

**Application Number: 15/02768/OUT**  
Major

**Outline application for the construction of up to 240 dwellings with garaging; parking; public open space; landscaping; new vehicular and pedestrian accesses; highway works, foul and surface water drainage infrastructure and all ancillary works**

**AT Site South East of, Elmswell Gate, Towergate**

**FOR The Fairfield Partnership**

**Target:** 9th February 2016

**Ward:** Danesborough And Walton

**Parish:** Wavendon Parish Council

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## **1.0 INTRODUCTION**

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

1.1 The main section of the report set out below draws together the core issues in relation to the application including policy and other key material considerations. This is supplemented by an appendix which brings together, planning history, additional matters and summaries of consultees' responses and public representations. Full details of the application, including plans, supplementary documents, consultee responses and public representations are available on the Council's Public Access system [www.milton-keynes.gov.uk/publicaccess](http://www.milton-keynes.gov.uk/publicaccess). All matters have been taken into account in writing this report and recommendation.

### **1.2 The Site**

The application site is 11.97 hectare of predominantly agricultural land within a triangle parcel bounded by Groveway (H9), Newport Road (A5130) and Stockwell Lane. The site forms part of the Strategic Land Allocation which is identified in the Council's Core Strategy to deliver up to 2,900 dwellings with supporting infrastructure including a local centre, a secondary school, two primary schools, playing fields and strategic open space.

1.3 To the north the site is bounded by a car show room and garage facility, which has a vehicular access onto the H9. To the east the site the site is bounded by Stockwell Lane which provides a vehicular access into The Stables music and education venue. On the adjacent side of Stockwell Lane is land allocated

as a part of the Strategic Land Allocation which benefits from outline permission for the development of sports fields and a sports pavilion. To the south of the site is The Stables music venue, which is accessed via Stockwell Lane. To the south west of the application site is the existing Wavendon Tower business park which is a campus of five office blocks. There is currently an outline application proposing the development of up to 134 dwellings on this site, with a road link into the southern boundary of the application site. The remainder of the land to the west of the application site is allocated within the adopted Local Plan for an employment use, but is currently undeveloped.

- 1.4 The application site is broadly triangular in shape and consists of land predominantly in agricultural use, the southern element of the site adjoins The Stables music and theatre venue. Existing hedgerows surround the majority of the site and traverse the site at locations which coincide with field boundaries. The application's redline boundary also includes the access route through the Homes and Communities Agency land and a section of redway on the south side of Groveway (the H9).
- 1.5 The topography of the site slopes northwards by approximately 10 metres from Wavendon village towards the Kingston roundabout. Details of the location of the site and its relationship to surrounding properties can be seen in the plans attached to this report.
- 1.6 **The Proposal**  
This planning application seeks outline planning permission for the development of up to 240 dwellings including approval for the strategic access into the site. All other matters including layout, landscaping, appearance, scale and internal access arrangements would be considered as part of any reserved matters applications.
- 1.7 The application is accompanied by a Planning Statement, Design and Access Statement, Transport Assessment, Residential Travel Plan, Flood Risk Assessment Affordable Housing, Archaeology Report, Noise Assessment, Landscape and Visual Assessment, Sustainability Statement and Ecology Assessment.
- 1.8 The application proposes an access into the site from the H9 Groveway across the neighbouring site which is in the HCA's ownership which includes two spurs, one north into the Thurlow Nunn garage site and one south into the HCA owned land which is currently still allocated for an employment use.
- 1.9 Two pedestrian/ cycle links are proposed onto the A5130 (Newport Road). The application also proposes a bus gate providing access into the site from Stockwell Lane. The bus gate will be a controlled access for use by buses only.
- 1.10 The proposed development would comprise of up to 240 dwellings, at an average density of 25 dwellings per hectare. The applicant is proposing to provide 30% affordable housing (25% social rents and 5% shared ownership).

- 1.11 A Conceptual Layout has been submitted showing a series of residential development blocks, indicative areas of open space, possible locations for key buildings and suggested road layout within the site. The Conceptual Layout broadly shows higher densities in the north of the site and a reduction in density towards the southern boundary around the areas of open space. The Conceptual Layout shows the retention of the existing open space which separates the application site from The Stables to the south and further open space provision to the west creating a buffer to the proposed residential development beyond. The Conceptual layout also shows a vehicular link into the Hewlett Packard site to the south of the application site which is currently subject to an outline planning permission for up to 134 dwellings.
- 1.12 The Conceptual Layout has been appended to this report. However, it should be noted that the Conceptual Layout and the other parameter plans have been submitted for illustrative purposes only and do not form part of the proposals under consideration as part of this outline planning application.

## **2.0 RELEVANT POLICIES**

*(The most important policy considerations relating to this application)*

### **2.1 National Policy**

National Planning Policy Framework (2012) paragraphs:

- 14 Presumption in Favour of Sustainable Development
- 32 Transport Statements
- 39 Parking
- 47, 49 identify a 5 year housing land supply with an additional 5% buffer
- 50 Mix of housing
- 51 Change of Use To Residential
- 56, 57, 60, 61,63,64 Design
- 7, 109 and 118 – Biodiversity Enhancements
- 69 Crime
- 70 Deliver Social, Recreational and Cultural Facilities the Community Needs
- 96 take account of land form, layout, building orientation, massing and landscaping to minimise energy consumption
- 98 Sustainability
- 103 Flood Risk
- 109 Conserving and Enhancing the Natural Environment
- 112 Take account economic and other benefits if best and most versatile agricultural land
- 117 Minimising Impacts on Biodiversity and Geodiversity
- 118 Conserve and Enhance Biodiversity
- 111 Reuse of Brownfield Land
- 121 Ground Conditions
- 123 Noise
- 125 Light
- 196-198 determining applications
- 216 Annex 1 Implementation

## 2.2 **Local Policy**

### Core Strategy

CS5 Strategic Land Allocation  
CS10 Housing  
CS11 A Well Connected Milton Keynes  
CS12 Delivering Successful Neighbourhoods  
CS13 Ensuring High Quality Well Designed Places  
CS19 Healthier and Safer Communities  
CS20 The Historic and Natural Environment  
CS22 Delivering Infrastructure

## 2.3 Adopted Milton Keynes Local Plan 2001-2011

S3 City Expansion Areas  
D1 Impact of Development Proposals on Locality  
D2 Design of Buildings  
D2A Urban Design Aspects of New Developments  
D4 Sustainable Construction  
HE1 Protection of Archaeological Sites  
NE1 Nature Conservation Sites  
NE2 Protected Species  
NE3 Biodiversity and Geological Enhancement  
NE4 Conserving and Enhancing Landscape Character  
T2 Access For Those With Impaired Mobility  
T3,T4 Pedestrians and Cyclists  
T5 Public Transport  
T10 Traffic  
T15 Parking Provision  
T17 Traffic Calming  
H1 Land Allocated for Housing  
H2- H5 Affordable Housing  
H8 Housing Density  
H9 Housing Mix  
L3 Open Space Standards of Provision  
P04 Planning Obligations

## 2.4 Supplementary Planning Guidance

Milton Keynes Parking Standards 2016  
Planning Obligations SPG for Education Facilities (2004)  
Planning Obligations SPG for Leisure, Recreation and Sport Facilities (2005)  
Social Infrastructure Planning Obligations (2005)  
The Milton Keynes Drainage Strategy - Development and Flood Risk  
Supplementary Planning Guidance  
Sustainable Construction (2007)  
Affordable Housing (2013)  
New Residential Development Design Guide (April 2012)  
Strategic Land Allocation Development Framework (2013)

## 2.5 Wavendon Neighbourhood Plan

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

submission public consultation and therefore carries very limited weight at this time.

### **3.0 MAIN ISSUES**

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

#### **3.1 The Principle of Development in this Location**

The provision of housing development on the application site is in accordance with Policies CS1, CS2 and CS5 of the Core Strategy and the adopted Strategic Land Allocation Development Framework SPD and would facilitate the expansion of the Borough. The principle of residential development is therefore considered to be acceptable.

#### **3.2 Design and Layout**

The scale, design and layout of the development and the internal roads and footpaths are not matters for consideration as part of this application. A Conceptual Layout has been submitted for illustrative purposes only to demonstrate that the proposed development is capable of being accommodated within the application site and forming an appropriate extension to the existing urban edge without detriment to the surrounding areas. The submission of a site wide Design Code prior to the submission of any reserved matters application will be secured by s106

#### **3.3 Density**

The proposed net residential density of an average of 25dph is in accordance with the 25dph recommended in the Strategic Land Allocation Development Framework SPD and is considered appropriate to the site context.

#### **3.4 Site Access**

The applicant proposes an access into the site from H9 (Grovelway) the access would provide two further spurs, one linking into the garage site to the north and one providing access into the remainder of the Towergate site. The proposed access is in accordance with the Strategic Land Allocation Development Framework SPD. The alignment of the access has been staggered to avoid any conflict with the adjacent Isaacson Drive access on this basis the proposal is considered to be in accordance with the Strategic Land Allocation Development Framework SPD and is therefore considered acceptable.

#### **3.5 Planning Obligations**

The application includes on- and off-site infrastructure contributions through the Milton Keynes Tariff and land at nil value for neighbourhood play area and incidental areas of public open space. These contributions, together with the provision of 30% affordable housing, would be secured through a S106 Agreement. The applicant has confirmed a commitment to pay contributions towards education facilities through the Tariff and therefore is considered to have adequately met the education requirements of the proposed development. The applicant has confirmed a commitment to pay contributions towards health facilities through the Tariff and therefore is considered to have

adequately met the health requirements of the proposed development.

#### **4.0 RECOMMENDATION**

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

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

#### **5.0 CONSIDERATIONS**

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

##### **5.1 The Principle of Development**

The application site was originally identified as open countryside in the Milton Keynes Local Plan 2001-2011. The site has since been allocated for residential development as part of the Strategic Land Allocation as defined in the Council's Core Strategy which was adopted in July 2013 following extensive development and consultation and a subsequent Examination in Public by an Independent Inspector. The principle of development is therefore established.

- 5.2 The Development Strategy for Milton Keynes contained in Policy CS1 of the Core Strategy sets out a settlement hierarchy comprising a sequential approach to sustainable site selection. The settlement hierarchy confirms that the Strategic Land Allocation, as a sustainable urban extension adjoining the existing urban boundary, is one of the Council's main areas for development.
- 5.3 In addition, Policy CS2 of the Core Strategy states that the total housing requirement for the Borough up to 2026 is for a minimum of 28,000 homes. The policy estimates that the Strategic Land Allocation can accommodate up to 2,900 homes and is therefore a significant contributor towards the Council's housing requirements.
- 5.4 In total, the number of dwellings permitted so far in the Strategic Land Allocation is as follows:

Land at Eagle Farm South (13/02381/OUTEIS)	410 dwellings
Land at Glebe Farm (13/02382/OUTEIS)	1,140 dwellings
Land at Wavendon Golf Centre (14/00350/OUTEIS)	400 dwellings
Land West of Eagle Farm South (14/02167/OUTEIS)	385 dwellings
The Gables	34 dwellings
Total	2,369 dwellings

5.5 An additional 240 dwellings would mean the total number of dwellings permitted in the Strategic Land Allocation would be 2,609 dwellings which is consistent with the overall total allocation taking into consideration the anticipated number of dwellings on other sites within the Strategic Land Allocation that are yet to come forward.

5.6 Policy CS5 of the Core Strategy confirms that development in the Strategic Land Allocation will be permitted in accordance with other relevant policies in the Development Plan and subject to a series of key development principles. More detailed guidance against which the principles of Policy CS5 of the Core Strategy are assessed is contained in the Strategic Land Allocation Development Framework SPD which was adopted in November 2013. The subsequent sections of this report will consider these principles in more detail.

5.7 5 Year Housing Land Supply

Policy CS2 of the Core Strategy and table 5.2 identifies the 'Housing Land Supply Position between 2010 and 2026'. The total housing requirement for the Borough up to 2026 is for a minimum of 28,000 homes. The policy estimates that the Strategic Land Allocation can accommodate up to 2,900 homes plus other uses to meet the housing targets of the Core Strategy. The Council has recently been found not to have a five year housing supply. The application site is included in the Council's housing trajectory for the calculation of the five year housing land supply.

5.8 Paragraph 49 of the NPPF states that:

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

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

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

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
- specific policies in this Framework indicate development should be restricted."*

The starting point for the determination of this application is the fact that the Authority cannot demonstrate a 5 year housing land supply, and the proposed development would make a significant contribute towards meeting the

identified shortfall. An assessment must be made on whether the proposal can be considered to be sustainable development in terms of economic, social and environmental role as set out in the NPPF. The application site is considered to comply with the sustainable development principles set out within the NPPF on the basis that forms part of a site allocated for a Strategic Land Allocation and has been allocated as a part of a sustainable strategic development.

5.9 Furthermore this site is allocated for housing delivery and the principle of this use on the site established within local planning policy. On this basis it is considered that the proposal would contribute to the housing supply and would not prejudice the Local Plan process in this regard. If this site is not brought forward for housing delivery the shortfall in the five year housing land supply will be further exacerbated.

5.10 In summary, the development proposals are located within an area allocated for residential development within policies CS2 and CS5 of the Core Strategy. As such it accords with the strategic housing policies of the Core Strategy, but most importantly in the context that Milton Keynes Council cannot demonstrate a 5 year housing supply, the proposal complies with the sustainable development principles outlined in the NPPF. On this basis it is considered that the principle of residential development on this site has previously been established within policies CS2, CS5 and the proposals accord with the sustainable development tests as set out within the NPPF whilst not prejudicing the Local Plan.

5.11 **Design and Layout**

The detailed scale, design and layout of the development and the internal roads and footpaths within the site are not matters for consideration as part of this application. Notwithstanding, the applicant has submitted a Conceptual Layout for illustrative purposes only to demonstrate how a development of up to 240 dwellings could respond to the key principles of Policy CS5 of the Core Strategy and the more detailed design guidance contained in the Strategic Land Allocation Development Framework SPD.

5.12 Policy CS5 of the Core Strategy states that development in the Strategic Land Allocation will be permitted in accordance with other relevant policies in the Development Plan and the 19 Principles of development set out within the policy. These principles are defined in more detail in the Strategic Land Allocation Development Framework Supplementary Planning Document. The purpose of this document is to ensure that the Strategic Land Allocation is brought forward in a strategic and comprehensive manner. The framework sets out that design codes will be required for each phase or site, and will be prepared by the developers and approved by Milton Keynes Council, as such a design code will be required for the development of this site.

5.13 The Conceptual Layout reflects the Indicative Development Framework Plan in the Strategic Land Allocation Development Framework SPD and shows a single point of vehicle access into/out of the site onto Groveway. The illustrative site layout also shows the open space network in accordance with



the development framework. More specifically a green buffer is shown in the south of the development boundary which would provide separation from the proposed residential development and The Stables to avoid future conflict between the two uses.

- 5.14 A noise assessment has been submitted in support of the application, noise monitoring was carried out to assess the impact of noise from The Stables, car dealership, Groveway (H9) and Newport Road. Whilst there is no objection to the principle of residential development within the site consideration will need to be given to the provision of adequate separation between the proposed residential dwellings and neighbouring uses.
- 5.15 The Conceptual Layout indicates the retention of existing hedgerows around the north, east and western boundaries of the site. This is considered to assist in maintaining the degree of visual containment afforded to the site, retaining the character of Stockwell Lane and providing a clear separation between the garage to the north and future residential use. The proposals indicate additional hedgerow planting to strengthen the existing boundaries and the planting of new hedgerows on the site's southern boundary to provide visual separation between the site and neighbouring uses. It is therefore considered that whilst the introduction of the proposals into this setting would result in a degree of localised change, the application site has the capacity to accommodate the development without detriment to the overall character and integrity of existing settlements in accordance with Policy CS5(3) of the Core Strategy.
- 5.16 The applicant states that the proposed development would incorporate a range of house sizes and types to reflect local housing need and to promote a balanced residential community. The exact nature of the housing mix to be provided would be confirmed through any future reserved matters application. The proposed building heights and massing principles respond to the conditions, context and character of the site. Higher density development and building heights will be located in the northern element of the site with density and building heights reducing at the southern site boundary. The scale of the development would be expected to accord with the principles set within the wider SLA.
- 5.17 Obligations within the section 106 agreement require the submission of a Design Code to the Council for approval prior to the submission of any application for the approval of reserved matters. The Design Code would establish the detailed design parameters for the whole site including character areas, the density and general massing of development, highways, landscaping and architecture. The submission of a Design Code would be in accordance with policy CS5 and would build on the design principles included within the outline application.
- 5.18 Overall, Officers are satisfied that the proposed development is capable of being accommodated within the application site and forming an appropriate extension to the existing urban edge without detriment to the surrounding areas. The application is therefore in accordance with the key development

principles in Policy CS5 and Policy CS13 of the Core Strategy which promotes the delivery of high quality and well-designed places.

5.19 **Density**

The Strategic Land Allocation Development Framework SPD states that within the application site, development should be at an overall net density of around 25dph. The applicant is proposing an average site wide density of 25 dph which would be in accordance with the densities set out within the Development Framework.

5.20 The provision of densities over the application site would vary as part of any detailed development proposals and appropriate density levels for the differing areas within the site should be in accordance with the Strategic Land Allocation Development Framework SPD and would be established through the Design Code. The Design and Access Statement proposes the division of the site into three character areas with variations in density between the areas to provide distinct differences in characters. The principles of density variations within the site should be established within the Design Code. It is anticipated that once a detailed layout is developed for the site taking into account the Council's standards for allocated and unallocated parking, road and footpath widths, rear garden depths and setback distances, the number of dwellings that are able to be achieved could be less than the 240 maximum level.

5.21 **Impact on Local Highway Network**

Saved Local Plan Policy D1 states that planning permission will be refused for development that would lead to additional traffic generation that would overload the existing network or cause undue disturbance, noises or fumes.

5.22 A Transport Assessment accompanies the application to determine the impact of the proposed development on the local highway network in the future year of 2020, representing a scenario when the development would be complete. The Transport Assessment has assessed the junction capacity at the H9 (Grovelway) and forecast traffic conditions until 2026. The assessment has shown that the junction has sufficient capacity to accommodate the proposed development and future development of the Towergate site whilst still operating satisfactorily.

5.23 The applicant has also submitted a Framework Travel Plan which seeks to reduce the number of single occupancy vehicles generated by 15 per cent. This is proposed to be achieved through a range of measures including the provision of good walking and cycling infrastructure within the site with links to existing footpaths and cycleways, the provision of an extended existing bus service to serve the site, a new bus stop provision on Newport Road, the provision of financial incentives to future occupants to encourage travel by non-car modes and the promotion of sustainable travel options.

5.24 It is considered that the additional traffic arising from the proposed development could be accommodated without having an adverse impact on the operation of the existing local highway network in accordance with the

requirements of saved Local Plan Policy D1 and is therefore acceptable.

#### 5.25 **Proposed Access**

##### Overall Design

The proposed strategic access to the application site is a matter for consideration as part of this outline planning application. The proposed strategic access onto the H9 (Grove way), the proposal includes two spurs too provide future access into the HCA site. The proposed access is off set from Isaacson Drive on the adjacent side of the H9 (Grove way) to avoid any conflict in traffic. A bus gate access is also proposed on Stockwell Lane and a pedestrian/cycle access onto Newport Road. No other vehicular accesses are proposed from this site into the existing highway network.

- 5.26 The proposed strategic access would consist of a single carriageway of 5.5 metres and would be designed to cater for speeds of up to 30mph. The existing footpath along Grove way (H9) will be upgraded to a redway linking into the wider redway network at the Kingston Roundabout. The redway will run into the site to provide a crossing facility, redway routes within the site will be detailed within reserved matters applications. The overall design of the proposed strategic access is in accordance with the general requirements of the Strategic Land Allocation Development Framework SPD and is appropriate to serve a development of 240 dwellings and is therefore considered to be acceptable.

#### 5.27 **Public Transport Provision**

Policy T5 of the Milton Keynes Local Plan 2001 – 2011 sets out how new development must be designed to meet the needs of public transport operators and users. The application proposes a new bus route running on the east/west axis through the application site. Whilst the internal layout of the development of the site is yet to be fixed but given the location of the proposed bus route through the site all buildings will be within 400 metres of the proposed bus route. Enhancements to public transport and sustainable infrastructure off site are covered by the Milton Keynes Tariff; the design of internal facilities should be in line with current best practice guidance with provisions for high quality connections to the surrounding network for walking, cycling and public transport facilities. Where possible, the bus route between A5130 Newport Road and H9 Grove way should be direct and be of adequate width to allow to 12m buses to pass comfortably as this will help bus travel and punctuality significantly.

- 5.28 Section 4.7 of the Transport Statement explains the existing modal split and table 4.6 shows journey to work data for Danesborough Ward. The table shows that 76% of journeys are made as car drivers with 5% as car passengers. Cycle trips only account for 2% of journeys to work and 3% are made by bus. The Transport Assessment identifies a current lack of bus facilities within the proximity of the site; it is considered that the new bus route may reduce the reliance on the car as a mode of transport through the provision of facilities in closer proximity to dwellings.

- 5.29 The application proposes a new vehicular access off Stockwell Lane which

will be restricted to buses only and controlled by a bus gate. Bus gates are not a typical feature within Milton Keynes however the principle of a bus gate in this location is established within the Strategic Land Allocation Development Framework SPD. This access will be used as ingress to the development for buses only and will be controlled through a physical 'bus gate' feature that precludes other vehicles from gaining entry. The principal of the proposed bus gate is considered an acceptable solution to physically prevent rat running through the development between the A5130 (Newport Road) and the H9 (Grovelay) whilst still adhering to the principles of public transport provision within new developments as set out within Policy T5 of the Local Plan.

- 5.30 The Council's Passenger Transport Officer has commented that whilst the principle of the bus gate in this location is acceptable further detail of the proposed solution will be secured by condition. The gate should not include signal controls and should instead rely upon hard infrastructure and appropriate signage (similar to the model shown in A3.16) to avoid the need for an ongoing maintenance costs to the Council. The location of the bus priority measure should allow adequate space for another oncoming vehicle to wait safely, away from other traffic. As much as possible, a uniform approach should be taken to the treatment of the bus route within the site to aid route legibility and to minimise conflict with other users, particularly regarding car parking and any driveway locations. It is proposed that this is factored in at the Design code stage. Bus stop specification, including location, design and footpath linkages should be factored in at the Design code stage when there is more certainty of the site arrangements.
- 5.31 In conclusion the proposed bus gate is considered acceptable in principle, further information and consideration will need to be given to this matter during the development of Design Code and reserved matters layouts.
- 5.32 Redway Links  
Policy T3 of the Local Plan requires that development is designed to meet the needs of pedestrians and cyclists, including the retention, improvement and extension of the existing redway network. The application proposes two pedestrian/ cycle access points off the existing redway route which runs alongside the A5130 (Newport Road). The Highways Officer has confirmed that the principle of these access points is acceptable subject to further information being brought forward in due course. On balance whilst the provision of the two access points is considered acceptable in the context of policy T3 further pedestrian and cycle links within the site will be expected to be provided within reserved matters applications.
- 5.33 Planning Obligations  
To accord with Policy CS5 of the Core Strategy and the Strategic Land Allocation Development Framework SPD, the application site is only required to provide housing and associated open space and road infrastructure on site. To mitigate the impacts of development upon local facilities and amenities financial contributions would therefore be required.

5.34 In accordance with the requirements of Policy CS5(12) and Policy CS21 of the Core Strategy, the applicant has agreed to enter into a S106 Agreement to secure financial contributions through the Milton Keynes Tariff. The Tariff requires the payment of contributions based on the number of residential units which could then be used towards a range of facilities identified through the Council's Local Investment Plan including local and strategic infrastructure provision as set out in the indicative table below. In addition, the S106 Agreement would cover nil value land for a Neighbourhood Play Area and incidental areas of open space.

Education	£1,296,256
Higher Education	£307,372
Transport	£1,774,083
Health Facilities	£482,442
Leisure and Community Facilities	£309,936
Open Space and Play Areas	£900,477
Libraries & Lifelong Learning	£76,305
Crematorium/burial grounds	£22,153
Heritage	£73,843
Waste Management	£82,458
Public Art	£20,307
Social Care	£112,406
Other (including drainage, voluntary sector, inward investment, carbon offset and emergency services)	£234,064
<b>Total Contributions</b>	<b>£5,692,103</b>

The total tariff funding sought for the development of 240 dwelling on this site is £5,692,103.

5.35 Proposals for the expansion of community facilities within the village of Wavendon for the purpose of providing additional capacity to mitigate the demand of the new development would also be included within the Local Investment Plan. The S106 Agreement would include the possible allocation of some Tariff funding towards infrastructure and community facilities to mitigate the impact of the development on Wavendon Village.

5.36 The Strategic Land Allocation Development Framework SPD does not require the applicant to provide health facilities as part of the development of the application site, but does require the developer to provide a financial contribution towards health facilities. The applicant has confirmed a commitment to provide these contributions through the Tariff and therefore the proposal is considered to be acceptable.

### 5.37 **Other matters**

#### Affordable Housing

In accordance with Policy CS10 of the Core Strategy and saved Local Plan Policy H4 the applicant has confirmed that the proposed development would provide 30% affordable housing. Under the Affordable Housing SPD a tenure mix consisting of 25% Affordable Rent (including 5% at broadly equivalent Social Rent level) and 5% Shared Ownership is required. Based on a development of 240 dwellings this would equate to a total of 72 affordable housing units.

5.38 On the basis of the above provision, the Council's Housing Development Officer has confirmed no objections to the proposed development, but has stated that the breakdown of proposed Affordable Housing size mix, and location of individual plots with Reserved Matters applications.

### 5.39 Surface Water Drainage

Policy CS5(11) of the Core Strategy requires new development in the Strategic Land Allocation to take a strategic and integrated approach to flood management and water resource management, including the provision of a Sustainable Urban Drainage System (SUDS) and appropriate flood risk mitigation.

5.40 The application is accompanied by a Flood Risk Assessment which confirms that the site is located within Flood Zone 1 'low probability', which is considered to have a less than 1 in 1,000 annual probability of river or sea flooding.

5.41 The site currently contains one drainage ditch at the north western site boundary and one ditch that run along the western side of Stockwell Lane just outside of the site boundary. The two ditches join at the northern most corner of the site.

5.42 The proposed drainage strategy therefore utilises the existing topography of the site and proposes a series of wet and dry attenuation ponds that discharge into the existing watercourse. The use of SUDS ponds is in accordance with the Milton Keynes Drainage Strategy and therefore acceptable in principle. The detailed design of surface water drainage arrangements will be subject to reserved matters applications and conditions.

5.43 In light of the above it can be concluded that the proposed development would provide adequate drainage and would not contribute to an increased flood risk. The Environment Agency and Internal Drainage Board have no objection, conditions are proposed which require the planning permission to be carried out in accordance with the submitted Flood Risk Assessment, a scheme for surface water disposal to be submitted and the requirement for a remediation strategy if contamination is identified during construction.

5.44 The applicant would elect who would be responsible for the long term management and maintenance of the SUDS subject to agreeing the

commuted sums for the future maintenance. The applicant could elect to delegate the management of the SUDS to the Parks Trust, the Council, the Internal Drainage Board or a private management company. No decision has been made by the applicant as to which body would be elected to be responsible for the long term management of the SUDS, as a commuted sum cannot be agreed until the design of the SUDS is finalised. These provisions would be included in the S106 Agreement.

5.45 Foul Water Drainage

Anglian Water has confirmed that there is sufficient capacity to treat the foul water flows arising from this development without any detrimental impact on the existing foul water drainage network. A condition is recommended for the applicant to submit a foul water strategy.

5.46 Landscaping

The landscaping of the site is not a matter for consideration as part of this outline application. Notwithstanding, the applicant has submitted an illustrative landscaping plan to show how landscaping could be integrated with any residential development. The applicant has also undertaken an arboricultural assessment of the site and its immediate setting in order to ascertain the quality and extent of existing landscaping features. The applicant is proposing the retention of all existing boundary vegetation except at the points to provide access into the site, retention of all internal hedgerows, the use of native species to re-enforce existing boundaries and the retention of all category A-C trees.

5.47 The proposed retention of the existing hedgerows and trees around the boundary and within the site to reflect and maintain the existing field boundaries and structure of the site. Enhancement through new planting is also proposed including tree planting within new residential areas to break up the appearance of the urban development and to increase the level of tree cover generally within the site. This is in accordance with Policy CS5(1) of the Core Strategy and the Strategic Land Allocation Development Framework SPD and ensures that existing wildlife habitats are protected in accordance with Policy CS19 of the Core Strategy.

5.48 Public Open Space and Play Provision

The proposed development includes on-site public open space areas to meet the general recreational needs of residents and a clear and structured green network to promote pedestrian and cycle links between the application site and adjacent areas. The strategic open space proposed within this site is the southern buffer which will include three areas of formal/informal play and soft landscaping. The details of these open space areas and play facilities would be considered at the reserved matters stage.

5.49 The Strategic Land Allocation Development Framework SPD confirms that no Local Play Areas are required within the application site in addition to the Neighbourhood Play Area and no formal open space (playing fields, indoor sports) or allotments are required to be provided on site. The applicant has agreed to provide financial contributions, based on the Council's adopted

standards towards off-site facilities, in lieu of on-site provision which would be paid for through the Tariff.

5.50 Overall, the open space principles are considered to be in accordance with the Strategic Land Allocation Development Framework SPD and are therefore acceptable at this outline stage.

5.51 Ecology

Saved Local Plan Policies NE2 and NE3 and Policy CS19 of the Core Strategy seek to safeguard biodiversity interests including protected species and supporting habitats such as ponds, hedgerows and trees. The National Planning Policy Framework similarly seeks to minimise impacts on biodiversity and puts a responsibility on local planning authorities to conserve and enhance the natural environment and to encourage biodiversity in and around developments.

5.52 An Ecological Assessment was prepared by the applicant to obtain baseline ecological information about the site and its surroundings. Specific surveys were carried out to assess the main habitats present and identify the presence of badgers, bats, reptiles, Great Crested newts and breeding birds. It was found that the site is not of any significant ecological value and there are no sites of particularly high ecological value within the immediate vicinity that might be affected by the proposed development. It is considered that there are no overriding ecological constraints to the development of the site whilst opportunities are also available for the enhancement of biodiversity arising from the creation of new habitats. It is therefore considered that the proposals accord with the National Planning Policy Framework and with saved Local Plan Policies NE2 and NE3 and Policy CS19 of the Core Strategy. The Council's Countryside Officer has commented that where appropriate licencing from Natural England regarding Great Crested Newt may be required. On the basis that the technical data submitted with the application documents and that the proposed mitigation and offsetting are considered acceptable by the Countryside Officer it is considered that Natural England are likely to grant a licence for the proposed works.

5.53 Retail Facilities

The Strategic Land Allocation Development Framework SPD does not require the applicant to provide retail facilities as part of the development of the site. The application site is close to larger retail facilities at the Kingston district centre. A further convenience retail provision of 75-100sqm is proposed within the application site to the south which is subject to a separate planning application. In addition, new retail facilities are proposed within the Strategic Land Allocation in a new Local Centre approved under planning application 13/02381/OUTEIS Eagle Farm South and a new mixed-use Neighbourhood Centre approved under planning application 13/02382/OUTEIS Glebe Farm. These new retail facilities are anticipated to meet the day to day needs of new and existing residents, including the residents of the application site, in accordance with the requirements of Policy CS5(9) of the Core Strategy.



5.54 Sustainable Construction

The application is accompanied by a Sustainability Statement setting out general principles to be followed in the development. As the submitted application is an outline planning application there is no need to address saved Local Plan Policy D4 at this stage. The requirements for meeting Policy D4 and a requirement to make a financial contribution towards the carbon offset fund would be set out in the S106 Agreement. In addition, a condition is recommended to require the submission of a sustainability statement at reserved matters stage.

5.55 Community Energy Networks

Policy CS5(7) and Policy CS14 of the Core Strategy requires developers to consider the use of Community Energy Networks. A Community Energy Network has not been proposed in any of the development sites in the Strategic Land Allocation that have already been approved in principle by this Committee. The relative low density and residential nature of this application would mean that demand from this development would be very low and this would reduce the efficiency of such an approach. As a result a Community Energy Network is not considered to be required in this instance.

5.56 Telecommunications and ICT Network

The Strategic Land Allocation Development Framework SPD states that new developments should ensure that appropriate infrastructure is provided to support broadband and telecommunications services in accordance with Policy CS5(8) of the Core Strategy. It is therefore recommended that a condition is added requiring details of how superfast broadband would be delivered to every household to be submitted at the reserved matters stage.

5.57 Pedestrian and Cycle Provision

Within the application site, the Conceptual Layout suggests that the proposed development could be designed to promote walking and cycling opportunities along desire lines through the development creating the potential for new connections with the extensive network of existing footpaths and cycleways in the neighbouring residential areas. No formal redway routes are proposed within the site at this time but connections will be made into the local network. Whilst not a part of this application the Strategic Land Allocation Development Framework SPD seeks the down grading of Stockwell Lane to pedestrian/cycle route at the junction with A5130 through a Prohibition of Driving Order.

5.58 These matters would be considered as part of any future reserved matters application, but at this stage it is considered that the applicant has satisfactorily demonstrated that the proposed development would preserve existing footpath and cycleways and create new links to promote a legible network of attractive and safe pedestrian and cycle routes and greater access to local amenities in accordance with saved Local Plan Policy T3.

5.59 Public Transport

The application proposes a new bus route which would travel across the site in an east west direction, with one stop located within the site. The proposals of a

bus gate to control vehicular access into this site is discussed within the main body of this report. The Council's Public Transport Officer has commented that the application documents refer to the provision of temporary bus stops on Newport Road which will be dealt with by condition to ensure adequate facilities and services are provided.

5.60 Contributions towards public transport improvements would be funded through the Tariff.

5.61 Car and Cycle Parking

The proposed development would need to comply with the Council's parking standards applicable for Zone 3 (urban area) that are in force at the time any reserved matters application is submitted. Any development would also need to comply with guidance contained in the Council's New Residential Development Design Guide SPD or any further guidance on parking that may be adopted at the time any reserved matters application is submitted. A condition has been recommended to cover this. Further details of proposed parking solutions should be included within the subsequent Design Code.

5.62 The applicant has raised concerns about the potential casual parking of vehicles on the residential streets of this development by patrons of The Stables music venue. The Highways Officer has commented that this issue can potentially be covered through residents parking zone or a CPZ. However, these are best dealt with at an early stage in the life of the development and this requires noting for future reference.

5.63 Construction Activity

The construction of the proposed development has the potential to adversely affect neighbouring residents through an increased number of vehicle movements, in particular HGV vehicles, on the local highway network. Increased dust, noise and vehicle emissions could also have impacts both on the environment and the local community.

5.64 This construction activity would be for a temporary period and would be expected to conform to standard construction practices. A condition for the approval of a Construction Environmental Management Plan is recommended to ensure that the impacts of construction activity on local residents are minimised.

5.65 Conclusions

The principle of residential development of the application site as a sustainable urban extension to the existing urban boundary was established through the allocation of the application site in the Council's Core Strategy and the adoption of the Strategic Land Allocation Development Framework SPD. The proposal would deliver additional housing which would contribute towards the Council's 5 year housing land supply in accordance with Policy CS1 and CS2 of the Core Strategy.

5.66 The detailed scale, design, layout, landscaping and internal access arrangements are not matters for consideration as part of this outline

application. Notwithstanding, the applicant has submitted a Conceptual Layout to demonstrate that a proposed development of up to 240 dwellings could be achieved in a way which would ensure the delivery of a high quality development that meets the development principles outlined in Policy CS5 and the wider sustainable, economic, social and environmental aspirations of the Council.

- 5.67 The proposed strategic access is a matter for consideration as part of this outline planning application. The general design of the proposed strategic access is in accordance with the requirements of the Strategic Land Allocation Development Framework SPD and is appropriate for the scale of development proposed. The application also proposes a new controlled bus gate access off Stockwell Lane; this is in accordance with the SLADF and is considered to be broadly acceptable further details of the signage around this bus gate which will be dealt with by condition. The application proposes a new bus route running east/west through the application site which will be funded through the Tariff agreement, this bus route is broadly in accordance with the principles set out within the Strategic Land Allocation Development Framework SPD. The exact detail of the bus route cannot be agreed until such a time that the internal layout for this site is agreed however, the principle of a bus route with a stop within the application site is considered acceptable.
- 5.68 The applicant has confirmed a commitment to provide a proportionate financial contribution through the Milton Keynes Tariff towards strategic and local infrastructure, including a contribution towards the provision of education and health facilities, to ensure that the proposed development has the necessary supporting infrastructure and does not adversely impact on existing services and local residents.
- 5.69 Overall, the proposed application is considered to accord with the policy requirements of the Development Plan and the National Planning Policy Framework as a whole and there are no material considerations of such significance which weigh against the scheme. In accordance with the presumption in favour of sustainable development it is therefore recommended that outline planning permission is granted in accordance with the recommendation in Section 4 and subject to the conditions set out in Section 6 of this report.

## **6.0 CONDITIONS**

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

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

Reason: Outline planning permission including strategic access only is

granted in accordance with the application submitted.

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

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

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

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

4. The development hereby permitted shall not exceed 240 dwellings (Use Class C3). The use classes are those set out in the Town and Country Planning (Use Classes) Order 2010 or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that order with or without modification.

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

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

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

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

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording

4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

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

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

7. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy detailing how this unsuspected contamination shall be dealt with and obtained approval in writing from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with the National Planning Policy Framework paragraphs 109, 120 and 121 and Environment Agency Ground Protection: Principles and Practice.

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

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

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

## Reason

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

10. The development hereby permitted shall be carried out in accordance with the submitted Flood Risk Assessment (FRA) by Cannon Consulting Engineers ref. CCE/C421/FRA-03 dated February 2015 and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the 1-in-100 critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
2. Inclusion of source control measures within the development parcels.

The mitigation measures shall be fully provided prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed in writing by the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

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

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

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

Reason: To prevent environmental and problems arising from flooding.

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

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

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

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

15. There shall be no direct vehicular access other than buses to or from the site via Stockwell Lane at any time.

Reason: For the avoidance of doubt and in the interests of highway safety.

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

Reason: To reduce single occupancy vehicle trips to the site and to ensure the M1 motorway trunk road continues to serve its purpose as part of a national system of routes for through traffic, to satisfy the reasonable requirements of road safety on the M1 motorway trunk road and connecting roads in accordance with Section 10 of the Highways Act 1980.

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

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

18. Reserved matters applications for each phase or part of the

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

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

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

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

20. Where any arboricultural works or removal is planned for any tree with bat roost potential, such works shall not take place until the tree has been inspected by a suitably qualified Ecologist to identify whether it is being or has been used by bats. Reasonable avoidance/mitigation measures, recommended by the Ecologist shall be applied to trees likely to be used by roosting bats. Should evidence of a bat roost be found, works must stop immediately and may not proceed without prior acquisition of a derogation license from Natural England.

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

21. Any protected species survey report in excess of three years old at the time of the commencement of development of each phase or part of the development shall be updated and submitted to and approved in writing by the Local Planning Authority prior to the commencement of development of that phase or part of the development. Natural England derogation license(s) shall be obtained for any protected species likely to be harmed by the site prior to the commencement of the development.

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

22. Prior to the commencement of development of each phase or part of the development, a scheme to incorporate additional biodiversity features such as swallow cups, bird and bat boxes, bricks or cavities into appropriate buildings shall be submitted to and approved in writing by the Local Planning Authority to ensure that opportunities for biodiversity are maximised on the site in addition to the creation of new habitats as recommended in the



document entitled 'Church Farm, Wavendon, Milton Keynes: Ecological Assessment, July 2014'. The development shall be carried out in accordance with the approved scheme Biodiversity features within the development shall not number less than 70 in total and all features and access to them shall be maintained in perpetuity.

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

23. Reserved matters applications for each phase or part of the development, shall include details of the proposed boundary treatments for that phase or part. The approved boundary treatments shall be carried out in accordance with the approved details for that phase or part and be completed prior to the first occupation of each dwelling or first use of such phase or part of the development.

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

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

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

25. Reserved matters applications for each phase or part of the development shall incorporate measures to minimise the risk of crime in accordance with Secured by Design principles. All dwellings shall achieve Secured by Design accreditation as awarded by Thames Valley Police. The development shall be carried out in accordance with the approved measures prior to the occupation of that dwelling.

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

26. Reserved matters applications for each phase or part of the development shall be accompanied by a Sustainability Statement for that phase or part including as a minimum details required by saved policy D4 of the Milton Keynes Local Plan 2001-2011 and accompanying Supplementary Planning Document Sustainable Construction Guide. The approved details shall be implemented for each dwelling prior to the occupation of that

dwelling.

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

27. Reserved matters applications for each phase or part of the development shall be accompanied by details of how superfast broadband infrastructures will be delivered to every household within that phase or part, subject to network capacity being available. The agreed superfast broadband infrastructures shall be installed prior to the first occupation of each associated dwelling within that phase or part of the development.

Reason: To ensure that residents have access to high quality telecommunications and ICT networks in accordance with Policy CS5 (8) of the Core Strategy.

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

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

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

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

30. Prior to the commencement of construction of the strategic access hereby approved, full details of the access road, cycleway and footpath shall be submitted to and approved in writing by the Local Planning Authority. The details shall include method of disposal of surface water from the highway, surfacing materials, traffic calming features, full direction and traffic signing, lining, lane markings and lighting details and pedestrian crossing facilities.

Reason: To provide satisfactory adoptable highway connections to the local highway network.

31. Prior to the commencement of development of each phase or part of the development, a Landscape and Ecology Management Plan which covers the landscape and ecological features of the development ensuring net gains for wildlife compliance with local and national policies shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to safeguard the protected species identified under the Wildlife and Countryside Act 1981 (as amended) and to ensure that any loss of existing habitat is successfully mitigated for.

32. Prior to the commencement of development of each phase or part of the development full details of the bus only access shall be submitted to and approved in writing by the Local Planning Authority. The details shall include surfacing materials, traffic calming features, bus gate, access control measures, full direction and traffic signing, lining, lane markings and lighting details and pedestrian crossing facilities.

Reason: To ensure the proposed facility is in accordance with Policy T5 of the Milton Keynes Local Plan 2001-2011.

## **Appendix to 15/02768/OUT**

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

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

A1.1 None- there is no site specific history relating to this application.

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

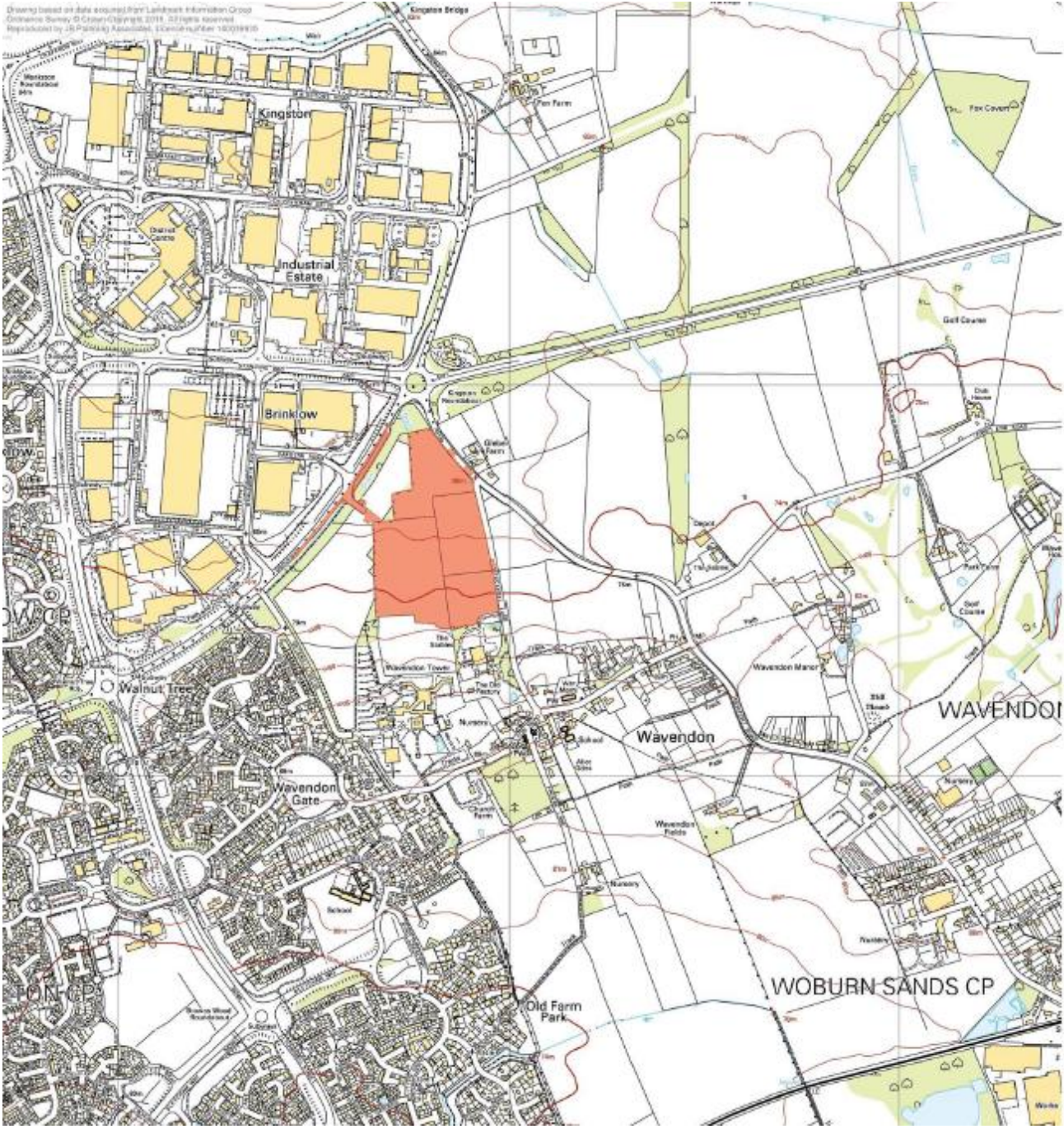
*(Matters which were also considered in producing the Recommendation)*

#### **A2.1 Equalisation**

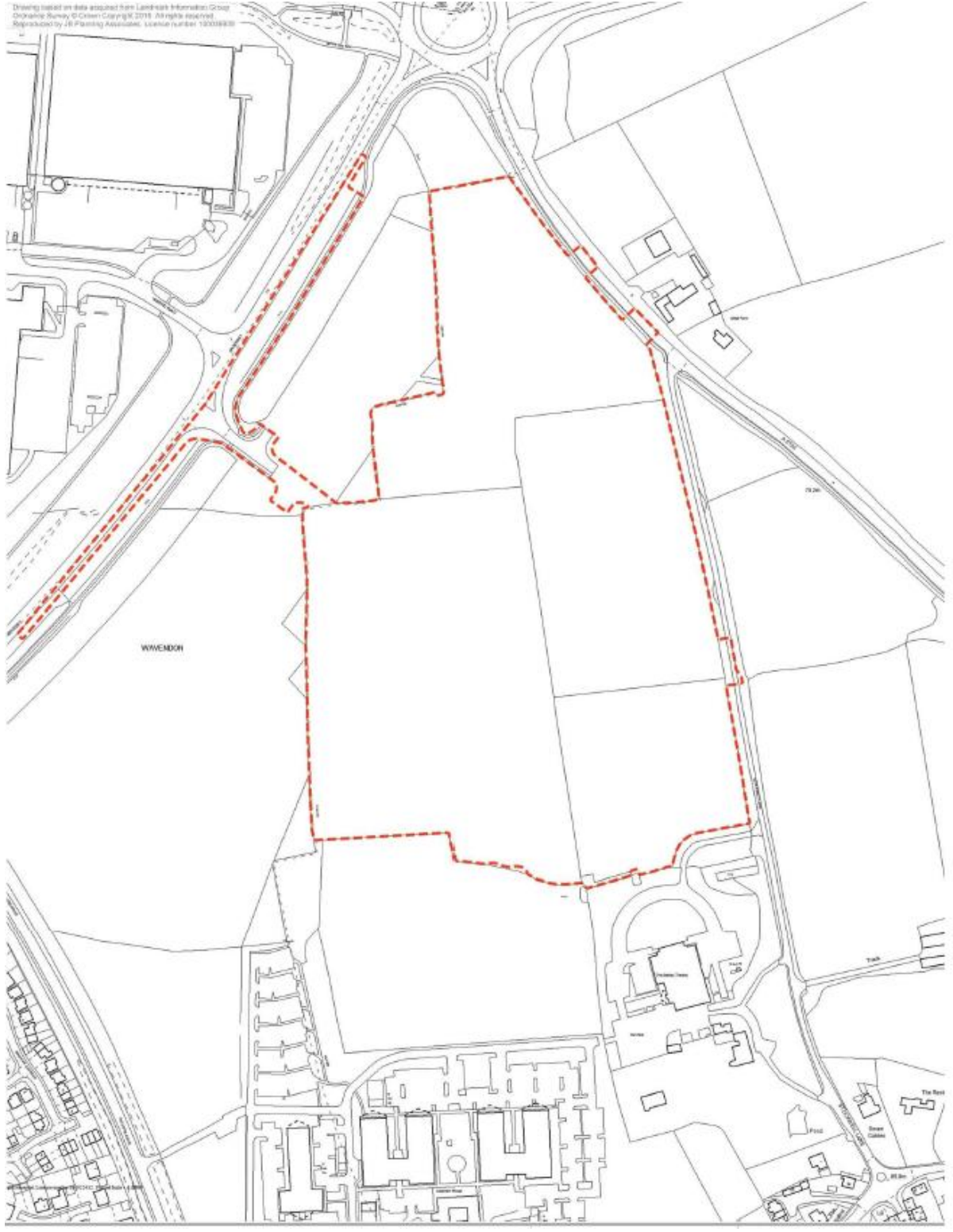
The application site would benefit from facilities provided within the developments of land at Glebe Farm and Eagle Farm South including the provision of playing fields, community buildings, open space and allotments. The lead developer of Glebe Farm and Eagle Farm South should therefore be fairly recompensed for the civic contributions they are making on behalf of all landowners in the Strategic Land Allocation, including the developer of this application site, through a process of equalisation.

A2.2 The principle of equalisation is contained in the Tariff Framework Agreement. Officers and has previously been agreed on other sites within the Strategic Land Allocation. Representations have been received in respect of this application requesting that it is ensured that all applicants within the Strategic Land Allocation are required to equalise. There are no valid reasons in relation to equalisation, to delay the determination of this application. The Development Control Committee is not the relevant place to hold what are essentially commercial negotiations and a resolution to grant outline planning permission would not prejudice the position of any other interest in the Strategic Land Allocation.

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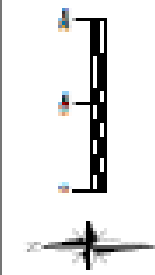
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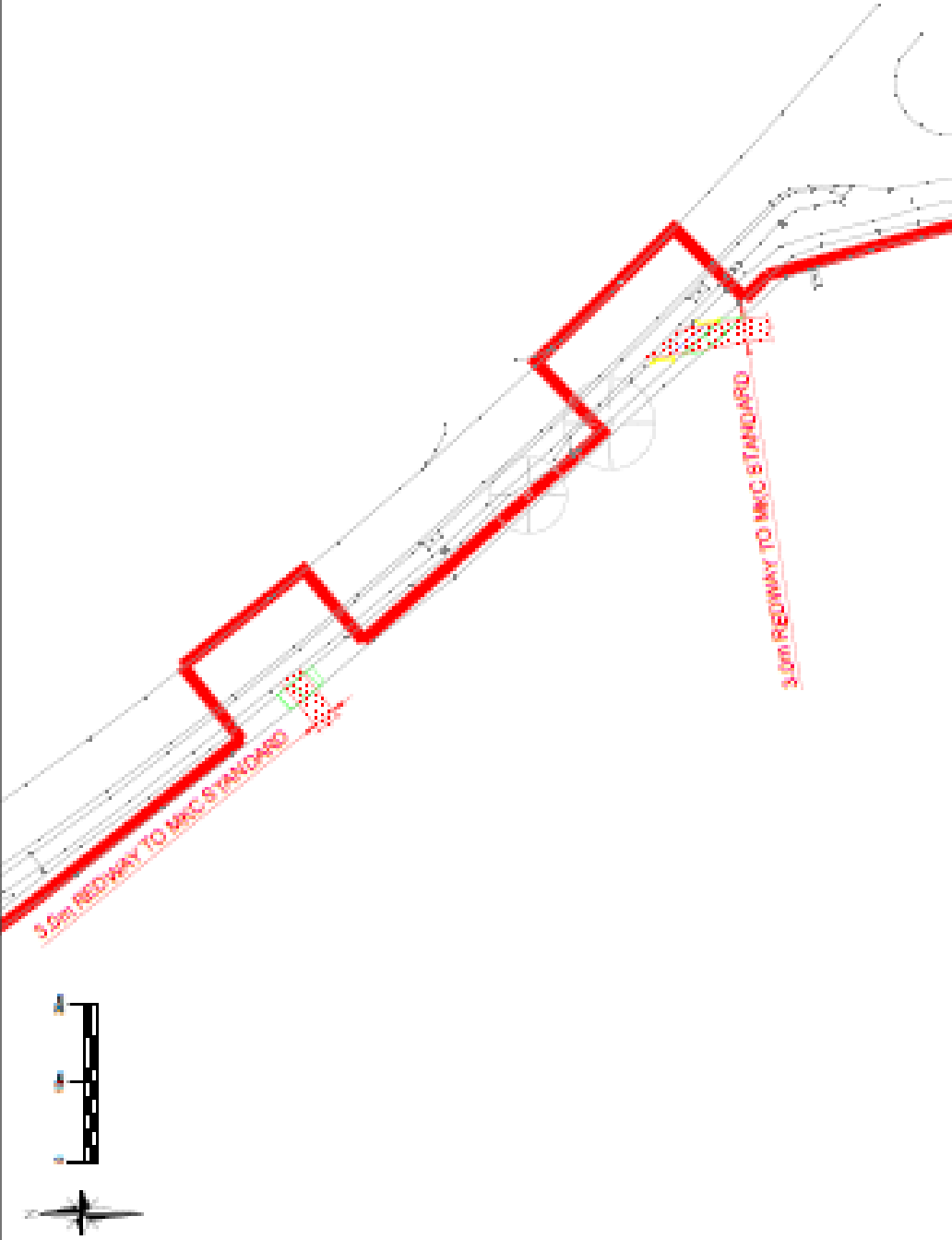







KEY:

- AREA OF WORKS TO BE REMOVED
- PROPOSED 3.0m REDWAY



		Cannon Consulting Engineers Cambridge House, Cambridge International Centre, 220-224 The Arcade, Cambridge CB2 3RQ. Tel: +44 (0)1223 367127 Fax: +44 (0)1223 367128 info@cannon.co.uk www.cannon.co.uk	
PROJECT LAND EAST OF GROVEWAY MILTON KEYNES NEWPORT ROAD FOOTPATH CONNECTIONS		DATE 13/01/15	
DRAWING NO. C-421-108		SCALE 1:500	
DRAWING TITLE NEWPORT ROAD FOOTPATH CONNECTIONS		CLIENT THE FAIRFIELD PARTNERSHIP	
DRAWING NO. C-421-108		PROJECT NO. 1000	
DRAWING NO. C-421-108		DRAWING NO. 1000	
DRAWING NO. C-421-108		DRAWING NO. 1000	

**KEY**

-  **Site boundary**  
(Red line shown, where applicable, to determine boundaries as indicated on site plan - exact alignment to be confirmed on the ground)
-  **Residential development**  
(up to 2 storeys, also incorporating areas of greenspace, access, parking and service infrastructure)
-  **Residential development**  
(up to 2.5 storeys, also incorporating areas of greenspace, access, parking and service infrastructure)
-  **Residential development**  
(up to 3 storeys, also incorporating areas of greenspace, access, parking and service infrastructure)
-  **Residential development**  
(up to 4 storeys (max 12m), also incorporating areas of greenspace, access, parking and service infrastructure)
-  **Main access point**  
(pedestrian / cycle / pedestrian - see detailed access design drawings)
-  **Secondary access point**  
(cycle / pedestrian only - see detailed access design drawings)
-  **Bus gate**  
(bus / cycle / pedestrian only - see detailed access design drawings)
-  **Access zone**  
(highway works to provide access - see detailed access design drawings)
-  **Primary movement network**  
(exact alignment subject to detailed design & engineering considerations & approval at detailed / reserved matters stage)
-  **Secondary movement network**  
(exact alignment subject to detailed design & engineering considerations & approval at detailed / reserved matters stage)
-  **Footway / cycleway**
-  **Public open planted greenspace**  
(incorporating access, parking & service infrastructure; no built development; exact configuration & access areas to be determined at detailed/reserved matters stage)
-  **Existing trees to be retained**  
(no trees to be removed - for details see Tree Survey)
-  **Newport Road planting zone**  
(2.5m planting strip including existing hedgerow reinforced with native species trimmed to 1.2m high, plus additional trees with canopy base over 2m)
-  **Southern planting zone**  
(3-10m native species planting strip)
-  **Peripheral planting zone**  
(2.5m private publicly accessible planting strip including existing hedgerow reinforced with native species and additional trees)
-  **Internal planting zone**  
(2.5m private publicly accessible (both sides) planting strip including existing hedgerow reinforced with native species and additional trees)
-  **Drainage infrastructure zone**  
(incl. sewers, attenuation ponds, landscape storage; exact configuration subject to detailed design & engineering considerations & approval at detailed/reserved matters stage)
-  **Local play area**  
(exact location subject to detailed design & engineering considerations and approval at detailed / reserved matters stage)
-  **Neighbourhood play area**  
(exact location subject to detailed design & engineering considerations and approval at detailed / reserved matters stage)
-  **Primarily residential frontage**  
(at least 50% of buildings orientated towards public open greenspace - not necessarily frontage access)
-  **Key frontages / Focal point buildings**  
(designed to assist legibility of layout)
-  **Noise constraint**  
(no residential development incorporating operable windows to habitable rooms or necessary private outdoor amenity spaces)

Summary of Use & Footprint

Building Type	Max. Width	Max. Height	Max. Depth	Max. Plot Area	Max. Plot Coverage	Max. Plot Density	Comments
1 bed flat	8	10	8	10	10%	100	Excludes residential
2 bed flat	8	14	8	14	10%	100	Excludes residential
3 bed house	8.5	8	8	8	10%	100	Excludes residential
4 bed house	8	8	8	8	10%	100	Excludes residential
5 bed house	8	14	8	14	10%	100	Excludes residential
6 bed house	8	14	8	14	10%	100	Excludes residential
7 bed house	8	14	8	14	10%	100	Excludes residential
8 bed house	8	14	8	14	10%	100	Excludes residential
9 bed house	8	14	8	14	10%	100	Excludes residential
10 bed house	8	14	8	14	10%	100	Excludes residential
11 bed house	8	14	8	14	10%	100	Excludes residential
12 bed house	8	14	8	14	10%	100	Excludes residential
13 bed house	8	14	8	14	10%	100	Excludes residential
14 bed house	8	14	8	14	10%	100	Excludes residential
15 bed house	8	14	8	14	10%	100	Excludes residential
16 bed house	8	14	8	14	10%	100	Excludes residential
17 bed house	8	14	8	14	10%	100	Excludes residential
18 bed house	8	14	8	14	10%	100	Excludes residential
19 bed house	8	14	8	14	10%	100	Excludes residential
20 bed house	8	14	8	14	10%	100	Excludes residential
21 bed house	8	14	8	14	10%	100	Excludes residential
22 bed house	8	14	8	14	10%	100	Excludes residential
23 bed house	8	14	8	14	10%	100	Excludes residential
24 bed house	8	14	8	14	10%	100	Excludes residential
25 bed house	8	14	8	14	10%	100	Excludes residential
26 bed house	8	14	8	14	10%	100	Excludes residential
27 bed house	8	14	8	14	10%	100	Excludes residential
28 bed house	8	14	8	14	10%	100	Excludes residential
29 bed house	8	14	8	14	10%	100	Excludes residential
30 bed house	8	14	8	14	10%	100	Excludes residential
31 bed house	8	14	8	14	10%	100	Excludes residential
32 bed house	8	14	8	14	10%	100	Excludes residential
33 bed house	8	14	8	14	10%	100	Excludes residential
34 bed house	8	14	8	14	10%	100	Excludes residential
35 bed house	8	14	8	14	10%	100	Excludes residential
36 bed house	8	14	8	14	10%	100	Excludes residential
37 bed house	8	14	8	14	10%	100	Excludes residential
38 bed house	8	14	8	14	10%	100	Excludes residential
39 bed house	8	14	8	14	10%	100	Excludes residential
40 bed house	8	14	8	14	10%	100	Excludes residential
41 bed house	8	14	8	14	10%	100	Excludes residential
42 bed house	8	14	8	14	10%	100	Excludes residential
43 bed house	8	14	8	14	10%	100	Excludes residential
44 bed house	8	14	8	14	10%	100	Excludes residential
45 bed house	8	14	8	14	10%	100	Excludes residential
46 bed house	8	14	8	14	10%	100	Excludes residential
47 bed house	8	14	8	14	10%	100	Excludes residential
48 bed house	8	14	8	14	10%	100	Excludes residential
49 bed house	8	14	8	14	10%	100	Excludes residential
50 bed house	8	14	8	14	10%	100	Excludes residential
51 bed house	8	14	8	14	10%	100	Excludes residential
52 bed house	8	14	8	14	10%	100	Excludes residential
53 bed house	8	14	8	14	10%	100	Excludes residential
54 bed house	8	14	8	14	10%	100	Excludes residential
55 bed house	8	14	8	14	10%	100	Excludes residential
56 bed house	8	14	8	14	10%	100	Excludes residential
57 bed house	8	14	8	14	10%	100	Excludes residential
58 bed house	8	14	8	14	10%	100	Excludes residential
59 bed house	8	14	8	14	10%	100	Excludes residential
60 bed house	8	14	8	14	10%	100	Excludes residential
61 bed house	8	14	8	14	10%	100	Excludes residential
62 bed house	8	14	8	14	10%	100	Excludes residential
63 bed house	8	14	8	14	10%	100	Excludes residential
64 bed house	8	14	8	14	10%	100	Excludes residential
65 bed house	8	14	8	14	10%	100	Excludes residential
66 bed house	8	14	8	14	10%	100	Excludes residential
67 bed house	8	14	8	14	10%	100	Excludes residential
68 bed house	8	14	8	14	10%	100	Excludes residential
69 bed house	8	14	8	14	10%	100	Excludes residential
70 bed house	8	14	8	14	10%	100	Excludes residential
71 bed house	8	14	8	14	10%	100	Excludes residential
72 bed house	8	14	8	14	10%	100	Excludes residential
73 bed house	8	14	8	14	10%	100	Excludes residential
74 bed house	8	14	8	14	10%	100	Excludes residential
75 bed house	8	14	8	14	10%	100	Excludes residential
76 bed house	8	14	8	14	10%	100	Excludes residential
77 bed house	8	14	8	14	10%	100	Excludes residential
78 bed house	8	14	8	14	10%	100	Excludes residential
79 bed house	8	14	8	14	10%	100	Excludes residential
80 bed house	8	14	8	14	10%	100	Excludes residential
81 bed house	8	14	8	14	10%	100	Excludes residential
82 bed house	8	14	8	14	10%	100	Excludes residential
83 bed house	8	14	8	14	10%	100	Excludes residential
84 bed house	8	14	8	14	10%	100	Excludes residential
85 bed house	8	14	8	14	10%	100	Excludes residential
86 bed house	8	14	8	14	10%	100	Excludes residential
87 bed house	8	14	8	14	10%	100	Excludes residential
88 bed house	8	14	8	14	10%	100	Excludes residential
89 bed house	8	14	8	14	10%	100	Excludes residential
90 bed house	8	14	8	14	10%	100	Excludes residential
91 bed house	8	14	8	14	10%	100	Excludes residential
92 bed house	8	14	8	14	10%	100	Excludes residential
93 bed house	8	14	8	14	10%	100	Excludes residential
94 bed house	8	14	8	14	10%	100	Excludes residential
95 bed house	8	14	8	14	10%	100	Excludes residential
96 bed house	8	14	8	14	10%	100	Excludes residential
97 bed house	8	14	8	14	10%	100	Excludes residential
98 bed house	8	14	8	14	10%	100	Excludes residential
99 bed house	8	14	8	14	10%	100	Excludes residential
100 bed house	8	14	8	14	10%	100	Excludes residential



### **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

#### **Arriva**

No response received

A3.2

#### **Cranfield Airport**

No response received

A3.3

#### **Ward - Monkston - Cllr Ferrans**

No response received

A3.4

#### **Ward - Monkston - Cllr McPake**

No response received

A3.5

#### **Ward - Monkston - Cllr Buckley**

No response received

A3.6

#### **Ward - Danesborough And Walton - Cllr V Hopkins**

No response received

A3.7

#### **Ward - Danesborough And Walton - Cllr Bramall**

No response received

A3.8

#### **Ward - Danesborough And Walton - Cllr D Hopkins**

No response received

### A3.9 **Parish – Wavendon**

I have been requested to write to you by my Parish Council on the above mentioned planning application and our concerns are noted below.

- The height of dwellings at the north end of the site visible from the road.
- All hedge rows should be retained.
- Installation / retention of a suitable green buffer zone.
- Access to any other planned developments should not be permitted.

We would therefore request that these issues are taken into account as part of the planning process.

### A3.10 **Parish – Walton**

Although the development is not within the parish boundaries of Walton, it will have a large impact on the Parish with regards to access and amenities. The council object to the application on the following grounds – The Council feel that the Wavendon Triangle land has not been planned in a holistic fashion and that it should be master planned with the land at Towergate and the Hewlett Packard site in keeping with the Council's emerging Neighbourhood Plan. The development doesn't take into account the development mix in the surrounding areas, as there are three storey buildings with higher density and building materials that do not match the surrounding areas. No details are provided in respect of the planned vehicle access at the south end of the site. The council is concerned about the main access to the site off Groveway (H9) in respect of turning right off the Groveway in to the site and feel that this is dangerous and could lead to congestion on the H9. There are a lack of local services in

The application is seeking outline permission with all matters other than access reserved, as such the matters relating to building height and details of the green buffer can be addressed within the Design Code and reserved matters applications. It is proposed that existing hedgerows are retained.

The development of the Wavendon Triangle area is being considered as part of the wider development or associated to the Strategic Land Allocation (SLA), and the new homes to be developed in this area will be served by the schools and local facilities that are being delivered in the SLA.

Convenience retail is proposed within the neighbouring site to serve residents daily needs, without undermining established retail facilities.

Matters of building height and materials will be dealt with will be addressed within a Design Code and reserved matters application.

the development. The nearest facilities to the development would all lie within the Walton Community Council boundaries and the Council feel that these services are too far away from the development and would seriously impact service provision in Walton Parish such as schools, doctor's surgeries and shops. The Council is also of the opinion that Stockwell Lane is unsuitable for busses.

**A3.11 Parish - Kents Hill & Monkston**

No response received

**A3.12 Landscape Services Manager – Trees**

No response received

**A3.13 Lead Local Flood Authority**

*Comments in respect of additional information submitted by the applicant Letter dated 22nd December 2015, reference: PA/734/sf from JB Planning Associates*

Noted conditions in respect of drainage are proposed within section 6 of this report.

Regarding the drainage design:

Points (c) to (g) above have been answered satisfactorily.

In terms of the future maintenance of the drainage system in the residential areas and who will bear responsibility for this.

The applicant has requested that this can be dealt with by a planning condition.

The additional information provided sufficiently addresses the requirements of the original objection for this planning application. However, the revised drainage strategy does not state who will maintain and fund the proposed system.

We do not object to the outline planning application but recommend that a full explanation of who will maintain and fund the proposed system is sought via a condition attached

to any planning consent.

**A3.14 Landscape Architect- No Objection**

Noted.

The application includes previously requested landscape related information and proposes a balanced mix of residential densities and open space provision.

I support the consultation comments provided on the scheme by the Parks Trust dated the 30th November 2015.

I note the submission of a tree constraints plan and topographical survey which should be referred to the Arboricultural officer for comments in relation to the development proposals. I also note the submission of an ecological survey report which should be referred to the Countryside officer for comments in relation to the development proposals.

The proposal is to be commended on how well it responds to and retains existing landscape features and has given consideration to the following aspects:

- Aiming to minimise the impact on the character of the ridge by keeping development back from the most elevated land on the ridge
- Maintaining the separate identity of Wavendon village by including green buffer and open space to minimise perceived coalescence of urban development linking Milton Keynes, residential development of this site and the village of Wavendon
- Setting development back from Wavendon village and with tree planting along the southern boundary of the

site will help to maintain the separate identity of Wavendon village and the character of the ridge, and as well as providing a continuity of tree planting along the ridge

- Seeking to minimise the visual impact of the development on residential viewers in Wavendon village with effective and appropriate tree planting
- Maintaining effective tree belt and hedgerow screening around the site to limit the visual intrusion of industrial areas at Brinklow and to minimise the impact of proposed residential development on the surrounding areas including Wavendon

The LVA has informed the production of a landscape strategy, however detailed design will also need to:

- demonstrate that this landscape led design approach is shown in detailed proposals for the development
- narrow the impact on views further with targeted landscape mitigation measures
- demonstrate that the detailed landscape scheme is also informed by recommendations of the ecology surveys

#### A3.15 **Environmental Health Manager**

Discussed in paragraph 5.14

The submitted noise assessment has been reviewed and the following comments made:

The noise monitoring has been carried out to assess the impact of the noise from The Stables, the nearby car dealership and both Groveway and Newport Road. I am satisfied with the conclusions of the assessment in relation to the existing noise climate in the area.

Therefore I have no objection to the principle of residential development in this location, but consider that the layout submitted as part of a Reserved Matters application will

need to be considerate of the neighbouring uses and highways.

A condition will be requested at Reserved Matters stage regarding any noise mitigation that is proposed to form part of the final scheme.

#### A3.16 **Passenger Transport Officer**

Discussed in paragraph 5.27-5.31

- Bus priority measures do not require signal controls, instead relying on hard infrastructure and appropriate signage. This avoids the need for ongoing maintenance costs to MKC and the need for requesting commuted sums to cover this from the applicant. A good example of this arrangement can be found in Ipswich, as illustrated below.
- Location of bus priority measures should allow adequate space for another oncoming vehicle to wait safely, away from other traffic similar to a normal priority arrangement.
- Where possible, the route between A5130 Newport Road and H9 Groveway should be direct and be of adequate width to allow to 12m buses to pass comfortably. The current proposed route is not ideal and removal of the 'dog-leg' would help bus travel and punctuality significantly.
- As much as possible, a uniform approach should be taken to the treatment of the bus route within the site to aid route legibility and to minimise conflict with other users, particularly regarding car parking and any driveway locations. It is proposed that this is factored in at the Design code stage.
- Bus stop specification, including location, design and footpath linkages should be factored in at the Design code stage when there is more certainty of the site arrangements.
- Annual bus stop passes should be made available for



each property and actively promoted by the Developer.

- Consideration should be made for improving right turn movements for vehicles exiting the development onto H9 Groveway.



A3.17 **Natural England**  
No comment

Noted

A3.18 **MK Parks Trust**  
We have considered the above application and we have no

Conditions proposed in section 6 of this report, future matters would be addressed within a Design Code and

objection to the proposed development, subject to the comments set out below. These comments relate to retention of existing and provision of new forms of green infrastructure within the proposed development area. We recommend that suitably worded conditions and/or informative notes are included to account for these comments in any grant of outline planning permission for this development.

reserved matters applications for this site.

Landscape Objectives (as per the Design and Access Statement (DAS) page 53 onwards)

DAS Page 53- retention of existing Trees and Hedges

1. We support the principle of retaining the existing trees and hedgerows within the proposed development site and using these as a framework for the development. We also support the implied commitment that the removal of sections of the hedge network will be minimised to only take place where absolutely necessary.
2. As hedges are living landscape features they will require appropriate protection and management before, during and after the development takes place. They will also require adequate buffer zones to be established around them from nearby forms of built development (e.g. buildings, roads, paths, drainage pipes and other underground service runs) to allow sufficient space for the hedges to survive and thrive without excess damage to their root zones or the risk of potential future conflict with buildings and other forms of infrastructure. These buffer zones can also serve as access routes for management of the hedges. Maintenance of the hedges before and

during the construction phase will be important to avoid the potential problem of these becoming excessively overgrown and a maintenance liability if the construction process were to take place over a number of years.

3. In consideration of the above points, any planning consent for the development should include conditions that require the developer to:
  - Retain and protect the retained tree and hedgerow network according to a detailed retained tree and Hedgerow layout Plan to be approved by the Planning Authority.
  - Provide and implement a Management Plan for the retained trees and hedgerows that sets out how they will be protected and maintained during and post the development construction. The management plan should include; an assessment of the current condition of the trees and hedges, a schedule of any initial management works required to bring the hedges into suitable condition for the development to take place, details of the buffer zones and maintenance access routes to be established around the trees and hedges; details of the protection measures to be taken during the surrounding construction phase; proposals for how the hedges will be maintained during the construction phase (where necessary); and proposals for the post-construction management and maintenance of the trees and hedges, including details of the proposed body(ies) that will adopt ownership of

the hedges and be responsible for their maintenance.

- Confirm the future ownership and maintenance arrangements for the retained trees and hedgerows.

*DAS Page 54+ Southern buffer*

4. The design principles for this area as set out in the DAS are appropriate. An outline planning consent should include conditions requiring a detailed landscape scheme to be drawn up and submitted for approval. The applicant should be required to demonstrate that they have identified and consulted with the proposed adopting body on the detailed landscape scheme for this area of open space prior to submitting the scheme for approval.
5. We recommend the developer is required to include a suitable pedestrian/cycle link from the parkland within the Southern Buffer across Stockwell Lane to the proposed sports pitches and open space in the proposed development on the east side of the Lane. This would be to facilitate ease of access for users between these two areas of public open space. However, this link should be subject to an assessment of whether such an access route would be safe in relation to crossing Stockwell Lane and would not be excessively detrimental to the objective of retaining existing hedgerows along the Lane.
6. We also recommend the developer is required to

confirm how pedestrians/ users and maintenance vehicles will access the southern buffer. These access points and routes should be clearly shown and specified on the detailed landscape scheme. Measures to prevent unauthorised vehicular access will also need to be detailed.

7. We support the principles stated for this buffer area, subject to approval of the detailed scheme for this area. This scheme should be required to demonstrate consideration of the following points:

- Fronting housing to overlook open space is an appropriate principle to follow provided in the detailing of this there is a clear distinction between what is public and what is private space to avoid the potential for any confusion.
- That the design and construction of the SuDS features (i.e. swales, ponds and detention basins) is fully integrated with other objectives of these open spaces, in particular public safety and accessibility and biodiversity. Particular attention must be paid in the detailed design of the surface water drainage system to ensure the amount of space taken up by surface water features is not excessively to the detriment of the space for access and amenity and also that public health and safety is not compromised by the inclusion of higher risk engineered features such as steep-sided embankments into water bodies.

- The layout of these areas of open space should consider the needs of future maintenance and ensure access routes for maintenance vehicles are incorporated into the design and clearly shown on design drawings submitted for approval. This will include access routes to maintain the SUDs features.
8. We recommend that the Planning Authority require as a condition of any outline planning consent that the developer confirm the future adoption arrangements for the green infrastructure, including play areas, parks, green buffer zones, retained hedgerows and SUDS and that developer ensure the nominated adopting body(ies) is (are) consulted during the preparation of the detailed designs and management proposals/plans for these areas and features. The play areas and other areas qualifying as public parks will come under a planning obligation agreement which will determine the future ownership and maintenance of these areas. Certainty should also be gained at an early stage over the long term ownership and maintenance of the other forms of green infrastructure that may not fall within the scope of a planning obligation agreement.
  9. The Planning Authority and the developer are both requested to note that The Parks Trust is interested in principle in being the recipient body to take on the future maintenance of parks, play areas and other forms of green infrastructure in the development,

subject to appropriate terms and the provision of the necessary resources to enable the Trust to manage and maintain the green infrastructure in line with its charitable objects and model, as it does for existing areas of green space in Milton Keynes.

**A3.19 Housing Strategy (Affordable Housing)**

Discussed in paragraph 5.37 and 5.38

1) The Application proposes in the Affordable Housing Statement, Para 1.2, to provide 30% Affordable Housing as required by the Affordable Housing SPD 2013. <http://www.milton-keynes.gov.uk/planning-and-building/planning-policy/adoption-of-the-affordable-housing-supplementary-planning-document>.

2) The proposed Affordable Housing Tenure Mix of 66% Affordable Rent, 17% Social Rent and 17% Shared Ownership accords with the SPD requirement for 25% Affordable Rent (at a range of rental levels up to 80% including 5% at a level broadly equivalent to Social Rent) and 5% Shared Ownership. This breaks down to 60 Affordable Rent (12 of which should be at broadly equivalent Social Rent levels) and 12 Shared Ownership.

3) In the Affordable Housing Statement, the applicant refers to the SHMA 2008 and SHMA 2009, and no recent evidence to support the policy for 30% Affordable Housing on new developments. The SHMA 2013 - which states in the Executive Summary that "Based on our core assumptions, almost 35% of the requirement is for affordable housing (with 65% being effective demand for market housing)" - <http://www.milton-keynes.gov.uk/housing> - evidenced the Council's decision to retain the requirement of 30% Affordable Housing on new sites.

4) The Affordable Housing house size mix should be

2bed, and then 1bed and 3bed with some flexibility for 4bed in line with current affordable housing need and policy.

5) The Council urgently needs Affordable housing for Rent to house families in housing need – it had 289 households placed in temporary accommodation of which 157 were in B&B as of 9 November 2015.

No objections but will need a breakdown of proposed Affordable Housing size mix, and location of individual plots with Reserved Matters applications.

#### A3.20 **Highways Development Control**

Discussed in paragraph 5.21-5.32

No objection to planning permission being granted subject to conditions for access.

- The TA references the old parking standards and requires correction.
- The Transport Assessment (TA) has been examined on a previous occasion and this resulted in an assessment of the junction capacity of the existing access with Groveway which was found to have sufficient capacity to deal with the proposed developments including the Towergate land.
- This junction will form the main point of ingress and egress and will be used by public transport.
- I will leave any bus right turn issues from this junction to officers in passenger transport.
- The access from A5130 will be constructed by Gallagher Estates as part of the Glebe Farm development. This access will be used as an ingress to the development for buses only and will be controlled through a physical 'bus gate' feature that precludes other vehicles from gaining



entry.

- Although not part of this planning application, Stockwell Lane junction with A5130 will be closed for vehicular traffic through a Prohibition of Driving Order.
- Stockwell Lane will then become a pedestrian/cycling facility in accordance with the SLADF.
- The development proposes two pedestrian/cycle access points off the existing redway that runs alongside the A5130 and these are acceptable in principle but will require details to be submitted as part of the detailed planning application.
- The proposed development will provide an access to the proposed development on the Hewlett Packard land to the immediate south of this site which is acceptable in principle.
- I am aware that the applicant has made representations regarding the potential casual parking of vehicles on the residential streets of this development by patrons of The Stables music venue. This issue can potentially be covered through a residents parking zone or a CPZ. However, these are best dealt with at an early stage in the life of developments and this requires noting for future reference.

A3.21 **Footpath Officer**  
No response received

A3.22 **Education Planning**  
The proposal would impact on education provision and as such education contributions would be required should this application be approved.

Contribution as set out within 5.34

**A3.23 Councils Countryside Officer**

Discussed in paragraph 5.51-5.52

My response is informed by the site Ecological Appraisal dated 15th January 2015 and other documentation regarding this application and also by the Ecological Appraisal dated July 2015 submitted as part of application 15/02337/OUT regarding the site immediately to the south and 16/00025/OUT also immediately to the south.

**Habitats**

Three of the four grass fields, are reported in the ecological survey to consist of improved grassland and the fourth to contain species poor semi-improved grassland. Two of the sites nine hedges, were found to be important under hedgerow regulations. The Phase 1 Habitat Survey Plan indicated eighteen trees on the site.

**Badger**

Paragraph 3.7 of the ecological survey states that; “No signs indicating the occupation or use of the site or habitats within the immediate vicinity by badgers were observed at the time of the initial Phase 1 Habitat Survey on 17th June 2013 or on subsequent visits to site throughout 2013 or subsequent walkover in 2014.”

However the Ecological Appraisal dated July 2015, submitted as part of application 15/02337/OUT regarding the site immediately to the south mentions three Badger setts, with probably the main sett located in woodland. The sett being located about 30 metres to the southwest of the application site. Any works affecting, or in the vicinity of any Badger sett may require licensing from Natural England and would need to be subject to a detailed

mitigation strategy, submitted following the grant of full planning permission. The applicant will need to consult their ecologist, regarding appropriate actions regarding Badgers and complying with relevant legislation.

#### Birds

The ecological survey reports in paragraphs 3.18 to 3.21 that 15 species of birds were recorded in surveys, including three red list species; Yellowhammer, Song thrush and Dunnock. The bird assemblage being described as of no more than local/parish value.

#### Great Crested Newts

The ecological survey reported that no waterbodies were present within the application site, although several dry ditches were present in association with hedgerows on field boundaries. In addition, it stated that much of the habitat on site was sub-optimal for Great Crested Newts. Three ponds were identified to the south of the site at about 90, 250 and 360 meters away. Permission was gained to survey only the nearest pond, where no Great Crested Newts were recorded.

However the Ecological Appraisal dated July 2015 submitted as part of application 15/02337/OUT reported a peak count of 13 Great Crested Newts with Great Crested Newts eggs and immature individuals also recorded, in a pond identified as P1. Pond P1 is about 170 metres from the southern boundary of the site.

There is potential for the proposals to affect Great Crested Newts and appropriate mitigation measures will need to be

applied regarding ensuring the population is safeguarded and legal requirements are met. A licence may need to be obtained from Natural England, this can be applied for following the grant of full planning permission and would be subject to an appropriate mitigation scheme, which would need to be agreed with Natural England. The applicant will need to consult their ecologist regarding appropriate actions regarding Great Crested Newt and complying with relevant legislation.

#### Reptiles

Full presence/absence surveys for reptiles were conducted in the recommended survey season 2013. No reptiles were recorded.

#### Bats

The ecological survey reported in paragraph 3.25 “. . . Given the unremarkable levels of bat activity observed and the species recorded, habitats are considered to support a bat population of no more than local / parish level nature conservation value.” and that in paragraph 3.26 that “The potential for habitats within the application area in the context of providing both commuting routes and foraging resources to the local bat population has been assessed as being of local/parish level nature conservation value following the CIEEM methodology. . .”

#### Biodiversity Enhancements

The Concept Masterplan illustration 0734/06 dated 04/11/15 and The Ecological Appraisal in Section 4 Discussion address the intent of the developer to include many biodiversity improvement features, including appropriate

planting of SUDS and other 'green' areas, so as to compensate for the loss of the grasslands and sections of hedge. This is welcome, however in the light of the new information regarding Badger and Great Crested Newts, the coordination of this development with the proposed development to the south and the likely forthcoming developments to the west and application 16/00025/OUT also to the south will probably need to be revised.

In addition one bird brick or bat tube should be located in (not on) one third of the new dwellings. On occasion where appropriate, either a bird brick or bat tube can be 'moved' from one property to one nearby, so that more than one bird brick or bat tube can be located in a single dwelling. Proposals will need to be provided to the Planning Authority for approval. After approval they can be secured by condition.

Detailed planting schedules, locations and species of trees, shrubs and wildflowers along with an appropriate management plan to ensure the long term sustainability of the wildlife corridor and other wildlife orientated areas such as SUDS features and existing trees and hedges, will need to be provided to the Planning Authority for approval. After approval they can be secured by condition, along with where appropriate, the reports other recommendations.

Proposals regarding mitigation, compensation and biodiversity gains can be conditioned.

**A3.24 Environment Agency**

We have no objection to this application.  
Please consult the IDB on the submitted FRA.

Noted

**A3.25 Development Plans Manager**

No response received

**A3.26 Anglian Water**

1.1 Records show that there are no assets owned by Anglian Water or those to an adoption agreement within the development site boundary.

2.1 The foul drainage from this development is in the catchment of Cotton Valley Water Recycling Centre that will have available capacity for these flows.

3.1 The sewerage system at present has available capacity for these flows. If the developer wishes to connect to Anglian Water's sewerage network they should serve notice under Section 106 of the Water Industry Act 1991.

4.1 The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option.

Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to a watercourse and then connection to a sewer.

4.2 The surface water strategy/ flood risk assessment submitted with the planning application relevant to Anglian Water is acceptable.

Discussed in paragraph 5.45, conditions requested in section 6 of this report.

### A3.27 **Councils Archaeologists**

The submitted desk-based assessment (DBA) is based on data supplied in 2013 and not subsequently updated, despite archaeological fieldwork having taken place within the search area subsequently. It also refers to a site walk-over but does not state when this was undertaken or note the results. The report is also weak on secondary sources citing only two, one of which is freely available online, the other being, inexplicably, the Domesday Book for Surrey. The author seems unaware that the majority of archaeological work in Milton Keynes has been published either in the county journal or monograph format and as such should be read and referenced.

Additionally the accompanying geophysical survey does not comply with the relevant Chartered Institute for Archaeologists (CIfA) standard in that XY plots of the data are omitted and also appears to contain poorly collected and poorly processed data, which had XY plots been included would have been more obvious. It is also notable that the report, unlike the DBA has no quality control check. Finally, the conclusion that the site has low archaeological potential is not one that should be arrived at based purely on geophysical survey.

Regardless of the above shortcomings, it is not in this instance credible to confidently rule out all periods of archaeological remains using only desk-based assessment and magnetometry, though I would accept that the site probably has low potential for settlement remains of the Iron Age and Roman periods. Additionally the proposed mitigation of an untargeted watching brief secured by

Condition requested within section 6 of this report.

condition strikes me as inappropriate and unworkable and likely to miss significant archaeological remains should they be present. As such, in my opinion, the site should be subject to further archaeological evaluation by trial trenching leading to a structured programme of mitigation as necessary, which may be secured by condition.

- |       |  |  |
|-------|--|--|
| A3.28 | <b>Internal Drainage Board</b><br>Although this site is outside of the Board's district, it is noted that the proposed discharge of surface water from this development is to be restricted to 3l/s per hectare which adheres to the surface water strategy applied to the current developments to the north.<br>Therefore the board has no objection to this application. | Noted  |
| A3.29 | <b>British Pipeline Agency</b><br>Not in zone of interest  | Noted  |
| A3.30 | <b>Central Beds Council</b><br>No response received  |  |
| A3.31 | <b>Travel Plan Coordinator – Transport</b><br><br>A Framework Travel Plan has been provided to Milton Keynes Council for the proposed development at land East of Groveway, Wavendon.<br><br>I have no objections to the development.<br><br>Residential travel planning comments<br>General   | Condition requested in section 6 of this report. |
- There are a number of positive actions outlined in the



residential travel plan for the proposed site.

- There is a good amount of engagement activities with residents planned.
- The variety of sustainable travel initiatives included in the travel Plan is good, ensuring all types of sustainable travel are catered for.
- It is excellent to see that the report considers reducing the need to travel and will detail local services available.
- 'MK Star' is not currently in operation, however ongoing improvement of core routes is work in progress.
- iTRACE is no longer used by MKC, however mirroring its outputs will suffice.
- 'Walkit' is not available in Milton Keynes however similar journey planners are.

#### Targets

- As mentioned in the travel plan, targets must be reviewed once the initial baseline survey has been carried out to ensure targets are realistic and challenging, following 20% occupancy or 12 months. The reason for this being indicative targets were based on census data baselines. Baseline figures for the initial travel plan survey must be communicated with MKC and targets agreed at this point.

#### Action Plan

- All actions must be included in the action plan. This means any activities which are mentioned throughout the Travel Plan must be included as an action in the action plan. The Welcome Packs need to be included here.
- It would be a good idea to assign costs in the action

plan so there are sufficient funds given for Travel Planning activities.

#### Monitoring

- Consideration has been given to ongoing monitoring of the plan. As noted the travel plan co-ordinator should be in place prior to occupation of development. The travel plan co-ordinator details must be given to MKC as soon as appointed. These details can be sent to [travelplans@milton-keynes.gov.uk](mailto:travelplans@milton-keynes.gov.uk). It is good to hear that the details of the co-ordinator will also be available to the residents.
- The travel plan must be updated (with surveys undertaken) annually for the first 5 year and biennially thereafter.

#### A3.32 **Local Residents**

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

Thurlow Nunn Vauxhall, 1 Elmswell Gate, Towergate

Glebe Farm, Newport Road, Wavendon

Victory House And Keen House, Wavendon Business Park, Ortensia Drive

Cobra House, Wavendon Business Park, Ortensia Drive

1-15 St Marys Close, Wavendon

Stockwell House, 1 Stockwell Lane, Wavendon

Schubert House, 4 Stockwell Lane, Wavendon

The Bungalow, 66 Walton Road, Wavendon

The Old Bakehouse, 60 Walton Road, Wavendon

The Chestnuts, 54 Walton Road, Wavendon

The Old Rectory, 3 Stockwell Lane, Wavendon

Wavendon Rectory, Walton Road, Wavendon

The Old Plough, 72 Walton Road, Wavendon  
2, 4, 6, 48, 52, 56, 62, 64, 74, 78 Walton Road, Wavendon  
Malting Farm, 80 Walton Road, Wavendon  
The Maltings, 58 Walton Road, Wavendon  
St Marys Church, Walton Road, Wavendon  
The Old Rectory Cottage, 3B Stockwell Lane, Wavendon  
Turing House, Wavendon Business Park, Ortensia Drive  
The Nook, 50 Walton Road, Wavendon  
The Stables, Stockwell Lane, Wavendon  
Seven Gables, 2 Stockwell Lane, Wavendon  
Wavendon Tower, Wavendon Business Park, Ortensia Drive  
Old Wheatsheaf, 70 Walton Road, Wavendon  
The Wavendon Arms, 2 Newport Road, Wavendon

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

- The site should be master planned along with the other two land packages within the Wavendon Triangle, to ensure infrastructure provision. The emerging Walton neighbourhood plan will insist on masterplanning.

A3.34 - The SLADF requires equalisation between sites within the SLA. The Council should include a suitable worded condition or obligation to ensure equalisation occurs.

Discussed in paragraphs A2.1 and A2.2