance with the policy position provided by the Development Plans Officer there is an overarching support for the application and the creation of this development in this location in conjunction with Policy DS3, ER4 and ER1 of Plan: MK (2019).

7.2 It is acknowledged however that the site is partially allocated within a wildlife corridor and partly within a transport corridor. These issues are dealt with as below.

Wildlife Corridor

7.3 The site is partially within a designated Wildlife Corridor. However, it is not an open site available to the public nor is it designated for recreation or amenity space therefore offering limited opportunities for outdoor leisure. As a result, the development would not result in any loss of potential enjoyment for the wider community. The development itself must be assessed however in terms of any biodiversity loss or ecological harm and this is discussed in greater detail in later sections of this report.

7.4 Policy NE1 states that where development proposals would likely harm a site of countywide or local importance it will only be permitted if compensatory provision in line with the mitigation hierarchy can be secured in order to achieve a net gain in biodiversity. As a net gain cannot be fully achieved on site, the applicant has agreed

to compensation to achieve a net gain in biodiversity in the wider area. The agreed financial contributions are discussed in greater detail in later sections of this report however an agreed position has been reached in order to comply with this policy.

- 7.5 Further criteria within Policy NE1 relates to the issues around the local development need and whether these significantly outweigh the biodiversity or geological conservation value of the site; and all reasonable possibilities for mitigation being put in place.
- 7.6 As the creation of units in this location has been considered and accepted in terms of the relevant employment policies within Plan: MK (2019) the Council's Development Plans Officers support the site being developed for employment use. The developer has confirmed that this site is required for development of this type and a number of prospective occupiers are keen to take on the units. Milton Keynes is considered to be an excellent location for transport connectivity routes for logistics operations and there is a local need for uses in this sector of industry. Plan: MK sets out objectives which include that of pursuing a vigorous economic development strategy so that the business sector and local economy is supported, existing firms can expand and new firms are attracted. In terms of the local development needs outweighing any biodiversity or geological conservation value this is an issue which has been considered by the Council's Countryside Officer and has resulted in a financial contribution being agreed in order to ensure appropriate mitigation for biodiversity which cannot be achieved on-site. This is in accordance with Policy NE1 of Plan: MK (2019).
- 7.7 Policy NE4 also highlights that development will contribute to the enhancement and strengthening of existing green infrastructure to provide wellbeing benefits to people through access to nature. In this instance the development not only provides a financial sum for off-site mitigation the proposal also includes on-site access to leisure and recreation with outdoor green spaces to support employee welfare.
- 7.8 The built form itself is located to the West of site and the corridors (both Wildlife and Transport respectively) are towards the eastern edge of the site boundary. As a result, although the site as a whole would be developed, it would be the ancillary facilities in the location of the Wildlife corridor rather than the main built form itself.

Transport Corridor

- 7.9 As part of the site is within the designated Transport Corridor the relevant parts of Policy CT8 of Plan: MK (2019) are to be considered. It is noted that recent survey work from 2019 highlights the likelihood of the grid road link coming forward is low. Furthermore, it has been confirmed that there is currently no evidence that the link would be required as a result of growth of local demand. Consequently, the parts within the application site which are allocated as a Transport Corridor are unlikely to be brought forward, which outlined in the consultation response from the Development Plans and Transport Policy team. Furthermore, a member of the Transport Policy and Planning Team also confirmed that there are no road schemes in the pipeline for this section of road. As a result, the option for development as a departure from Plan: MK, subject to necessary publicity, can be accepted in principle.

7.10 As a result of the above there is an acceptance in principle for development to come forward on this site subject to all other relevant considerations.

Highway matters and parking

7.11 The application provides detailed information regarding on-site parking arrangements, vehicle movements and traffic implications on the local area and road network. The Council’s Highways Engineer has not raised any objections to the application. In conjunction with Policy CT10 of Plan: MK (2019) the application as submitted is deemed to be acceptable from the perspective of the Local Planning Authority.

7.12 A summary of the car parking provision on site is included below:

		Parking Standards Requirement - Zone 3	Provided
Type		On site spaces	On site spaces
B1 (1,728 sqm)		1 per 30 sqm (58 spaces)	214 spaces
B8 (15,552 sqm)		1 per 100sqm (156 spaces)	
	Accessible spaces	5% of provision (11 spaces)	12 spaces
	Electric vehicle (EV) charging points	2 charging points per 100 spaces + 1 charging point per additional 100 (3 spaces)	22 spaces
Site Total		214 spaces required, including 11 accessible spaces and 3 EV points	214 spaces provided, including 12 accessible and 22 EV points
HGV spaces (15,552 sqm)		1 per 300sqm (52 spaces)	52 spaces
Powered two-wheeler (PTW)		1 space per 70 car parking spaces (4 spaces)	4 spaces
Cycle Parking - employee		1 per 120 sqm (15 spaces) 1 per 700 sqm (23 spaces)	70 spaces
Cycle parking - visitor		1 per 500sqm (4 spaces) 1 per 1000sqm (16 spaces)	
	Site Total	52 HGV spaces + 4 PTW spaces + 58 cycle spaces	52 HGV spaces + 4 PTW spaces + 70 cycle spaces

7.13 A sum has been agreed for financial contributions to be made towards Travel Planning and Passenger Transport improvements as part of the s106 agreement. This position is accepted and will enable relevant and necessary monitoring to take place and for any associated improvement works. The proposed improvements which would be secured via this contribution include;

- Provision of additional local bus journeys to accommodate shift changes - total (5 years).
- Provision of 1 bus stop with layby, raised boarding area, bus shelter and bus cage marking.

- Upgrade of existing bus stop with raised boarding area, bus shelter and bus cage marking
- Provision of real time information displays together with 5 years maintenance - £12,000

7.14 A holding response was received by Highways England, who wished to further consider the transport assessment in relation to the impact on road safety and traffic movements. Further comments were subsequently received officially removing the holding response and confirming that no objections to the application would be raised.

Impact on the Character of the Area

7.15 The land is currently undeveloped as previous allocations and permissions have not been brought forward. As a result, the site has evolved into an area of unmanaged grassland. Whilst this has generated some ecological benefits, the character of the area remains as a commercial/industrial part of Bletchley which was always allocated for redevelopment in some form.

7.16 The local area is characterised by large industrial/storage units within Mount Farm off Bond Avenue, the highway network connecting the A5 to Bletcham Way and Simpson Road and the Canal running parallel to the western site boundary. As a result, the creation of x2 units for storage and distribution is not deemed to be at odds with the character or appearance of the local area. Under the criteria of Policies D1 and D3 of Plan: MK (2019) there are no fundamental issues with the introduction of commercial units in this location with regards to the character of the local area. As a positive addition to the development, a green roof system is proposed which adds both environmental benefits and visual interest.

Design and Layout

7.17 The site layout and design creates two units with associated ancillary facilities. The layout, in terms of the site context, does not raise any concerns. The proposal makes effective use of the available land whilst also providing all necessary on-site provisions for parking, manoeuvring etc.

7.18 In addition, the scheme positively includes some additional features for staff wellbeing and leisure including outdoor areas for recreation. This is deemed to be a welcome enhancement in terms of employee welfare.

7.19 The proposal creates an acceptable overall design with a layout that is appropriate in terms of highway movements, landscaping and ancillary features. In accordance with Policies D1 and D2 of Plan: MK (2019).

Residential amenity

7.20 The site does not sit within a residential area and, as a result, the issue of residential amenity is not highlighted as a consideration. The closest dwellings to the application site are within the nearby settlements of Caldecotte, Simpson and Bletchley with the nearest properties being over 300 metres away. Therefore none of these properties

are in close proximity to the proposed development and as a result Policy D5 of Plan: MK (2019) is not in conflict.

Landscape

- 7.21 Whilst the site has evolved into an area of grassland due to previous proposal not coming forward, the site itself is not an area of open space for leisure or recreation.
- 7.22 The Council's Landscape Architect has provided detailed conditions to be attached to any decision to ensure that existing planting and proposed landscaping are appropriately detailed and secured. The existing established planting buffer adjacent to Simpson Road forms an attractive site boundary and is to be retained due to changes in levels on this part of the site which would make construction difficult. As a result this woodland area will be maintained to the benefit of the local landscape and visual appearance of the local area. The retention of this planting will also offer some visual screening of the proposed buildings to the wider area around Simpson Road and will support the ethos around Policies D1 and NE5 of Plan: MK (2019).

Ecology

Great Crested Newts

- 7.23 This issue has been dealt with via discussions between the agent/developer and the Council's Licensing Officer and an agreed position has been reached. This essentially allows works to continue. However, should any change in circumstances arise it is the responsibility of the developer to react accordingly by securing the correct licence. This is an acceptable approach and ensures that the site is still protected should any new issues arise. This approach has been confirmed as sufficient by the Council's Great Crested Newts Licensing Officer and is appropriate to comply with the relevant sections of Policies NE1, NE2 and NE3 of Plan: MK (2019).

Biodiversity and Ecological Enhancements

- 7.24 In accordance with submitted information as part of the application it has been concluded that, in order to mitigate for any loss of biodiversity, suitable mitigation would be required. However, due to the size and layout of the site, the proposed development would not provide sufficient capacity to do this. As a result, the s106 has included a financial contribution (see below) based on the Biodiversity Impact Assessment Metric (BIAM) calculation in order to secure off-site mitigation. This is a suitable alternative as it ensures that sufficient net gains in biodiversity are achieved albeit not within the application site. This contribution can then be used for projects within Milton Keynes to ensure that net gain is achieved within the local area. This ensures compliance with Policies NE2, NE3 and NE4 of Plan: MK (2019).

Wildlife Corridor

- 7.25 In addition, further agreement to the development within the Wildlife Corridor has been provided on behalf of the Strategic Landscape and Countryside Manager who confirmed;

7.26 'All opportunities to limit the negative impacts of development on the wildlife corridors should be considered. I am content that within the details you have submitted these issues have been addressed and these will be followed through with the production of the Construction Environment Management Plan (CEMP)'.

7.27 It is therefore agreed that subject to other matters as discussed in this report the issue of the Wildlife Corridor is resolved under Policies NE1 and D7 of Plan: MK (2019).

Drainage and flood risk

7.28 Surface water drainage is to be dealt with via a variety of methods which have been accepted as appropriate for this site by the Lead Local Flood Authority. These methods are concluded to be sufficient to manage surface water and associated drainage as a result of the development. As a result, the relevant sections of Policies FR1, FR2 and FR3 of Plan: MK (2019) have been sufficiently addressed in relation to this application subject to an attached condition to secure the final details

Sustainable construction

7.29 Under the relevant sections of Policy SC1 development should seek to ensure efficiency through careful consideration of materials, technologies and construction working towards carbon neutrality. This development has included some features which are considered exemplar for this type of development e.g. a sensor suite in each building to monitor air and water quality, a green roof system on certain areas, a solar array, harvested rainwater to serve edible landscapes and air source heat pumps.

7.30 The BREEAM rating for this proposal is 'Excellent' and to supplement any carbon which is generated a figure is committed within the s106 for offsetting. This ensures that appropriate funding is secured for carbon offsetting projects where appropriate.

S106 matters

7.31 The following contributions have been sought to offset the impact of the development:

	Contribution
Passenger Transport	£459,250
Travel Plans	£5,000
Public Art (estimated)	£91,460
Carbon Offsetting (estimated)	£41,687
Biodiversity Offsetting	£718,000
Total Contribution	£1,315,397

- 7.32 The table above demonstrates the agreed sums to be payable through financial contributions. The estimated costs may be subject to change following submission of a report setting out the methods of calculation, as will be provided in the S106 agreement.
- 7.33 These sums are considered to be necessary to make the development acceptable in planning terms and directly related to the development, and fairly and reasonably related in scale and kind to the development and have been agreed by the developer subject to permission being granted. These contributions meet the tests for obligations set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended in 2019) and as outlined at paragraph 204 of the NPPF. Other matters

Site Safety and Crime Prevention

- 7.34 In response to the comments provided by the Thames Valley Police the agent/developer responded with clarification on some of the queries raised and confirmed that the site is entirely secure and not open to the public. As the nature of distribution is that the buildings are likely to be operation 24/7 there will be site activity at all times rather than the premises remaining unsupervised. On this basis it is considered that this issue has been sufficiently addressed by the response provided and the site will be adequately secure.

Canalside Development

- 7.35 Under Policy D7 of Plan: MK (2019) careful consideration should be given Canalside development. It is necessary to clarify that this proposed development is within the vicinity of the Canal but not directly adjacent to it. Consequently, the guidance within Policy D7 has only limited influence in this instance. Furthermore, the Canal and Rivers Trust made no comments on the application and as a result there are not considered to be any outstanding issues in this regard.

Gypsy and Traveller Provision

- 7.36 In 2009, an application was submitted for a change of use to a permanent gypsy travellers site with the construction of 10 no single-storey, semi-detached amenity blocks including access link to the highway, roadways, hard surfacing, play area, fencing, lighting and associated works. This application was subsequently approved however never implemented. The provision of Gypsy and Traveller sites is now addressed through Plan: MK (2019) and as a result this issue is not a consideration at this time.

Economic Benefits

- 7.37 The application proposed schedules the creation of the following:

Unit 1: 144 jobs

Unit 2: 102 Jobs

- 7.38 In conjunction with comments received from the Council's Economic Development colleague this application offers positive contributions to visions for the Council Plan 2016 – 2022 for Milton Keynes to be a thriving city of 500,000 people. The Council Plan 2016-2022 also highlights the need to support businesses to grow and contribute to life in a prosperous and more equal City. It goes on to convey that it should create a place of opportunity, and provide the resident population with sustainable, meaningful employment; and therefore it is essential that Milton Keynes creates an environment that accommodates, retains and grows its business community.
- 7.39 The proposal as set out strongly supports the priorities and aims of the Economic Development Strategy 2017-2027. As a result this development would be a positive contribution to employment opportunities in compliance with the aims and objectives of Policy DS3 of Plan: MK (2019) which relates to an Employment Development Strategy.

8.0 CONCLUSIONS

- 8.1 In accordance with the main considerations of this proposal it is concluded that the scheme can be supported both in terms of principle and detail. Whilst there is a departure from the Development Plan in terms of land allocation and designation this conflict has been overcome by the demonstration of material benefits as a result of the proposal coming forward – in this instance employment opportunities, investment and tangible improvements secured via the s106. The development of this site has been accepted and the application itself are deemed to be satisfactory subject to relevant conditions and the successful completion of the s106 Agreement.

9.0 CONDITIONS

Plans

1. The development hereby approved shall be carried out in accordance with the following drawings/details:

Received 20.08.2020:

00300 PL 3 Proposed Fencing Layout & Details - Unit 1
00301 PL 3 Proposed Fencing Layout & Details - Unit 2

Received 18.06.2020:

7022-ALP-XX-XX-M2-L-00007 - Land off Bletcham Way Green Roof Plan 1 of 2
7022-ALP-XX-XX-M2-L-00008 - Land off Bletcham Way Green Roof Plan 2 of 2
7022-ALP-XX-XX-M2-L-00009 - Land off Bletcham Way Tree Pit Details 1 of 2
7022-ALP-XX-XX-M2-L-00010 - Land off Bletcham Way Tree Pit Details 2 of 2
20002-BGL-XX-XX-DR-D-0100 Rev P5 - Section 278 Highway Works General Arrangement
20002-BGL-XX-XX-DR-S-0200 Rev P5 - Preliminary Proposed Levels
20002-BGL-XX-XX-DR-S-0202 Rev P3 - Retaining Wall Cross Sections
20002-BGL-XX-XX-DR-D-0250 Rev P3 - Indicative Drainage Strategy
20002-BGL-XX-XX-SK-S-0005 Rev P3 - Vehicle Tracking and Visibility Splays
20002-BGL-XX-XX-SK-S-0009 Rev P5 - Foul Drainage Strategy
20002-BGL-XX-XX-SK-S-0010 Rev P4 - HGV Vehicle Tracking and Visibility Splays

10198-INF-100 Rev C - Proposed Infrastructure and Site Services
10198-PL-100 Rev A - External Lighting Lux Levels Plot
33961_T Rev 0 - Topographical Survey
7022-ALP-XX-XX-M2-L-00006 - Land off Bletcham Way General Arrangements
Green Roof Plan Operational Noise Assessment Rev 2
Phase I/II Environmental Assessment Issue 3
Planning Design and Access Statement including SCI
Planning Energy Report Issue 2 including BRUKL Output
PEA and Bat Roost Potential Survey including Habitat Impact Assessment Calculator
Remediation and Verification Strategy Version 2
Road Safety Audit Designers Response (Issue 2)
Specification for Landscape and Horticultural Works (7022.Land.Spec.001)
Stage 1 Road Safety Audit Rev 1.0
Sustainability Statement and BREEAM 2018 Report (Issue 2)
Transport Assessment (Issue 2) including Caldecotte the Interchange Model
Validation Report

Received 18.06.2020:

AXA005-005 Rev A - Site Plan
3936-CA-00-00-DR-A-00050 Rev PL1 - Proposed Site Layout Plan
3936-CA-00-00-DR-A-00051 Rev PL1 - Site Location Plan
3936-CA-00-00-DR-A-00170 Rev PL2 - Proposed Site Sections
3936-CA-00-00-DR-A-00060 Rev PL1 - Proposed Demise Plan
3936-CA-00-ZZ-DR-A-00350 Rev PL1 - Proposed Cycle Shelter & Enclosure Details
3936-CA-01-00-DR-A-00200 Rev PL1 - Proposed Elevations - Unit 1
3936-CA-01-GF-DR-A-00100 Rev PL1 - Proposed Warehouse Plan - Unit 1
3936-CA-01-ZZ-DR-A-00110 Rev PL1 - Proposed Main Office Plans - Unit 1
3936-CA-01-00-DR-A-00250 Rev PL1 - Proposed External Finishes - Unit 1
3936-CA-01-RL-DR-A-00120 Rev PL1 - Proposed Roof Plan - Unit 1
3936-CA-01-ZZ-DR-A-00150 Rev PL1 - Proposed Warehouse Sections - Unit 1
3936-CA-01-ZZ-DR-A-00160 Rev PL1 - Proposed Office Sections - Unit 1
3936-CA-01-GF-DR-A-00300 Rev PL1 - Proposed Fencing Layout & Details - Unit 1
3936-CA-02-00-DR-A-00201 Rev PL1 - Proposed Elevations - Unit 1
3936-CA-02-GF-DR-A-00101 Rev PL1 - Proposed Warehouse Plan - Unit 2
3936-CA-02-GF-DR-A-00251 Rev PL1 - Proposed External Finishes - Unit 2
3936-CA-02-ZZ-DR-A-00111 Rev PL1 - Proposed Main Office Plans - Unit 2
3936-CA-02-ZZ-DR-A-00121 Rev PL1 - Proposed Roof Plan - Unit 2
3936-CA-02-ZZ-DR-A-00151 Rev PL1 - Proposed Warehouse Sections - Unit 2
3936-CA-02-ZZ-DR-A-00161 Rev PL1 - Proposed Office Sections - Unit 2
3936-CA-02-ZZ-DR-A-00301 Rev PL1 - Proposed Fencing Layout & Details - Unit
2
Air Quality Assessment Issue 1
Arboricultural Survey Issue 3
Bat and Reptile Survey Report (Issue 4)
Confidential Badger Survey Report (Issue 3)
Employment Review v.2
External Lighting Report v.2
Flood Risk Assessment v.2
Heritage Assessment v.2
Interim Travel Plan Issue 2

Landscape Management Plan 7022.LMP.001
Landscape & Visual Impact Assessment 7022.LVIA.002.VF
20002-BGL-XX-XX-SK-S-0009 Rev P5 – Foul Drainage

Received 16.07.2020:

20002-BGL-XX-XX-DR-S-0251 P1 Exceedence Flooding and Node Reference Plan
20002-BGL-XX-XX-CA-D-0001 P2 Fenny Lock Surface Water Calcs
Response to CPDA (TVP) Comments

Received 04.08.2020:

7022-ALP-XX-XX-M2-L-00001 Rev B - Land off Bletcham Way General Arrangements Planting Plan
7022-ALP-XX-XX-M2-L-00002 Rev B - Land off Bletcham Way Planting Plan 1 of 4
7022-ALP-XX-XX-M2-L-00003 Rev B - Land off Bletcham Way Planting Plan 2 of 4
7022-ALP-XX-XX-M2-L-00004 Rev B- Land off Bletcham Way Planting Plan 3 of 4
7022-ALP-XX-XX-M2-L-00005 Rev B - Land off Bletcham Way Planting Plan 4 of 4
20002-BGL-XX-XX-DR-S-0201 P3 Indicative Earthworks Cut and Fill Volumes Plan
Arboricultural Impact Assessment Issue 1
Arboricultural Method Statement for Enabling and Construction Phase of Work Issue 1
GCN Pre-Application Response Evidence
20002-BGL-XX-XX-TN-D-00002 P1 Response

Received 06.10.2020:

Combined CEMP & Site Wide Plan Rev B
DLA Combined Landscape Response V2

Reason: To define the permission for the avoidance of doubt and in accordance with best practice guidance set out in paragraph 022 of the National Planning Practice Guidance.

Expiry Date

2. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To prevent the accumulation of planning permissions; to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances; and to comply with section 91 of the Town and Country Planning Act 1990.

Materials

3. The development hereby permitted shall be carried out fully in accordance with the details within the materials listed on the approved elevations plans (3936-CA-01-00-DR-A-00200 rev PL1 & 3936-CA-02-00-DR-A-00201 rev PL1) and shall not be altered unless otherwise agreed in writing with the Local Planning Authority. The development shall be carried out in full accordance with the approved details prior to the first occupation of the development.

Reason: To ensure that the development does not detract from the character and appearance of the area in accordance with Policies D2 and D3 of Plan: MK (2019).

Highways - Access

4. Notwithstanding the details submitted in support of the application, no part of the development shall commence until such time as details of the proposed access have been submitted to and approved in writing by the Local Planning Authority. No other part of the development shall be occupied until the access has been laid out and constructed to base course in accordance with the approved details.

Reason: To ensure a satisfactory standard of access to and from the site, to ensure that the alterations to the Fenny Lock Roundabout result in a safe and convenient highway layout and to ensure a satisfactory construction access for the site in accordance with Policy CT2 of Plan: MK (2019).

Highways – Off-Site Works

5. Notwithstanding the details submitted in support of the application, no part of the development shall commence until such time as details of the proposed off-site highway works have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the off-site highway works have been laid out and constructed in accordance with the approved details.

Reason: To ensure safe and convenient pedestrian and cycle access to the development in conjunction with Policy CT3 of Plan: MK (2019).

Highways – Ancillary Parking

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

Reason: To ensure adequate parking provision at all times so that the development does not prejudice the safe free flow of traffic on the neighbouring highway in compliance with Policy CT2 of Plan: MK (2019).

Highways – Loading and Unloading

7. Prior to the initial occupation of each unit hereby permitted the scheme for ancillary parking and manoeuvring and the loading and unloading of vehicles shown on the approved drawings for that unit shall be provided and shall be used for no other purpose thereafter.

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 in compliance with Policy CT2 of Plan: MK (2019).

Highways – Cycle Parking

8. Prior to the first occupation of each unit the proposed ancillary bicycle parking shown in the approved drawings for that unit shall be provided and shall be retained thereafter.

Reason: To ensure that adequate cycle parking facilities are provided to serve the development in conjunction with Policy CT3 of Plan: MK (2019).

Construction - Levels

9. No development above slab level shall take place on each plot until details of the proposed finished floor levels of the building on that plot and the finished ground levels of that plot, in relation to existing site levels of the immediately adjacent land, has been submitted to and approved by the Local Planning Authority. The development for each plot shall thereafter be carried out in accordance with the approved levels.

Reason: To ensure that construction is carried out at suitable levels having regard to drainage, access, the appearance of the development and the amenities of neighbouring properties in accordance with Policies D3 and D5 of Plan:MK (2019).

Construction - CEMP

10. The development hereby permitted shall be carried out fully in accordance with the details within the Combined CEMP and Site Wide Plan Rev B and shall not be altered unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that construction of the site does not cause harm to highway safety, the natural and historical environment and the surrounding area in conjunction with Policy CT2, D5 and NE1 of Plan: MK (2019).

Contamination

11. Remedial works shall be carried out in accordance with the approved strategy and validated by submission of an appropriate verification report prior to first occupation of the development. Should any unforeseen contamination be encountered the Local Planning Authority shall be informed immediately. Any additional site investigation and remedial work that is required as a result of unforeseen contamination will also be carried out to the written satisfaction of the Local Planning Authority.

Reason: To ensure that the site is fit for its proposed purposes and any potential risks to human health, property, and the natural and historical environment, are appropriately investigated and minimised in conjunction with Policy NE6 of Plan: MK (2019)

Ecology – Lighting Plan

12. Prior to the occupation of each unit a lighting plan shall be submitted to and approved in writing by the Local Planning Authority. If any lighting is required within the vicinity of existing or newly created bat features, it shall be low level, with baffles to direct the light away from the features, thus preventing severance of bat commuting and foraging routes. The development shall thereafter be carried out in accordance with the approved details and shall be subsequently retained in that form thereafter.

Reason: To ensure the Protected Species is adequately protected and in accordance with Policies D1 and NE2 of Plan: MK (2019).

Landscaping Scheme

13. Notwithstanding the approved drawings, no development shall take place above slab level until either full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority or evidence supplied that no material changes are proposed to the layout such that would warrant the need for an altered layout scheme as a result of discharging other pre-commencement conditions. Soft landscape works shall include planting plans at a minimum scale of 1:300 with schedules of plants noting species, supply sizes and proposed densities; and a tree planting details drawing. The planting plans shall include existing trees and/or hedgerows to be retained and/or removed accurately shown with root protection areas; existing and proposed finished levels and contours; visibility splays; proximity between street lights and tree planting; proposed and existing functional services above and below ground. All hard and soft landscape works shall be carried out in accordance with the approved details and prior to the first occupation of the building(s) or the completion of the development whichever is the sooner, or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of two years from the date of the planting of any tree or shrub, that tree or shrub, or any tree and shrub planted in replacement for it, is removed, uprooted or destroyed, dies, becomes severely damaged or diseased, shall be replaced in the next planting season with trees and shrubs of equivalent size, species and quantity. Thereafter the hard and soft landscape works shall be maintained and retained in situ.

Reason: To protect the appearance and character of the area and to minimise the effect of development on the area in accordance with Policies D1 and D2 of Plan:MK (2019).

Tree Protection

14. Prior to the commencement of any phase of the development, a revised tree protection scheme shall be submitted to and approved in writing by the Local Planning Authority, if material changes to the proposal are required to address other conditions required to be discharged prior to commencement. The scheme shall include an arboricultural impact assessment based on the approved layout; method statement; and a scaled Tree Protection Plan detailing: the location of all retained trees within the site; tree root protection areas (RPA) including the line of tree protection fencing; the type of tree protection fencing shall be of the same specification as that depicted in figure 2, page 20, in BS 5837: 2012; any areas to be covered in BS 5837: 2012 ground protection; location details of storage areas including what substances will stored and where, locations of construction site car parking, welfare facilities, cement plant, fuel storage and where discharge, filling and mixing of substances will take place. The approved scheme shall be implemented prior to the commencement of any construction works and maintained in full until the construction process is completed.

All existing trees to be retained are to be protected according to the provisions of BS 5837: 2012 'Trees in relation to design, demolition and construction - Recommendations'. All tree protection measures must be put in place first, prior to any other work commencing on site (this includes clearance, ground-works, vehicle movements, machinery / materials delivery etc.). Once erected the local authority tree officer shall be notified so the fencing can be inspected and approved. The Root

Protection Area (RPA) fencing will be amended as the arboriculture officer feels appropriate after taking account of the details submitted. Signs informing of the purpose of the fencing and warning of the penalties against destruction or damage to the trees and their root zones shall be installed at minimum intervals of 10 metres and a minimum of two signs per separate stretch of fencing. The RPA within the protective fencing must be kept free of all construction, construction plant, machinery, personnel, digging and scraping, service runs, water-logging, changes in level, building materials and all other operations, personnel, structures, tools, storage and materials, for the duration of the construction phase. No fire shall be lit such that it is closer than 20 metres to any tree or that flames would come within 5 metres of any part of any tree.

Reason: To protect the appearance and character of the area and to minimise the effect of development on the area in accordance with Policies D1 and D2 of Plan:MK (2019).

Surface Water Drainage

15. No above ground works shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in full for the unit in question in accordance with the approved details prior to occupation of that unit. The scheme shall be based upon the principles within the agreed Flood Risk Assessment prepared by Burrows Graham Limited (ref: 20002-BGL-XX-XX-RP-D-00001) dated 28th May 2020 and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus 20% climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep together with an assessment of system performance;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d) Full details of the proposed attenuation and flow control measures;
- e) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- f) Measures taken to prevent pollution of the receiving surface water

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development in accordance with Policy FR1 and FR2 of Plan: MK (2019)

SUDS

16. Details for the long-term maintenance arrangements for the surface water drainage systems for each unit (including all SuDS features) to be submitted to and approved

in writing by the Local Planning Authority prior to the first occupation of each unit. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan for each unit shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework and Policy FR1 and FR2 of Plan: MK (2019).

Renewable Energy

17. Prior to the first occupation of the development hereby approved, the renewable energy features shall be installed and implemented on site, and thereafter maintained in perpetuity.

Reason: To ensure implementation and maintenance of the renewable energy features in accordance with Policy SC1 of Plan:MK (2019).



 Site Boundary

Mount Farm Industrial Estate

Grand Union Canal

Bletcham Way

Fenny Lock Industrial Estate

Rev	Description	Date
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© Crown copyright and database right 2019. All rights reserved. Ordnance Survey Licence number 100019980		
Contains public sector information licensed under the Open Government Licence v3.0.		
Notes:		
This drawing is for information purposes only. It should not be relied upon for legal or title purposes. Do NOT scale from this drawing or use in construction. Proper advice should be sought from relevant qualified entities regarding legal and construction issues. Any discrepancies should be immediately reported to the originator of the drawing.		
Client:		

Bletcham Way, Milton Keynes

Site Plan

Scale@A4: **1:2,500** Drawn: **CE** Designed: **-** Approved: **DLL**

0 50 m

Drawing Number: **AXA005-005** Revision: **A** Date: **23/04/2020**

Sources: Esri, HERE, Garmin, Inter
FAO, NPS, NRCAN, GeoBase, IGN, Ka
METI, Esri China (Hong Kong), (c) O





SCHEDULE OF ACCOMMODATION

Item	Unit	Area	Volume	Weight	Value
1.000	1.000	1.000	1.000	1.000	1.000
2.000	2.000	2.000	2.000	2.000	2.000
3.000	3.000	3.000	3.000	3.000	3.000
4.000	4.000	4.000	4.000	4.000	4.000
5.000	5.000	5.000	5.000	5.000	5.000
6.000	6.000	6.000	6.000	6.000	6.000
7.000	7.000	7.000	7.000	7.000	7.000
8.000	8.000	8.000	8.000	8.000	8.000
9.000	9.000	9.000	9.000	9.000	9.000
10.000	10.000	10.000	10.000	10.000	10.000
11.000	11.000	11.000	11.000	11.000	11.000
12.000	12.000	12.000	12.000	12.000	12.000
13.000	13.000	13.000	13.000	13.000	13.000
14.000	14.000	14.000	14.000	14.000	14.000
15.000	15.000	15.000	15.000	15.000	15.000
16.000	16.000	16.000	16.000	16.000	16.000
17.000	17.000	17.000	17.000	17.000	17.000
18.000	18.000	18.000	18.000	18.000	18.000
19.000	19.000	19.000	19.000	19.000	19.000
20.000	20.000	20.000	20.000	20.000	20.000
21.000	21.000	21.000	21.000	21.000	21.000
22.000	22.000	22.000	22.000	22.000	22.000
23.000	23.000	23.000	23.000	23.000	23.000
24.000	24.000	24.000	24.000	24.000	24.000
25.000	25.000	25.000	25.000	25.000	25.000
26.000	26.000	26.000	26.000	26.000	26.000
27.000	27.000	27.000	27.000	27.000	27.000
28.000	28.000	28.000	28.000	28.000	28.000
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30.000	30.000	30.000	30.000	30.000	30.000



PLANNING

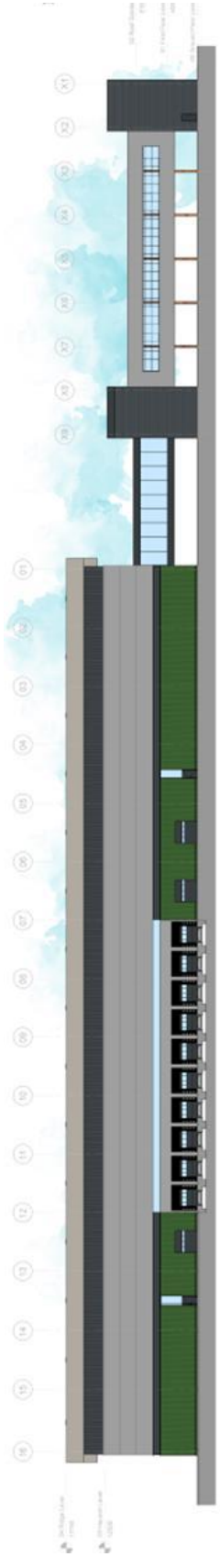
Baytree

PROPOSED SITE PLAN

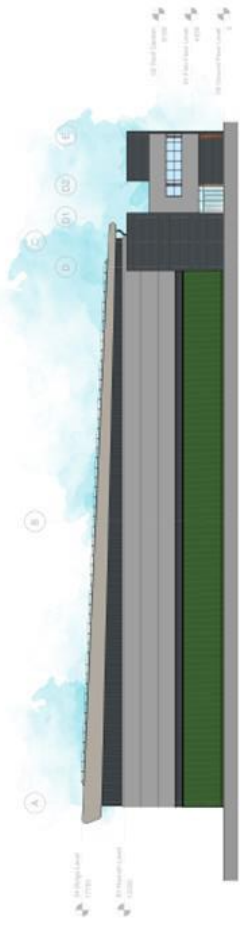
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3000 CA 00 00 00 A 00000 PL1

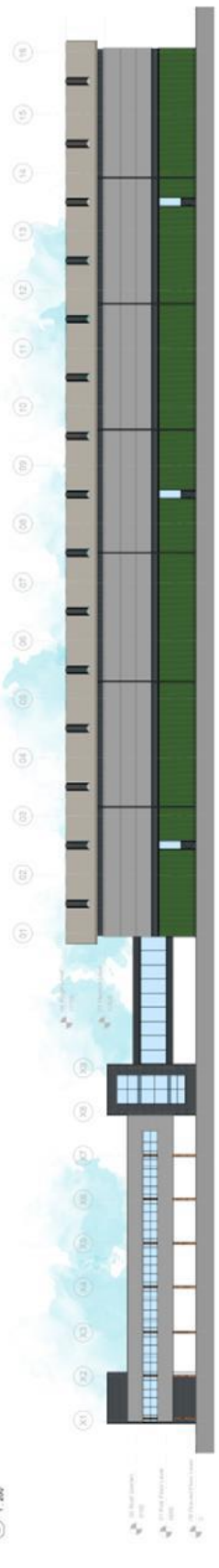




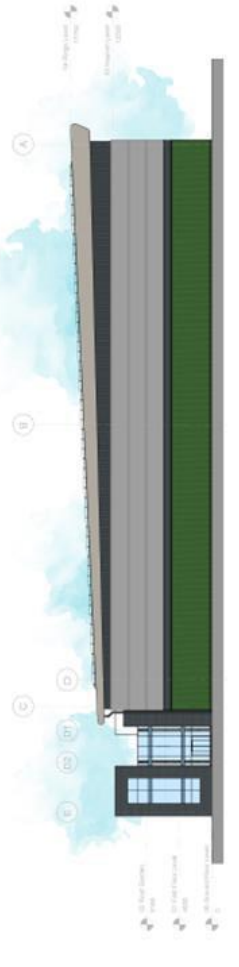
1 Proposed East Elevation
1:200



2 Proposed North Elevation
1:200



3 Proposed West Elevation
1:200



4 Proposed South Elevation
1:200



5 Proposed South Office Elevation
1:200

A1.0 FULL CONSULTATIONS AND REPRESENTATIONS

A1.1 Bletchley and Fenny Stratford Town Council

No comments received.

A1.2 Cllr Gowans - Bletchley East (Member of DCC)

No comments received.

A1.3 Cllr Darlington – Bletchley East

No comments received.

A1.4 Cllr Khan – Bletchley East

No comments received.

A1.5 MKC Highways

This application follows a considerable amount of pre-application discussions. It is accompanied by various transport-related documents including a Transport Assessment (TA), a Model Validation Report (LMVR), Section 278 proposals and the usual site plans etc. The main issues for the site in transport terms, are vehicular access, pedestrian and cycle access and traffic impact. The TA seeks to address these issues.

Transport Assessment

The TA has been reviewed and is broadly acceptable as submitted. There are some minor points that are not fully accepted; however, these will not impact significantly on the assessment carried out. For example, the proportion of car traffic predicted to travel to/from the west on Bletcham Way is predicted to be 38% (Table 6.4). This seems a little high given the site's proximity to the A5 and access (to the east) to the A4146 and A421. However, the total predicted additional trips are only 68 (48) in the AM peak and 88 (62) in the PM peak (car traffic in brackets). This means that a 10% shift in the (car) assignment shown in Table 6.4, would only increase / decrease flows by a maximum of 6 vehicles per hour. The junction modelling for the H10 / A5 junction shows minimal impact on the operation of the junction from the development traffic. There is more impact from the predicted background growth of traffic. The impact on the two A5 off-slips does not appear to be significant; however, it is assumed that Highways England have been consulted and will consider the modelling and the impact on their slip roads.

The overall conclusions of the TA are accepted.

Site Layout

Having reviewed the site plan and on-site proposals it appears that the pre-application advice on the proposed layout has, for the most part, been taken into account. It is noted that the proposed access to Unit 1 is wide but does not have a

splitter island to better accommodate pedestrian and cycle movements across it. The location of the footway / cycleway on the side of the development is welcomed and was sought at pre-app stage; however, the drawings discussed at that time showed a splitter island. Whilst the proposed access is not unacceptable, a splitter island would be preferable.

In other respects the proposed site layout is acceptable.

Parking

Despite the information on the Application Form, the proposals on the site plan (and confirmed in the TA) include 214 car parking spaces, 52 HGV spaces, 70 cycle spaces and 4 PTW spaces. These figures accord fully with the Council's 2016 parking standards as shown in the table below:

	Use	Floorspace	MKC Requirement	Provision
Car	B1	1,728	58	
	B8	15,552	156	
			214	214
HGV	B8	15,552	52	52
			52	52
Cycle	B1	1,728	21	
	B8	15,552	41	
			62	70
PTW			4	4
			4	4

Access and Off-site Works

The proposed access is via a fourth arm off the existing roundabout (Fenny Lock Roundabout). The details of the access construction and layout will need to be approved through a Section 278 agreement as the works are within and will affect, the Public Highway. The principle of the access and the general layout as shown on the Site Plan is agreed. In addition to the access works, the application includes a connection across Bletcham Way to the Redway and bus stop on the southern side. This connection is required for adequate pedestrian and cycle access to the site.

The proposals are shown on the plan "Section 278 Highway Works – General Arrangement" Drg 20002-BGL-XX-XX-DR-D-0100 P5. They have been the subject of a Stage 1 Safety Audit (RSA1) and have been reviewed by the Council's Road Safety Team.

Whilst the proposals are generally as discussed, there are some issues that will need to be resolved at Section 278 stage; however, they need not affect the granting of planning permission.

The proposal to place staggered railings south of the H10 is not acceptable. These arrangements are known to cause difficulties with some users of the redway, particularly those with limited mobility, the visually impaired and those pushing wide pushchairs or cyclists towing trailers. Furthermore, without significant supporting infrastructure, the railings could be avoided easily by cyclists going around them, thus rendering them ineffectual to the target group.

The Redway to the north of the H10 and the footway to the bus stop on the southern side should be separated from the H10 carriageway by a 1.0m verge. This is not shown on the proposals. Consequently, although the style and location of the crossing and Redway & Footway provision is accepted, the details on the plan are not fully agreed. A condition requiring approval can cover this aspect of the scheme.

The proposals are generally acceptable, and the TA has demonstrated that the likely impacts on the surrounding networks are minimal. The access and works to the H10 are accepted in principle and can be covered by condition.

A1.6 MKC Development Plans

Safeguarding transport corridors for future mass transit uses is another criterion in policy CT8. At the time of writing, the only work carried out into where Mass Rapid Transit routes might go is the 2019 Mobility and Mass Rapid Transit Study carried out as part of the evidence base for the Draft Strategy for 2050. None of the 10 route options within the Transit Study pass through the application site. As such, based on this initial work it is unlikely the application site would be needed to support future mass transit schemes, although the preliminary nature of this work is recognised. Consequently, it will be for the decision maker to weigh the above analysis indicating a low likelihood of the transport corridor at the site being required in future as part of their assessment and judgement about whether loss of the transport corridor designation on site is acceptable.

The application site is a disused parcel of land comprised of woodland and a small area of hardstanding/gravel towards the centre of the site. In Plan: MK the site is designated partly as within a wildlife corridor and partly within a transport corridor. The site is owned by the council and The Parks Trust; however, it is not publicly accessible nor designated as an area of recreational or amenity open space. The proposal would construct two B8 (storage and distribution) warehouses on the site, along with ancillary B1a (office) floorspace, car/lorry parks, loading bays and recreational areas for employees. Policies DS3, ER1, CT8 and NE2 in Plan: MK are therefore applicable to this assessment. The creation of additional B8 employment floorspace within the borough is welcome and considered to be commensurate with the objectives of Policies DS3 and ER1 in Plan:MK.

Parts of the site are designated as transport corridor: both on part of the site within the vicinity of the Grand Union Canal and part of the site that historically (in the old Milton Keynes Local Plan 2001-2011) has been a reserve site for a potential grid road link between Mount Farm Roundabout to the north and Bletcham Way Roundabout to the south. The latter part of the site continues to be designated as part of the transport corridor network. Policy CT8, Part A, states that “the Council will

conserve and enhance its iconic grid road system whilst safeguarding the corridors for possible mass transit schemes.”

Given that Policy CT8 seeks to conserve and enhance the grid road network and safeguard transport corridors for mass transit schemes, the proposal would be a departure from the development plan and needs to be considered as such, taking into the material considerations outlined below.

In terms of whether the proposal could potentially hinder the delivery of a future road link between the two aforementioned roundabouts, the council’s Strategic Lead Transport Policy and Planning officer has confirmed there are no firm and deliverable plans to bring forward the site as a road link. In addition, having considered the outputs of the 2031 MK Multi Modal Model (MKMMM), there is no evidence to suggest the grid road reserve would be required based on known growth in the borough until 2031. The MKMMM uses data about future growth predictions, including higher than expected growth predictions, to predict what traffic flows in the city will be like and the impacts of increased growth on congestion in the borough’s highway networks. When looking at the area around the site within the projections produced by the MKMMM, it seems unlikely that there would be significant local traffic generation to justify an additional grid road on the site. It’s also hard to see that it would provide a major improvement for longer-distance through traffic as that traffic would still need to use existing junctions and would likely stay on the A5 if north/south.

The site is not directly adjacent to the Grand Union Canal so the proposal is unlikely to have significant impact upon the operation of the canal. That said, the decision maker should consider the criteria in policy D7 of Plan: MK, some of which relate to proposals in the vicinity of canals.

A large proportion of the site is designated as part of a wildlife corridor. As such, before determining that development of the site is appropriate, the impact of the development on the health of the wildlife corridor will have to be assessed; it is recommended that specialist advice from the council Ecologist is sought on this matter.

Use of the site for storage or distribution use is supported in policy terms however the decision maker will need to decide whether loss of part of the site designated as a transport corridor would be acceptable. Loss of part of the transport corridor would be a departure from the development plan however available data does indicate the site would not be needed for future transport infrastructure. Consideration of the impact of the proposal on ecology and the nearby Grand Union Canal is also needed.

A1.7 MKC Urban Design

In terms of design I have no objection to this application. The impact of the proposed employment sheds and associated offices on the wider public realm is limited on account of the site location, the substantial existing trees and landscaping that surround the site and the limited access. I am pleased to see the proposed office overlook the entrance to the site and the proposed car parking.

Whilst I do think greater consideration could be given to pedestrian and cycle connectivity to the site from the west, linking the site to the existing industrial area of Mount Farm. I appreciate that the site boundary, ground levels and possible security concerns, that added permeability onto the site may cause, make this challenging.

A1.8 MKC Landscape Architect

The proposal should demonstrate how it can or intends to comply with Policy NE4. The site lies within the Ouzel Corridor (13) GI Opportunity 'Zone' identified on the Green Infrastructure Opportunities Map supported by Policy NE4 Green Infrastructure. The Parks Trust Biodiversity Action Plan doesn't appear to include any specific projects for this locality. The submission doesn't present any proposals as to how the immediate area around the site will benefit from GI improvements as a result of the capital receipts. A significant area of existing woodland (category B) will be lost as a result of the proposed development. The submission should demonstrate how the proposal can or intends to compensate or mitigate for this. For a major full application which proposes significant changes to the existing site levels, detailed levels, sections and earthworks plans should be provided with the application.

Proposed site levels should tie in well with existing levels at the site boundaries. Very high retaining walls significantly raising the ground levels for tall warehousing will have an impact on local amenity and should ideally be designed out or further minimised to protect the external character and appearance of the local area and to ensure that development proposals are carried out at suitable levels. The LVIA should be based on detailed proposed site levels for accuracy. The planting plans should be revised. The height of the knee rail should be included on the boundary treatment plans. Approximately half of the site is included in the Public Open Space Assessment: Bletchley & Fenny Stratford as transport corridor open space along the A5. In addition, most of the site is included on the Plan: MK adopted policies map (2019) as Wildlife Corridor (A5 and canal corridors). The submission should refer to these documents when assessing the proposal under policy L3 and demonstrate how the proposal can or intends to comply with Policy L3 (Change of Use of Amenity Open Space).

An arboricultural impact assessment is provided. Due to the scale of tree removals on publicly owned land I strongly recommend that the tree survey, proposed levels / sections and layout are reviewed by MKC's tree officer (Stephen Narborough) prior to determination to evaluate the impact on trees and if conditions are appropriate. DLA's landscape response says that the net loss "cannot as suggested be replaced within the site demise and therefore off-site mitigation would be secured through financial contributions with an agreed legal agreement."

Due to the scale of tree and vegetation removal on publicly owned land I strongly recommend that the ecology reports and BIA metric are reviewed by MKC's ecologists to consider how best the proposed net loss should be managed. Significant changes to existing site levels are proposed including retaining walls within the transport corridor of the A5; the acceptability of this aspect should be sought from our Highways / Transport colleagues.

My consultation responses on this application has always been 'comments only' and I don't have any further comments to make.

Although, I can't find any comments on the casefile from MKC Ecologist Kelda Hudson (public realm department). DLA's landscape response says that the net loss "cannot as suggested be replaced within the site demise and therefore off-site mitigation would be secured through financial contributions with an agreed legal agreement." Due to the scale of tree and vegetation removal on publicly owned land I strongly recommend that the ecology reports and BIA metric are reviewed by MKC's ecologists to consider how best the proposed net loss should be managed. Without knowing what is feasible and acceptable on ecology net gain I wouldn't be in a position to provide a final judgement on the landscape scheme as landscape and ecology are interlinked.

Also, I can't see any comments from the tree officer. An arboricultural impact assessment is provided and due to the scale of tree removals on publicly owned land I strongly recommend that the tree survey, proposed levels / sections and layout are reviewed by MKC's tree officer (Stephen Narborough) prior to determination to evaluate the impact on trees and if conditions are appropriate

In addition, I note that Highways England require more time before they provide formal comment and that they recommend that the application is not determined until they've had sufficient time to address the transport safety issues on the strategic road network. So there may issues to be addressed which may subsequently impact on the layout and landscape.

If there are any changes to the layout or comments back from Kelda or Stephen I would be happy to comment again, but I haven't raised an objection.

Comments following reconsultation

A total of 11 further documents were submitted on 4th August for review. Updated comments on the application are provided below.

Tree Protection

An arboricultural impact assessment is now provided. The development proposals are such that all trees within the site boundary will require removal, while small sections of woodland adjacent to the site and outside of the red-line will be removed to enable retaining walls and site levelling to take place. Of those trees proposed for removal it includes one category B tree group and sections of a further 10 category B tree groups and two category C tree groups. Due to the scale of tree removals on publicly owned land I strongly recommend that the tree survey, proposed levels / sections and layout are reviewed by MKC's tree officer (Stephen Narborough) prior to determination to evaluate the impact on trees and if conditions are appropriate, to protect the appearance and character of the area and to minimise the effect of development.

Policy NE4 (Green Infrastructure)

A BIA metric calculation is provided as required by policy NE3. A significant area of existing woodland will be lost as a result of the proposed development which is not (cannot be) mitigated by replacement planting on site as part of the proposals. Removal of the woodland and other site trees will have an impact on local character / amenity, local biodiversity and green infrastructure. Most of the woodland / trees on site are assessed as category B trees of good value where retention is desirable. DLA's landscape response says that the net loss "cannot as suggested be replaced within the site demise and therefore off-site mitigation would be secured through financial contributions with an agreed legal agreement." Due to the scale of tree and vegetation removal on publicly owned land I strongly recommend that the ecology reports and BIA metric are reviewed by MKC's ecologists to consider how best the proposed net loss should be managed.

Policy NE4 says: The network of green infrastructure throughout the Borough will be protected, extended and enhanced for its biodiversity, recreational, accessibility, health and landscape value and for the contribution it makes towards combating climate change. This is in accordance with the vision and principles (and the large-scale zone maps of Green Infrastructure Opportunity (39)) set out by the Buckinghamshire and Milton Keynes NEP.

The site lies fully within the Ouzel Corridor (13) GI Opportunity 'Zone' identified on the Green Infrastructure Opportunities Map supported by Policy NE4 Green Infrastructure. This opportunity zone follows the River Ouzel and adjacent areas. The River Ouzel lies east of the A5 and the Grand Union Canal runs along much of the Ouzel Corridor which is located west of the application site and provides a major GI asset for public recreation. The mapping document says in zone 13 there is scope for the creation of "a suite of GI assets including many suggested in the Milton Keynes Parks Trust Biodiversity Action Plan" (PTBAP). Although there doesn't appear to be anything specific to this locality in the PTBAP.

In addition, the mapping document identifies 'Built Development, with the likelihood of more in the future' as the issues / threats on the green infrastructure of zone 13. Also, it identifies the main GI opportunity / functions as the potential to create zones for wildlife habitats and the incorporation of GI assets into built developments and canal corridors. Although, the submission doesn't present any proposals as to how the immediate area around the site will benefit from GI improvements as a result of the capital receipts and in consideration of Policy NE4. Therefore, it is not demonstrated how the proposal can or intends to comply with Policy NE4.

Amenity Open Space

Approximately half of the site is included in the Public Open Space Assessment: Bletchley & Fenny Stratford as transport corridor open space along the A5. In addition, the majority of the site is included on the Plan: MK adopted policies map (2019) as Wildlife Corridor (A5 and canal corridors) and covers a much larger area than the GIS mapping of 'wildlife corridor' which is not up to date and referred to in DLA's landscape response. The submission should refer to these documents when making an assessment of the proposal under policy L3 and demonstrate how the proposal can or intends to comply with Policy L3 (Change Of Use Of Amenity Open Space) and compensate or mitigate for the significant loss of open space.

Levels

The levels plan, the section details and a recently submitted indicative earthworks volumes plan are all preliminary and subject to detailed design following geotechnical site investigation. For a major full application which proposes significant changes to the existing site levels I would expect reliable detailed levels, sections and earthworks plans to be provided with the application. In addition, I would expect the LVIA to be based on detailed proposed levels, therefore if the proposed levels are only preliminary at this stage it places the reliability of the LVIA and its conclusion in doubt. Significant changes to existing site levels are proposed including retaining walls within the transport corridor of the A5 up to 3 and 4.3 metres in height and within approximately 10m of the A5 carriageway. Comments on the acceptability of this aspect should be sought from our Highways / Transport colleagues.

Significant changes to existing site levels are proposed with retaining walls along the canal corridor up to 3.5 and 5.4 metres higher than existing levels to create the new ground / floor levels of unit 2 and lorry park. Along Bletcham Way the retaining earth walls will create a new ground level between 4.1 and 5.7 metres higher than existing with the height of the warehouse development above that. Proposed site levels should tie in well with existing levels at the site boundaries. Very high retaining walls significantly raising the ground levels for tall warehousing will have an impact on local amenity and should ideally be designed out or further minimised to protect the external character and appearance of the local area and to ensure that development proposals are carried out at suitable levels.

Boundary Treatments

I note the confirmation that no other fencing other than those detailed are proposed. A detail of the knee rail is added to the plans but no height is given (only TBC); as these are final plans to be approved add the height which typically is either 450mm or 600mm above ground level constructed to follow the incline of the finished ground levels. Once revised plans for units 1+2 are submitted as above the boundary treatment plans will be acceptable to include on a decision notice, to protect the external character and appearance of the area and to minimise the effect of development on the area. To protect the appearance and character of the area, provide green infrastructure and minimise the effect of development the planting plans should be amended as follows; Considerable existing tree stock will be lost for the development and only 64 trees are proposed on site; a substantial improvement to the landscape scheme should be provided for its biodiversity, health and amenity value and for the contribution it makes towards combating climate change – No change.

The proposed development has a very high hard surface and built form footprint compared to the degree of proposed soft landscape needed to integrate it successfully into its surroundings; an improved balance of proposed soft landscape is recommended – No change. The reason given is that 'Any additional planting would either be compromised by the on-site above and below ground constraints or require a redesign of the scheme to reduce the overall footprint of the built form and

hard surfacing which would call into question the viability of the scheme.' The latter cannot be verified as it hasn't been demonstrated by the applicant.

The proposal relies on existing landscape structure on third party land which is not the subject of this application and which cannot be the subject of a condition securing a landscape management plan to ensure that it is retained for its screening value. There have been instances in MK where landscape management and tree thinning on such land has resulted in complaints to the planning department about the negative knock on effect this then has on visual amenity when there is little or no landscape buffer provided on site to provide screening for warehousing.

Introduce planting to screen the warehouse development facing Bletcham Way where the ground levels will be substantially raised and where there is no planting proposed on the planting plans, the proposed site plan shows much more in the way of trees and vegetation which isn't reflected on the planting plan. No easements are shown, and access is only needed from one side of the brook and can be gained from Parks Trust land. In any case, it is normally possible to produce a landscape proposal that has been carefully designed to consider both the visual amenity requirement and the IDB easement allowing enough maintenance access to the water course. This was achieved at Eaton Leys.

The location of proposed climbers intended to climb up the wire fencing should be shown located against the fence which on the boundary treatment plans is shown hard up against the lorry yard not along the top of the retaining wall.

Introduce planting along the western edge of unit 1 where the planting plans only show grassland, the proposed site plan shows much more in the way of trees and vegetation with an image of a 'relaxation and seating area' which isn't similarly reflected on the planting plan.

The proposal should demonstrate how it can or intends to comply with Policy NE4. The site lies within the Ouzel Corridor (13) GI Opportunity 'Zone' identified on the Green Infrastructure Opportunities Map supported by Policy NE4 Green Infrastructure. The Parks Trust Biodiversity Action Plan doesn't appear to include any specific projects for this locality. The submission doesn't present any proposals as to how the immediate area around the site will benefit from GI improvements as a result of the capital receipts.

A significant area of existing woodland (category B) functioning as amenity and habitat will be lost as a result of the proposed development. The submission should demonstrate how the proposal can or intends to compensate or mitigate for this.

For a major full application which proposes significant changes to the existing site levels, detailed levels, sections and earthworks plans should be provided with the application.

Proposed site levels should tie in well with existing levels at the site boundaries. Very high retaining walls significantly raising the ground levels for tall warehousing will have an impact on local amenity and should ideally be designed out or further minimised to protect the external character and appearance of the local area and to ensure that development proposals are carried out at suitable levels.

The LVIA should be based on detailed proposed site levels for accuracy.

The planting plans should be revised (comments above). The height of the knee rail should be included on the boundary treatment plans. Approximately half of the site is included in the Public Open Space Assessment: Bletchley & Fenny Stratford as transport corridor open space along the A5. In addition, most of the site is included on the Plan: MK adopted policies map (2019) as Wildlife Corridor (A5 and canal corridors). The submission should refer to these documents when assessing the proposal under policy L3 and demonstrate how the proposal can or intends to comply with Policy L3 (Change of Use of Amenity Open Space).

A1.9 MKC Flood and Water Management (Lead Local Flood Authority)

At present, we object to the grant of planning permission for the following reasons:

Surcharging during a 1 in 1-year storm event

According to the Drainage System Modelling, surcharging will occur during a 1 in 1-year rainfall event. The drainage system should be designed under full pipe conditions to accept a 1-year design storm without surcharging above the pipe soffit on sites with average ground slopes of greater than 1%.

Significant system flooding

The drainage system modelling shows that a significant volume of above ground flooding occurs during 1% AEP rainfall event plus a 20% allowance for climate change, including 405.2141 m³ at Node 15 and 210.1077 m³ at Node 30. The significant volume of flooding indicates that the proposed attenuation has been undersized. There is scope to increase the volume of the proposed attenuation tanks, which would reduce above ground flooding.

As flooding is expected for the 1% AEP rainfall event plus 20% climate change, flood volumes, depths, velocities and extents should be mapped onto a topographical plan of the site. Levels on the topographical plan should represent the post-development MK WRP, 9 Dickens Road, Old Wolverton, Milton Keynes, MK12 5QF.

Revised comments following submission of additional/revised information

We have reviewed the following documents:

Response to LLFA Comments, Burrows Graham Limited, 20002-BGL-XX-XX-TN-D-00001. Dated: 15/07/2020.

Indicative Drainage Strategy, Burrows Graham Limited, 20002-BGL-XX-XX-TN-D-0250. Dated: 06/03/2020.

Flood Risk Assessment, Burrows Graham Limited, 20002-BGL-XX-XX-RP-D-00001. Dated: 28/05/2020.

Based on these, as Lead Local Flood Authority (LLFA) we can remove our objection to the proposed development. Surface water from the site will be managed through the use of rainwater harvesting, an attenuation tank, green roof and open channels. Surface water will then be discharged into the existing watercourse along the southern boundary of the site at a rate of 2.9 l/s/ha, which is equivalent to the sites QBAR greenfield runoff rate.

The site is located within Flood Zone 1 and is predominantly at low risk to surface water flooding. Whilst there is medium risk associated with the existing watercourse in the south of the site, the introduction of rainwater harvesting and a formal drainage system is likely to manage this situation. If flooding is extensive the hazard should be considered in line with guidance from CIRIA's Design for Exceedance in Urban Drainage document. Flows that exceed the design criteria must be managed in flow conveyance routes that minimise the risks to people and property both on and off site. The plan should be marked with pipe and manhole reference numbers that correspond with the hydraulic calculations.

Comments following re-consultation

As Lead Local Flood Authority (LLFA) we can remove our objection to the proposed development. Surface water from the site will be managed through the use of rainwater harvesting, an attenuation tank, green roof and open channels. Surface water will then be discharged into the existing watercourse along the southern boundary of the site at a rate of 2.9 l/s/ha, which is equivalent to the sites QBAR greenfield runoff rate. The site is located within Flood Zone 1 and is predominantly at low risk to surface water flooding. Whilst there is medium risk associated with the existing watercourse in the south of the site, the introduction of rainwater harvesting, and a formal drainage system is likely to manage this risk.

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

A1.10 MKC Countryside Officer

Protection of Wildlife Corridors

Any development or construction-related activity should be avoided within the wildlife corridors. This should be included in a detailed CEMP for the site, which should outline the measures that will be put in place to prevent negative effects on either corridor during the construction period. This can be included as a condition. Any management plan, such as an ecological management plan, should also include measures to ensure that the wildlife corridors are not encroached upon and there are no negative effects on them.

Biodiversity Net Gain

Whilst I am still not content that the applicant has demonstrated a measurable net gain in biodiversity as a result of the proposals (the information provided by David Lock Associates does not go beyond describing an emerging scheme that has yet to be designed), the inclusion of the proposed financial contributions in the legal instruction for off-site provision of net gain is acceptable. I'm assuming that this will be secured through a s106?

A1.11 MKC Countryside Officer (Great Crested Newts)

This development has the potential to impact Great Crested Newts as there are ponds/waterbodies and suitable habitat within 500m of the development. If Great Crested Newts are discovered during development, all works must cease until advice has been sought from Natural England, as failure to do so could result in prosecutable offences being committed.

You will note within the comments the agreement to a Non-Licensed Method Statement for GCN, as discussed at pre-app stage. This will need to be secured through a suitably worded condition for the document to be submitted and approved prior to site clearance. I have pointed out other options available to the applicant (District Licensing and Traditional Licensing) that will safeguard against delays should GCN be discovered on site whilst working. However, they are not required to pursue these.

A1.12 MKC Arboricultural Officer

No comments received.

A1.13 MKC Environmental Health

I have read the Phase I & II ground investigation report (Deltasimons, May 2020) and the remediation and Verification Strategy (Deltasimons, May 2020) and I have no objection to the ground gas remedial strategy that has been recommended. The consultants have also included a discovery strategy, should any previously unidentified be discovered. The remediation and verification report has acknowledged that the earthworks will have to be undertaken under a Material Management Plan. This needs to be prepared prior to the commencement of the earthworks to satisfy the requirements of the CLAIRE Code of Practice.

The risk assessment of the soil was made with a proposed end use as light industrial and not for a more sensitive use. Therefore, it would not be appropriate to use 'site won' soils to grow produce, as suggested in the site plan of the site investigation report. I advise that imported soil is used for this purpose.

On the basis of the information contained in the Phase I & II Ground Investigation Report (Deltasimons, May 2020) and the Remediation and Verification Strategy (Deltasimons, May 2020) I am satisfied that there is no requirement for the addition of a ground contamination. Should the recommendations of the geo-environmental consultants be followed the site will be fit for its proposed purpose.

I have no objection to work commencing on site, but I believe it would be prudent to add a condition requiring a verification report be submitted to ensure our records are complete.

A1.14 MKC Passenger Transport

'I made reference to the need to provide journeys to cover the early morning and late night shift changes which I've assumed will be at 0530/0600 and 2200/2230 7 days a week. To improve connectivity I've worked on the basis that journeys will be provided to/from CMK and that they will need to arrive before the shift change and depart after the shift change:

- 1.5 hours morning and 1.5 hours evening total 3 hours per day.
- Hourly rate £50. Cost per day £150.
- Total number of days of operation per annum 363. Cost per annum £54,450
- Total cost 5 years £272,250.'

I trust that this clarifies the Council's position on this matter.

A1.15 MKC Economic Development

The application proposes the development of the site for up to 17,280 m2 employment use. Comprising of up to; 15,552 m2 of warehousing and distribution (Class B8) floorspace, and 1,728 Office (Class B1a).

The vision for the Council Plan 2016 – 2022 is for Milton Keynes to be a thriving city of 500,000 people. The Council Plan 2016-2022 also highlights the need to support businesses to grow and contribute to life in a prosperous and more equal City. To create a place of opportunity, and provide the resident population with sustainable, meaningful employment; it is essential that Milton Keynes creates an environment that accommodates, retains and grows its business community.

The proposal strongly supports the priorities and aims of the Economic Development Strategy 2017-2027.

The 'enterprise' priority centres upon "facilitating access to the assistance and appropriate space that will enable businesses to start and which supports existing businesses, of all sizes and from across a range of sectors, to succeed and fulfil their growth aspirations". It is essential that for businesses to thrive they have access to suitable space; the according to the application, the proposed development will provide approximately 17,280m2 of new commercial space.

The 'brand' priority of the Economic Development Strategy is focused upon building on the city's strengths to make MK 'a location of choice for business development both nationally and internationally'. Constructing the new development will provide the opportunity to create a new commercial space which is better suited to the future needs of business.

The applicant suggests the proposed development could create between approximately 146 jobs. It is likely that these jobs would include semi-skilled and unskilled positions as well as managerial, office and technical positions. The Economic Development Team would welcome the creation of a range of employment opportunities. Entry level positions are to be welcomed in that they offer those with lower skills the chance to enter employment and hopefully progress within this. As demonstrated in both the Economic Development Strategy and the Council Plan 2016-2022, there is an increasing emphasis upon the knowledge economy and higher skilled employment. Whilst warehousing is not traditionally associated with such employment, the creation of managerial and technical positions contributes to this, and with increasing automation and the new roles this creates, it can be expected that employment will increasingly be highly skilled. This then will need to be remunerated accordingly and should have a greater positive impact upon living standards and the local economy.

A1.16 Crime Prevention Design Advisor

Thank you for consulting me on this application. Whilst I do not wish to object to the proposed plans, I do have some observations relating to crime prevention, which I would like to draw attention to below:

Access Controls

I can see that both office buildings have a staffed reception, but no secure threshold between the reception area and the staircase / lift core.

I ask the applicant to provide a secure threshold by physically separating the reception area and the lift / staircase in both buildings via access controlled doors. I ask that amended plans be submitted and approved prior to planning permission being granted.

Access to HGV Yards

The plans show gated access to both of the HGV yards, but does not provide information as to how access will be managed and controlled, given that there is no direct line of site between the office and the HGV entrance. Access into these areas should be controlled via audio / visual communication with remote release between the gates and the office buildings. I ask that amended plans be submitted and approved prior to planning permission being granted.

Boundary Treatment

The proposed site appears to be excessively permeable. Both units needs to be physically separated with appropriate boundary treatment fencing to clearly define public and private space and prevent unauthorised pedestrian access, particularly from Simpson Road. The rainwater harvesting facilities appears to allow unrestricted access between units 1 and 2, and along the rear boundary facing Simpson Road. It is unclear if this is a public pedestrian route or a private area for the warehouses.

If this is intended to be private space, I ask the applicant to provide both warehouses with secure boundary treatment fencing to prevent unauthorised access. I ask that amended plans be submitted and approved prior to planning permission being granted.

Outside Amenity Space

The outside amenity space, gym equipment, etc. is located within an unsecured car park and may be attractive to unauthorised individuals. When the office buildings are closed this area will lack surveillance, and therefore I ask the applicant to consider the inclusion of formal surveillance (CCTV).

Cycle Storage

I can see that the cycle storage facilities are currently located in an area with poor surveillance. I recommend that the cycle storage is relocated to an area within the car park where they can be observed from the office building. I ask that amended plans be submitted and approved prior to planning permission being granted.

Waste Management

I have not been able to identify where the external waste storage facilities are to be located. These should be located away from the building and effectively secured against crime. Please see the Secured by Design Commercial 2015 guide for further information. I ask the applicant to confirm their location prior to planning permission being granted.

The above comments are made on behalf of Thames Valley Police and relate to crime prevention design only. I hope that you find these comments of assistance. If you or the applicants have any queries relating to crime prevention design, please do not hesitate to contact me.

A1.17 Canal and Rivers Trust

The trust has no comments to make on the application

A1.18 Anglian Water

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore, the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence. The foul drainage from this development is in the catchment of Cotton Valley Water Recycling Centre that will have available capacity for these flows. This response has been based on the following submitted documents: Flood Risk Assessment The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network,

they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

The planning application includes employment/commercial use. To discharge trade effluent from trade premises to a public sewer vested in Anglian Water requires our consent. It is an offence under section 118 of the Water Industry Act 1991 to discharge trade effluent to sewer without consent. Anglian Water would ask that the following text be included within your Notice should permission be granted. "An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer. Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence. Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991."

A1.19 Bedford Group of Drainage Boards

The Milton Keynes Council Drainage team should be consulted regarding this application regarding the surface water drainage information provided. The Board would question the calculated storage based on only 20% climate change as Milton Keynes Suds policy is based on climate change of 40%. The applicant should also confirm that any culvert/pipe underneath the road can sufficiently take the suggested restricted flow from the control device.

A1.20 Highways England

"Just to inform you that I will withdraw current 'Holding' recommendation and will offer 'No Objection' for this planning application."

A1.21 Third Party/Neighbour Comments

None received.