

**Application Number: 15/01792/MKCOD3**

**Change of use of existing car park to new sports facilities including sports pavilion with changing rooms, a multi-use 3G artificial sports pitch, two external MUGAs, associated external lighting, fencing and on-site car parking**

**AT Land At, Elder Gate, Central Milton Keynes**

**FOR Milton Keynes Council**

**Target:** 08<sup>th</sup> April 2016 (Extension of Time)

**Ward:** Central Milton Keynes

**Parish:** Central Milton Keynes Town Council

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## **1.0 INTRODUCTION**

- 1.1 The application follows planning permission for the erection of a 37,790sqm office building, consisting of four blocks linked by central atrium, and two multi-storey car parks, at the former National Hockey Centre, Silbury Boulevard (The Quadrant) to the north east of the application site (under 09/01941/FUL).
- 1.2 The S106 agreement attached to the 2009 application requires the provision of replacement sports facilities on the current application site, including the provision of a fenced floodlit 3G synthetic turf pitch or pitches measuring 106 metres by 70 metres, and a changing pavilion built in accordance with Sport England's specifications.

## **2.0 The Site**

- 2.1 The application site is located within the North West Quarter (Sports and Retail Park) of Central Milton Keynes (CMK). The site is allocated as Commercial Facilities and Other Shopping in the Local Plan, although the principle of the site to be used for sports and recreation has been found acceptable in the 2009 application at The Quadrant.
- 2.2 The application site itself includes a large area of hardstanding (car park – previously temporary for the station, and most recently as a compound for during The Quadrant development) with some tree and shrub planting along its boundaries. The site has an existing access onto Elders Gate to the north western boundary, the West Coast Main Line is located to the west and

Portway (A509) grid road to the north.

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

### **3.0 The Proposal**

- 3.1 Planning permission is sought for a change of use of the existing car park to a new sports facilities including sports pavilion (with changing rooms, a club room, kitchen, toilets and store rooms), a multi-use 3G artificial sports pitch, two external MUGAs, associated external lighting, fencing and on-site car parking.
- 3.2 The 3G sports pitch would measure 106m in length by 70m in width, and the sports pavilion would measure 14.1m deep by 31.1m wide, and have a height between 3.4m and 4.6m.
- 3.3 Two disabled parking spaces and two mini bus spaces would be provided within the site.
- 3.4 The site boundary treatment would include retention of the existing landscaping. A 3m high fence would be erected along all boundaries of the 3G sports pitch – netting extendable to 8m high apart from the section facing towards Elder Gate. A 3m high weldmesh fence and gates would be erected around the MUGA play surfaces.
- 3.5 Opening hours would be from 7:00 hrs to 23:00 hrs Mondays to Thursdays; and Fri/Sat 07:00 hrs to Midnight, and 09:00 hrs to 22:00 hrs on Sundays and Bank Holidays.
- 3.6 Amended plans were received showing the position of the proposed access gates, an amended Flood Risk Assessment, and additional information received regarding proposed lighting scheme and operational information.

### **4.0 REASON FOR REPORTING APPLICATION TO COMMITTEE**

- 4.1 There have been a number of objections to the scheme from members of the public which are outlined in Appendix A3.16 of this report.

### **5.0 RELEVANT POLICIES**

#### **5.1 National Policy**

National Planning Policy Framework 2012, sections:

- 2 (Ensuring the vitality of town centres)
- 4 (Promoting sustainable transport)
- 7 (Requiring good design)
- 8 (Promoting healthy communities)
- 10 (Meeting the challenge of climate change, flooding and coastal change)

11 (Conserving and enhancing the natural environment)

## 5.2 **Local Policy**

### Core Strategy

CS4 Retail and Leisure Development  
CS7 Central Milton Keynes  
CS11 A well connected Milton Keynes  
CS13 Ensuring High Quality Well Designed Places  
CS18 Healthier and Safer Communities  
CS20 The Historic and Natural Environment

## 5.3 Saved policies, Adopted Milton Keynes Local Plan 2001-2011

S1: General Principles  
S5: Central Milton Keynes  
D1: Impact of Development Proposals on Locality  
D2A: Urban Design Aspects of New Development  
D2: Design of Buildings  
D4: Sustainable Construction  
NE3: Biodiversity and Geological Enhancement  
T1: The Transport User Hierarchy  
T2: Access for those with Impaired Mobility  
T3: Pedestrians and Cyclists  
T10: Traffic  
T11: Transport Assessments and Travel Plans  
T15: Parking Provision  
CC8: Design and Layout  
CC9: Design of New Buildings  
CC16: North West Quarter  
L9: Arts, Entertainment and Commercial Leisure Facilities

## 5.4 Supplementary Planning Guidance

Central Milton Keynes Development Framework (2001)  
Parking Standards for Milton Keynes SPG (2005)  
Sustainable Construction SPD (2007)  
Milton Keynes Sports & Leisure Strategy 2009-2014

## 5.5 CMK Alliance Plan

SS4 Indicative Land Use Proposals

## 6.0 **MAIN ISSUES**

The main issues to take into account in the determination of this application include:

1. Principle of leisure use development on the site

2. Impact on the character and appearance of the area
3. Parking provision and highway safety
4. Impacts on occupiers of neighbouring properties
5. Ecology
6. Drainage and Flood Risk
7. Impacts on the adjacent railway line

## **7.0 RECOMMENDATION**

It is recommended that planning permission is granted subject to conditions as set out in Section 10 of this report.

## **8.0 CONSIDERATIONS**

### **8.1 Principle of leisure use development on the site**

- 8.1.1 The CMK Alliance Plan proposes that the site be used pre-dominantly for Class D1/D2 (which includes leisure uses), and potential for other various ancillary uses. The proposed leisure use complies with the CMK Alliance Plan and therefore the Milton Keynes Local Plan in this regard.
- 8.1.2 As mentioned, the application follows planning permission for the redevelopment of the former National Hockey Centre, Silbury Boulevard (The Quadrant) to the north east of the application site (under 09/01941/FUL).
- 8.1.3 The 2009 application was granted subject to a S106 agreement, which includes provision for a replacement fenced floodlit 3G synthetic turf pitch or pitches having dimensions of at least 106 metres by 70 metres, and a changing pavilion built in accordance with Sport England's specifications. A contribution of £1,145,000 was secured in the S106 to achieve this. The current application is a response to this requirement.
- 8.1.4 The principle of a leisure use on the current application site has therefore already been established under 09/01941/FUL. There have been no changes in local or national planning policy to come to a different view on the principle matter which has already been considered acceptable by the Council.
- 8.1.5 In addition, given the former National Hockey Centre had not been used for hockey purposes for a considerable length of time, and subsequent use of the site as a football ground (including by MK Dons), there was no requirement in the S106 for the new facilities to target hockey activities. Indeed the main thrust in the planning balance (in consultation with Sport England) was for provision of replacement football facilities. Members will note that Sport England support the current application for football facilities, albeit the scheme also includes multi use playing surfaces.
- 8.1.6 It is important to note that the Council's Sport and Active Communities Strategy (2014) highlights the requirement for an increase in new sporting

facilities and the Draft Playing Pitch Strategy, identifies a development for the Rugby and football specifications in Milton Keynes. The proposed development would also support Tennis and Basketball, and a pavilion for coach development and social opportunities. Collaboration with the FA, England Rugby, local clubs and community groups would enable the proposal to meet the needs of multiple sports in the community.

## **8.2 Impact on the character and appearance of the area**

### *Design and layout*

- 8.2.1 Given the relatively limited amount of development on the site currently, it makes a visually muted contribution to the character and appearance of the area. However, the amount of hardstanding and continuous hoarding boundary treatment make a less than desirable contribution to the visual amenity of the locality. The site does however include some existing boundary planting which provides a softer appearance.
- 8.2.2 The proposed playing surfaces and areas of hardstanding would not therefore have a significant additional impact on the visual amenity of the area. The limited size, scale and simple design of the proposed pavilion building would not have a dominating impact on the street scene. The proposed building would be in keeping with the character and appearance of the area.
- 8.2.3 Indeed, with careful consideration of external and surface materials, the proposed development is likely to have a positive visual impact when compared to the stark appearance of the existing site. Further details can be dealt with by condition. Removal of the existing boundary hoarding, and the introduction of additional landscaping opportunities on the site also support this. New landscaping within the site can be secured by condition.
- 8.2.4 The proposal includes 3m high fencing around the main 3G playing pitch—netting extendable to 8m high on all sides apart from the section facing towards Elder Gate. A 3m high weldmesh fence is also proposed around the MUGA pitches. At 3m high the fencing facing the road would not have a significant impact on the locality, particularly as it would be set back from the highway and in most cases screened by the retained landscaping along the site boundaries. Although the extended netting around the main playing pitch would be higher, it would only be located towards the ends of the pitch and the section facing onto the railway. Given its location and light weight material, it is considered that this would not have a significant impact on the character and appearance of the area. Further details of the fencing and netting could be secured by way of condition. There is also space for new planting which would further screen the development.
- 8.2.5 Similarly, proposed floodlighting can be controlled by condition. As shown, the amount of flood lighting would not exceed the amount of existing lamppost standards within the site, and would not therefore have a

detrimental impact on the character and appearance of the area. Further details have also been received showing that any glare would be kept to a minimum.

### *Landscaping*

- 8.2.6 The application site is adjacent to the main line railway and the associated Wildlife Corridor designation, although not within it. The Council's Landscape Architect has suggested that any landscape scheme will need to include native planting which relates to the wildlife corridor context. It is also suggested that a detailed scale landscape plan, cross sections of the level changes through the site be submitted. These issues can be dealt with by way of condition if the application is approved.
- 8.2.7 The Council's Landscape Architect has also suggested that a tree survey, arboricultural report and tree protection measures should be submitted. However, the trees within the site include young Horse Chestnuts along the site frontage which the applicant now proposes to remove. There would not therefore be a reasonable need for a tree survey and report in this case.
- 8.2.8 The reasons given for the removal of the existing trees relate to future conflict with and maintenance of the MUGAs, more over when the trees mature. Horse Chestnuts are large species once fully grown, and it is considered that there is a strong likelihood that there would be pressure for their future removal. The trees are not protected by Tree Preservation Order and there is no means to protect them by condition in perpetuity.
- 8.2.9 Whilst the removal of the existing trees is unfortunate, the applicant has offered to replace them with smaller native species such as Upright Hornbeam. This would limit the impact on the MUGAs as well as mitigate against the loss of the existing trees, and is considered to be an acceptable solution. The new tree planting can be dealt with in the landscape scheme condition.

## **8.3 Parking provision and highway safety**

### *Parking*

- 8.3.1 The application site is located within Zone 1 as set out in Parking Standards for Milton Keynes 2016. Although the parking standards do not specifically include playing pitches, they do include Assembly and Leisure uses (other than stadia and cinemas/theatres) which are required to provide 1 space per 73sqm of gross floor area. The same provision is required under Policy T4 of the CMK Alliance Plan for Assembly and Leisure use development.
- 8.3.2 The proposed pavilion building would have a floor area of 438.5sqm whereby a total of 6 off street parking spaces would be required if using the above standards. The proposal includes two disabled car parking

spaces, and two mini bus spaces, and four cycle stands, and would not provide bespoke parking spaces for general users.

- 8.3.3 However, the Council's Highways department, using on TRICS data provided by the applicant together with parking survey analysis undertaken by the Council, confirms that sufficient parking availability in the vicinity of the site during peak time usage of the proposed development.
- 8.3.4 Furthermore, it should be noted that use of the site would be in relation to educational / training activities or lunchtime and 'after work' hours five aside football. As such, there is low likelihood that there would be spectator attendance, particularly during the day when parking demand in the area would be higher. As established however, there is sufficient car parking within the vicinity of the site to cater for spectators if they were to attend.
- 8.3.5 Subject to conditions to secure the proposed parking and cycle parking prior to occupation, it is considered that the proposed development would not lead to congestion or an adverse stress on public parking areas within the locality.

#### *Highway Safety*

- 8.3.6 The proposed access is considered to be acceptable for the proposed use and operation.
- 8.3.7 The Council's Highways section initially raised concerns regarding the location of the proposed access gates, and their method of opening. Amended plans and additional information was subsequently received showing the position and design of the gates.
- 8.3.8 The gates would be located a minimum of 5m from the edge of the highway which is considered to be acceptable in terms of cars. However the concerns related to the potential for larger vehicles to over-hang the highway when waiting for the gates to be opened.
- 8.3.9 The applicant has confirmed that the gates will be left open all day from before opening to the public, to close. This can be conditioned to ensure that larger vehicles do not overhang the public highway. Subject to such a condition, it is considered that the proposed development would not lead to conditions prejudicial to highway safety, and is therefore considered acceptable in those terms.

#### **8.4 Impacts on occupiers of neighbouring properties**

- 8.4.1 Opening hours would be from 07:00 hrs to 23:00 hrs on Mondays - Thursdays; and 07:00 hrs to Midnight on Fridays/Saturdays, and 09:00 hrs to 22:00 hrs on Sundays and Bank Holidays.

- 8.4.2 The Council's Environmental Health department has not raised concerns with regard to impacts on any residential properties located on the opposite side of the railway to the west. This is mainly due to distance from the application site and screen landscaping.
- 8.4.3 Unusually, the main consideration relates to any potential impacts on office workers within the locality during working hours, namely at The Quadrant. However, as previously mentioned, the use of the site as a replacement sports facility has already been accepted in principle and secured in the s106 agreement for this office development (approved under 09/01941/FUL).
- 8.4.4 The main issues raised by the Council's Environmental Health officer relate to the potential for light spillage and noise nuisance.
- 8.4.5 In terms of light spillage, recommended conditions relate to back shields to the floodlighting, a cut off device to be fitted to the flood lighting, and that each flood lighting tower must be able to be switched off individually. These are reasonable requests. However, revised and additional information has been received in terms of the proposed lamp standard to be used, which include in built shields which are considered to be acceptable. The submitted Light Report indicates limited light spillage. The other issues can be secured by condition.
- 8.4.6 In terms of noise, recommended conditions relate to submission of a noise impact assessment and the recommendations of the report to be implemented into the scheme before first use. However, given the principle of the development has already been agreed, such a request for a full noise impact assessment is considered over onerous in this case. It would however be reasonable to include a condition for further details of noise mitigation and/or a management plan to be submitted and agreed prior first occupation of the development.
- 8.4.7 Subject to such conditions, it is considered that the proposed development would not lead to significant impacts on the occupiers of nearby commercial buildings in this case. The proposal therefore complies with relevant policies in the Local Plan, CMK Neighbourhood Plan, and the aims of the NPPF in this regard.

## **8.5 Ecology**

- 8.5.1 As mentioned the site is adjacent to the main line railway and the associated Wildlife Corridor designation. The Council's Countryside Officer suggests a condition for habitat/biodiversity improvement and management plan. Whilst limited, there are opportunities to introduce biodiversity and wildlife habitat into the scheme.
- 8.5.2 Considering the adjacent designation of the land, this is a reasonable request in this case. Subject to this condition, it is considered that the proposed development complies with relevant policies in the Local Plan,



and the aims of the NPPF.

- 8.5.3 Although removal of the existing Horse Chestnut trees to the site frontage is unfortunate, the applicant has offered to replace them with smaller native species such as Upright Hornbeam. The new native planting scheme would contribute towards local biodiversity.

## **8.6 Drainage and Flood Risk**

- 8.6.1 The Council's Strategic Flood Management section stated that whilst the proposed drainage strategy and approach was appropriate in general terms, some clarifications, additional information and calculations were required to complete a full review of the drainage proposals.
- 8.6.2 A revised Flood Risk Assessment and supporting information have subsequently been received from the applicant. Officers are now satisfied that the additional/revised information provided would provide an adequate drainage scheme and associated management and maintenance plan.
- 8.6.3 Subject to a condition for the development to be carried out in accordance with the approved details, it is considered that the proposed development complies with Milton Keynes Core Strategy Policy CS13 and the aims and objectives of the National Planning Policy Framework 2012.

## **8.7 Impacts on the adjacent railway line**

- 8.7.1 Concerns have been raised by neighbouring occupiers of the potential for footballs to escape over the fence and onto the railway line. However, the proposals include a rigid 3m high boundary fence, plus a mess net extension designed specially to catch footballs from escaping the enclosure. Furthermore, Network Rail has not raised any concerns in this regard.
- 8.7.2 Network Rail has stated that there is an operational access to a "Maintenance Depot", and that the access must remain open and unblocked at all times. The access is outside the red line application site boundary and would not be affected. However, it may be prudent for an informative to be included to draw the issue to the applicants attention.

## **9.0 CONCLUSIONS**

The proposed development is acceptable, as it would be in keeping with the varied character and appearance of the street scene, there would be adequate space for new/replacement planting and potential for ecological improvements on site. The development would not lead to any highway safety issues within the locality, adequate parking would be provided on site and by local public parking facilities, and an acceptable drainage strategy can be factored into the scheme. The proposal would not lead to significant impacts on the users of nearby commercial buildings, or on the adjacent railway line. The proposal therefore complies with the relevant

saved policies in the Milton Keynes Local Plan 2005, CMK Alliance Plan 2015, and with the aims and objectives of the National Planning Policy Framework 2012.

## **10.0 CONDITIONS**

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

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

2. The external materials to be used in the development shall be in accordance with samples to be submitted to and approved in writing by the Local Planning Authority before any work is commenced.(M03)

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

3. Prior to the commencement of the development hereby permitted a landscaping scheme, which shall include details of both soft and hard landscaping shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show the numbers, types and sizes of trees, shrubs and plants to be planted and their location in relation to proposed buildings, roads, footpaths, hard surfacing and services (including those underground). All planting in accordance with the scheme shall be carried out within the first planting season following completion of the development, or before first occupation of the development, whichever is the sooner. Any trees or shrubs removed, dying, severely damaged or diseased within five years of planting shall be replaced in the next planting season with trees or shrubs of such size and species as may be agreed by the Local Planning Authority.

Reason: To protect the appearance and character of the area and to minimise the effect of development on the area.

4. Prior to the commencement of the development hereby permitted a habitat/biodiversity improvement and management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be carried out in full in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect the adjacent Wildlife Corridor and to ensure the best possible conditions are provided to encourage wildlife on the application site.

5. The opening hours of the development and use hereby approved shall be between the hours of 07:00 hrs to 23:00 hrs on Mondays -Thursdays; and 07:00 hrs to Midnight on Fridays/Saturdays, and 09:00 hrs to 22:00 hrs on

Sundays and Bank Holidays, and at no other times.

Reason: So the Local Planning Authority can retain control of the site, in the interests of the amenity, character and appearance of the area.

6. Prior to commencement of works on site, details of noise mitigation and/or a management plan shall be submitted and approved in writing by the Local Planning Authority. The approved measures shall be implemented in full prior first occupation of the development or as otherwise agreed in writing by the Local Planning Authority.

Reason: To reduce noise spillage where possible, and to protect the amenity, character and appearance of the area.

7. All flood light towers and lamps shall be constructed in accordance with the approved details (Philips OptiVisor, Olympic light details, light report, lighting mast drawings), each flood light tower/lamp shall be fitted with an automatic cut off device, and each flood light tower must be able to be switched off individually.

To prevent the glare of the lamps causing nuisance to office workers in the locality, and to ensure the lights are not accidentally left on at night, in the interest of the visual amenity of the locality.

8. The new gates hereby approved shall be constructed in accordance with the approved details, and shall be opened a minimum of 30 minutes before the first customer booking, visitor or expected deliveries on any given day, remain open during the day, and closed only once the last customer, visitor or delivery vehicle has left the site.

Reason: To ensure that vehicles do not overhang the public highway when waiting to open the gates. In the interests of highway and pedestrian safety within the locality.

9. The car parking area shown on the approved drawings shall be constructed, surfaced and permanently marked out in accordance with the approved plans, prior to the first use and occupation of the development hereby permitted. 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 to meet the needs of the development, so that the development does not prejudice the free flow of traffic or the safety on the neighbouring highway within the locality.

10. Prior to commencement of works on site, details of bicycle parking shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and the cycle parking shall be retained thereafter.

Reason: To ensure that adequate parking facilities are provided to meet the needs of the development.

11. Prior to commencement of works on site, existing and proposed ground levels shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

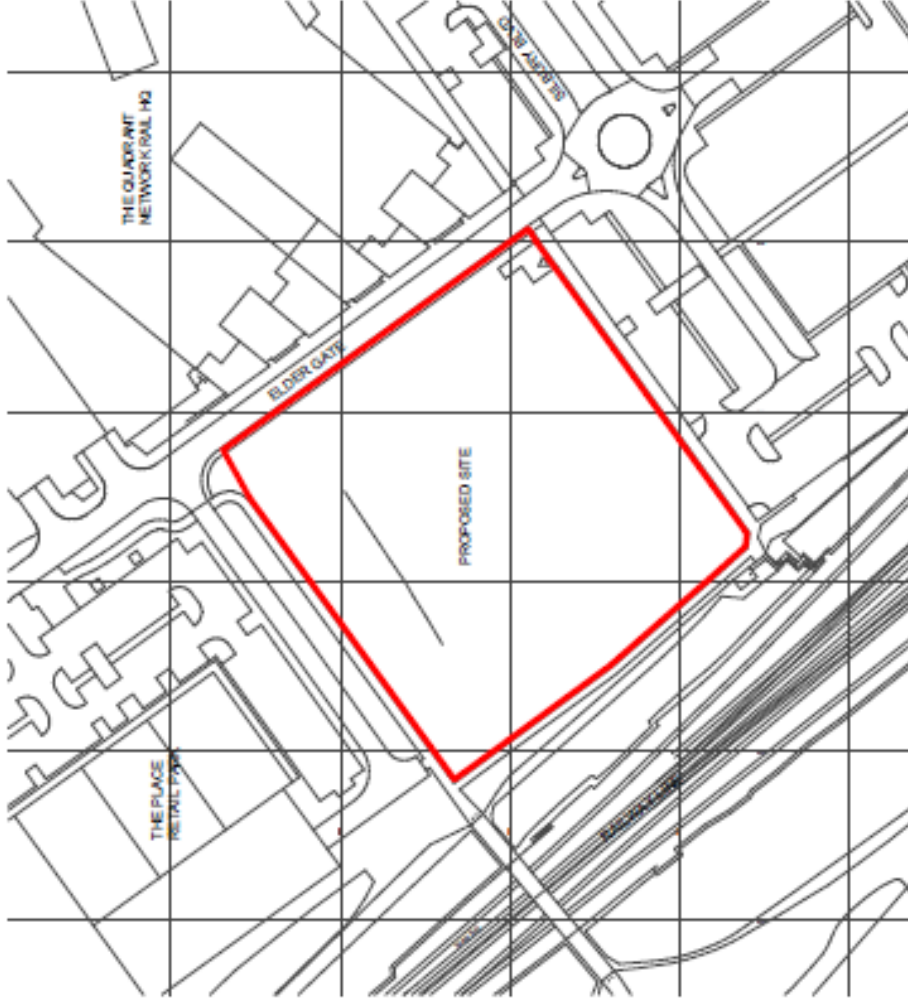
Reason: To ensure a satisfactory appearance in the interest of the visual amenity of the area.

12. The development hereby permitted shall be carried out entirely in accordance with the approved surface water drainage scheme and associated management and maintenance plan outlined within BCAL Consulting FRA Feb 2016 (Report Reference: 5312R001A FRA). The surface water drainage scheme so provided shall be retained and maintained thereafter.

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

13. The development shall be carried out in accordance with the following approved plans and details:

Philips OptiVisor details (received on 05/02/2016), Olympic light details, Light Report, lighting mast drawings (no numbers), drawing numbers 970-108 Revision P1, 970-109 Revision P1 (received on 23/12/2015), 970-100, TS15-191A\2, 970-110 Revision A, and 970-111 Revision A (electronically registered on 29/09/2015), and 970-101 Revision G (electronically registered on 29/02/2016).



**NOTES**

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**REVISIONS**

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|      |        | 1: 6500 | Planning |

| DRAWING NUMBER | REVISION |
|----------------|----------|
| 05/160         |          |

**CMK SPORTS PAVILION  
 ELDER GATE, MILTON KEYNES  
 LOCATION PLAN**

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**CMS SPORTS PAVILION**  
 ELDER GATE, MILTON KEYNES  
**SITE PLAN**  
 DATE: JULY 2015  
 SCALE: 1:5000  
 DRAWING NO: 970-101

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**LEGEND**  
 ■ PROPOSED  
 ■ EXISTING  
 ■ TO BE DEMOLISHED  
 ■ TO BE REDEVELOPED  
 ■ TO BE REDEVELOPED WITH A DIFFERENT USE  
 ■ TO BE REDEVELOPED WITH A DIFFERENT USE AND A DIFFERENT HEIGHT  
 ■ TO BE REDEVELOPED WITH A DIFFERENT USE AND A DIFFERENT HEIGHT AND A DIFFERENT FOOTPRINT













## **Appendix to 15/01792/FUL**

### **A1.0 RELEVANT PLANNING HISTORY**

#### **A1.1 Application Site**

07/00303/FUL  
CONSTRUCTION OF TEMPORARY STATION CAR PARK  
NPW 11.12.2009

12/02289/EIASC  
Request for screening opinion for replacement CMK floodlit artificial pitch, changing facilities, boundary fencing and ancillary car parking  
EIANRQ 27.09.2013

15/01792/FUL  
Change of use of existing car park to new sports facilities including sports pavilion with changing rooms, a multi-use 3G artificial sports pitch, two external MUGAs, associated external lighting, fencing and on-site car parking  
PDE

A1.2 09/01941/FUL  
Erection of 37,790sqm Office Building, consisting of Four Blocks Linked by Central Atrium, and Two Multi-Storey Car Parks.  
Conditional Permission, subject to s106 agreement which included provision of a replacement sports facility on the current application site.

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

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

A2.1 None

### **A3.0 CONSULTATIONS AND REPRESENTATIONS**

*(Who has been consulted on the application and the responses received. The following are a brief description of the comments made. The full comments can be read via the Council's web site)*

#### **Comments**

#### **Officer Response**

#### **A3.1 Highways Development Control**

No objection subject to conditions to secure the parking provision, and further details of cycle parking.

Further information requested regarding access gates.

Noted. Amended plans and additional information has been received showing the position and design of the gates, and stating the gates will be left open all day from before opening to close.

#### **A3.2 MKC Urban Design**

The fencing around the site needs to be attractive and visually permeable. Where possible there should be some landscaping in front of the fencing to further soften its appearance of the fence

The building entrance could have related to the existing porte-coche and the parking at the end of Silbury Boulevard. However, I acknowledge that by addressing Elder Gate the building faces the busiest street that the site abuts.

Sample building materials need to be submitted.

Concern that render is a material which is not used widely across Central Milton Keynes and the large area of blank white wall at the front of the proposed pavilion may attract graffiti.

Noted.

Further details of external materials, fencing and landscaping can be dealt with by condition.

### A3.3 **Crime Prevention Design Advisor**

No representations received at the time of writing this report.

### A3.4 **Leisure Facilities Officer**

No representations received at the time of writing this report.

### A3.5 **Landscape Architect**

In summary:

#### *Main Line Rail Wildlife Corridor Designation:*

The application site is adjacent to the main line railway and the associated Wildlife Corridor designation. Milton Keynes Wildlife Corridors are given the same status as Milton Keynes Wildlife Sites and are equivalent to the "County Wildlife Site" designation used by many other local authorities. They are pathways containing habitats that encourage the movement of plants and animals between important wildlife sites. The landscape scheme will need to include native tree planting which relates to the wildlife corridor context.

#### *Landscape Scheme:*

This planning application has not been supported by a landscape scheme, tree condition survey, ecological assessment of the site, or a habitat/biodiversity improvement plan.

Noted. Such issues can be adequately dealt with by way of condition.

Suggests that a detailed scale landscape plan, cross sections, tree survey, arboricultural report and tree protection measures should be submitted.

**A3.6 Landscape Services Manager – Trees**

No representations received at the time of writing this report.

**A3.7 Councils Countryside Officer**

Suggests a condition for habitat/biodiversity improvement and management plan.

Also suggests informatives regarding protection of bird habitat and that the spoil heaps on site should be carefully de-constructed by hand to ensure that in the eventuality that reptiles are present, they are not harmed and are given the opportunity to escape to suitable habitat.

Noted. Such issues can be adequately dealt with by way of condition.

**A3.8 Economic Development**

No requirement for an Economic Development report in this case.

**A3.9 Environmental Health Manager**

The development will likely cause noise and light nuisance. When operated the full size pitch will likely be divided into 3 segments that will be hired out to 5 a side football teams and other sport users. This will increase the impact of noise from the ball striking the fence, shouting screaming,

Subject to such conditions for sound mitigation and lighting, it is considered that the proposed development would not lead to significant impacts on the occupiers of nearby commercial buildings in this case. The proposal therefore complies with relevant policies in the Local Plan, CMK

referees whistles and spectators chanting and cheering.

Neighbourhood Plan, and the aims of the NPPF in this regard.

The recommended separation distance from the nearest noise receptor is 50m. However, this cannot be achieved at this site.

A restriction on the hours of operation might be required.

Note, in other similar developments light from the glare of the luminaries have generated complaints.

Recommends the following conditions

#### Light

- All flood light towers closest to the network rail office building to be fitted with back shields to prevent the glare of the lamps causing nuisance – satisfied with additional information provided that this is no longer required.
- An automatic cut off device to be fitted to the flood lighting to ensure they are not accidentally left on.
- Each flood lighting tower must be able to be switched off individually.

#### Noise

- A noise impact assessment is required to identify the nearest noise receptors and the likely impact noise from the use of the pitch/s will have.
- The recommendations of the report to be implemented into the scheme before first use



### A3.10 **Sport England**

Supports the application.

Noted.

No further comment to make on the additional information provided.

### A3.11 **Network Rail**

Concerns raised around the current lack of suitable employee car parking in the vicinity of the Quadrant. Developing this facility so close to the Quadrant, Milton Keynes will not assist us in alleviating the parking problems in this area.

Noted. Members need to consider the application on its own individual merits, and whether adequate parking is provided for the proposed use and operation.

Recommends the site is used for parking.

There is an operational access to a “Maintenance Depot” which is not for the travelling public and as such not a station facility – this access must remain open and unblocked around the clock (24/7, 365).

The operational access issue is noted, although it would appear that this is not within the site boundary, nor would the proposal block this access. It may be prudent to include an informative, however.

### A3.12 **Strategic Flood Management**

No objection subject to a condition to ensure the scheme is carried out in accordance with the submitted (revised) surface water drainage scheme and associated management and maintenance plan.

Noted.

### A3.13 Central Milton Keynes Town Council

The application is for a change of use of an existing (disused) car park to a new community sports facility including single-storey pavilion with changing rooms and kitchen/club room, a multi-use 3G artificial sports pitch, two external multi-use games areas (MUGAs), and associated external lighting, fencing and on-site parking.

The CMK Town Council supports this application subject to the following:

- Proposed condition/amendment: to improve the public pavement that fronts the site along Grafton Gate. Currently this public pavement is only about 1.6m wide and consists of an unsightly and uneven patchwork of tarmac. The tarmac needs to be replaced with paving slabs and the footpath widened to about 3m as per standard public pavements in CMK.

The Town Council would also make the following comments/observations:

Entrance: we think the entrance to the pavilion needs more prominence and suggest that this could be achieved with external artwork or signage or both (e.g. a large totem) outside the main entrance to provide a focal point when walking along Elder Gate from the station. This could be added at a later date.

Fencing: the Design and Access statement indicates that

Planning conditions, need to meet tests such as (and not limited to) be relevant to the development, reasonable, and required to make a planning proposal acceptable in planning terms. Whilst noted, a condition to widen an existing pavement is not required to make the development acceptable, and is therefore unreasonable in this case.

The design and layout of the proposed development has been discussed in the main appraisal above. Subject to conditions regarding external materials, officers consider that the proposal would be in keeping with the character and appearance of the area. Approval is recommended on this basis.

Additional details have been received which provide adequate information relating to the type of fencing to be used which can be secured by condition.

there will be a 3m high rigid fence with an additional 2m high netting on top around three sides of the pitch. Heights and material need to be confirmed and/or amended prior to submission.

Flood lighting: we understand that 'focussed LED' flood lighting will be used which minimises light pollution and potential night disturbance for surrounding areas (e.g. residents in Loughton).

The Town Council has considered the proposed changes to the above application. The proposed changes are acceptable and the Town Council's previous comments on the scheme remain unchanged.

Additional details have been received which provide adequate information relating to the type of lighting to be used which can be secured by condition. This has been discussed in the main report above.

Noted.

**A3.14 Ward - Central Milton Keynes - Cllr Betteley**

No representations received at the time of writing this report.

**A3.15 Ward - Central Milton Keynes - Cllr Wallis**

No representations received at the time of writing this report.

**A3.16 Ward - Central Milton Keynes - Cllr Williams**

No representations received at the time of writing this report.

### A3.17 Local Residents/Commercial Users

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

Part First Nd Part Second Floor Right Pheonix House 202 - 300 Elder Gate

Part Third Floor Right Pheonix House 202 - 300 Elder Gate

Pheonix House 202-300 Elder Gate Central Milton Keynes

Part Ground And Part First Floor Left Pheonix House 202 - 300 Elder Gate

Part Third Floor Left Pheonix House 202 - 300 Elder Gate

Site Office Elder Gate Central Milton Keynes

The Quadrant Mk Elder Gate Central Milton Keynes

2 The Place Retail Park Elder Gate

12 The Place Retail Park Elder Gate

16 The Place Retail Park Elder Gate

Unit D1 The Place Retail Park Elder Gate

Unit D2 The Place Retail Park Elder Gate

Representations were received from the occupants of The Quadrant (Mr Mark Foster and Mr Martin Emes), 26 Kerry Hill, Oakridge Park, 2 Mormandy Way, Bletchley, and 1 Goldsmith Drive, Newport Pagnell, with the following concerns and objections:

These issues have been discussed in the main appraisal of the report.

- The site should be used as a car park
- Safety issue with ball going onto the railway line
- Objection to being used on weekdays due to parking demand in the area – traffic at peak times
- Does Milton Keynes need a new sports facility?

Representations were received from the occupant at 26 Kerry Hill, Oakridge Park in support of the application.