

**Proposed extension, internal and external alterations (Resubmission of 16/00362/FUL)****AT The Bletchley Arms, 183-185 Queensway, Bletchley****FOR J D Wetherspoon PLC****Target:** 19th October 2016**Extension of Time:** 21<sup>st</sup> November 2016**Ward:** Bletchley East**Parish:** Bletchley & Fenny Stratford  
Town Council**Report Author/Case Officer:** Matthew Pearce**Contact Details:** 01908 254819 matthew.pearce@milton-keynes.gov.uk**Team Leader:** Sarah Hine Development Management Manager North West Team**Contact Details:** 01908 252283 sarah.hine@milton-keynes.gov.uk**1.0 INTRODUCTION***(A brief explanation of what the application is about)*

- 1.1 The main body 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 This application is referred to the Development Control Panel for determination as the application has received objections from two third parties.

**1.3 The Site**

The site lies within the main commercial area of Queensway where there is a mixture of developments including offices, retail, a bank and some residential properties. The building is a brick built two storey public house which has an asymmetrical frontage. The building is set back from the road with a car parking forecourt to the front for 13 cars. To the rear of the application site is Bletchley Leisure Centre, to the east a block of flats and to the west is a narrow access road and offices with windows that overlook the side of the building. Immediately behind the application building is the pub garden which is

currently overgrown with a collection of dilapidated outbuildings attached to the rear of the building.

#### 1.4 The Proposal

The application seeks planning permission for a single storey extension to the rear and sides of the building. The extension will project from the rear of the building by 23.6 metres and will be single storey. A covered veranda is proposed to the western side of the building which will extend around to the rear and a glazed conservatory style extension is proposed on the western elevation. The front of the building will remain largely unchanged.

The ground floor is proposed to be an extended dining/bar area for additional covers with an extended kitchen and stores. The internal arrangement of the first floor will be changed from a residential flat to customer toilet facilities, staff room and staff changing rooms.

The existing front parking area will be partly set aside for outdoor seating but will also contain 10 on plot parking spaces. The garden to the rear and the side to the west will be more seating areas. Smoking shelters and “shed booths” are proposed in the rear garden area. Bin storage areas are proposed on the eastern side of the building.

The application is a resubmission of reference 16/00362/FUL for a similar scheme which was refused for the following reasons:

1. Due to the scale and footprint of the proposed development in relation to the size of the site and the loss of the existing parking spaces to the front, the proposal is considered to be overdevelopment as there is inadequate space within the site to provide sufficient parking to serve the development. This would lead to further congestion on the local road network as customers and staff using the premises would be forced to park on the road, thereby causing a highway danger. The proposed development would be contrary to saved Policies D1 (i) and (vi), T10 (ii) and T15 of the Milton Keynes Local Plan 2001 - 2011.
2. Due to the location and siting of the proposed disabled parking spaces, customers would be forced to reverse out of these spaces directly into oncoming traffic on the highway which would cause a highway danger and disrupt the free flow of traffic along Queensway. The proposed development would be contrary to Policies D1 (i) and (vi), T10 (ii) and T15 of the Milton Keynes Local Plan 2001 - 2011.
3. The proposed development makes no onsite provision for delivery vehicles visiting the site which would mean that these vehicles would be forced to wait on the highway during delivery times. This would add to vehicle congestion on the highway and disrupt the free flow of traffic causing a highway danger. The proposed development would be contrary to saved Policies D1 (i) and (vi), T10 (ii) and T15 of the Milton Keynes Local Plan 2001 - 2011.

## **2.0 RELEVANT POLICIES**

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

### **2.1 National Policy**

National Planning Policy Framework 2012

Paragraphs 11-16: Presumption in favour of sustainable development

Paragraph 17: Core Planning Principles

Section 1: Building a Strong Competitive Economy

Section 4 Promoting Sustainable Transport

Section 7: Design

### **2.2 Local Policy**

Milton Keynes Core Strategy 2013

Policy CSA: Presumption in favour of sustainable development

Policy CS13: Ensuring High Quality, Well Designed Places

Policy CS17: Improving Access to Local Services and Facilities

### **2.3 Milton Keynes Local Plan 2001- 2011**

Policy D1: Impact of Development Proposals on Locality

Policy D2A: Urban Design

Policy D2: Design of Buildings

Policy T1: Transport User Hierarchy

Policy T10: Traffic

Policy T15: Parking Provision

### **2.4 Supplementary Planning Document**

Milton Keynes Parking Standards SPG 2016

## **3.0 MAIN ISSUES**

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

3.1 Principle of development

3.2 Whether or not the first reason for refusal has been overcome

3.3 Whether or not the second reason for refusal has been overcome

3.4 Whether or not the third reason for refusal has been overcome

#### **4.0 RECOMMENDATION**

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

- 4.1 It is recommended that planning permission be granted subject to the conditions set out at section 6 of this report.

#### **5.0 CONSIDERATIONS**

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

##### **5.1 Principle of development**

Section 1 of the NPPF states that the Government is committed to encouraging sustainable economic growth and that this should be supported through the planning system. The application site is located within the Development Boundary of Bletchley as defined by the saved Milton Keynes Local Plan 2001-2011 and is within a sustainable location. Saved Policy D2 of the Milton Keynes Local plan 2001 – 2011 allows for the development of extensions to buildings providing specific criteria as set out in those policies are met. As such, and subject to the detailed considerations of all matters below, the proposed extension to the public house would be acceptable in principle

##### **5.2 Whether or not the first reason for refusal has been overcome.**

The first reason for refusal of application 16/00362/FUL related to inadequate space to the front leading to insufficient parking provision for the application site. It was considered that this would lead to further congestion on the local road network as customers and staff using the premises would have to park on the road, thereby causing a highway danger. The previous scheme had 3 on-plot parking spaces with the rest of the front of the site used as a beer garden.

##### **5.3**

The current application has amended the proposed layout of the front of the application site so that 10 on-plot parking spaces, one of which is a disabled space, can be provided for use of both customers and staff members. The proposal would result an improvement in the provision of parking from the previous application. Whilst the proposed amount of parking provision is 3 spaces less than currently existing, it is considered to be acceptable given the central location of the application thereby constituting a sustainable location. There are a number of bus stops in the local area with the main bus station being around a 500 metres walk from the site. The site is likely to be used by local residents who live within walking distance from the site or those who are in the local area for other reasons. There are also a number of public car parks within the local area which could accommodate some parking from customers of the site in busier periods.

##### **5.4**

As such, it is considered that this current scheme has overcome the first reason for refusal under reference 16/00362/FUL and would be in

accordance with Saved Policies D1 (i) and (vi) and T15 of the Milton Keynes Local Plan 2001 - 2011.

5.5 Whether or not the second reason for refusal has been overcome

The second reason for refusal of application 16/00362/FUL related to the parking spaces which were provided being positioned so that they would have to reverse directly onto the highway and any oncoming traffic which would cause highway danger and disrupt the free flow of traffic along Queensway.

5.6 As stated previously the current application has amended the parking provision so that all 10 proposed spaces are on-plot and the vehicles using the spaces can manoeuvre within the site so that they can enter the highway in a forward movement. This ensures that the vehicles will have a clearer view of on-coming traffic along Queensway and will ensure that vehicles exiting the site will not cause highways safety issues or disrupt the free flow of traffic along Queensway.

5.7 As such, it is considered that this current scheme has overcome the second reason for refusal under reference 16/00362/FUL and would be in accordance with Saved Policies D1 (i) and (vi), T10 (ii) and T15 of the Milton Keynes Local Plan 2001 - 2011.

5.8 Whether or not the third reason for refusal has been overcome

The third reason for refusal of application 16/00362/FUL related to the lack of onsite provision for delivery vehicles which would force the vehicles to wait on the highway during delivery times. It was considered that this would add to vehicle congestion on the highway and disrupt the free flow of traffic causing a highway danger.

5.9 With the reconfiguration of the on-plot parking provision, a space has been created which could be used for the delivery vehicle to park for a short period of time. The agent has confirmed that deliveries will be early morning before the building would be open to customers and as such would not interfere with customers trying to park in the parking spaces. This will ensure that deliveries are not during the busiest periods of the day where traffic would be at its busiest on Queensway and will help ensure that deliveries do not adversely affect vehicle congestion on the highway or disrupt the free flow of traffic which would cause highway danger.

5.10 As such, it is considered that this current scheme has overcome the third reason for refusal under reference 16/00362/FUL and is in accordance with Saved Policies D1 (i) and (vi), T10 (ii) and T15 of the Milton Keynes Local Plan 2001 - 2011.

## 5.11 **Other**

An objection was received in regards to the impact on the neighbouring offices in Studio Court and requested for a 1.8 metre high close boarded fence along the west side boundary. The proposed extension will not be any closer to this neighbouring building but will extend further down the site. The building is already a public house, albeit not currently occupied, and as such would generate a certain amount of noise and disturbance as existing. If residents consider they are experiencing unacceptable noise disturbance this can be reported and resolved under Environmental Health Regulations. The pub could use the side of the premises for additional seating area under the existing use so it is not anticipated that the proposal will lead to unacceptable additional disturbance to the side of the building. A 1.8 metre high close boarded fence along the side would create an uninviting approach along the access way and would not allow much natural surveillance. It is therefore considered that a 1.8 metre high close boarded fence would not be acceptable.

- 5.12 Another objection has been raised with comments that opening of a Wetherspoons will force other pubs, cafes and food outlets to close down in the local area. The existing use as a public house, which has run for several years, would likely have incorporated the selling of food throughout the day as well as selling alcohol. The continued use of the building as a public house which will serve food as well as alcohol is not materially different to the existing use of the building or the service being provided. As such, it is considered that the current proposal would not directly lead to the closing of other businesses in the area.

## 6.0 **CONDITIONS**

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

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

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

2. The external surfaces of the development hereby permitted shall be constructed only of materials of a type and colour which match exactly those of the existing building unless otherwise agreed in writing by the Local Planning Authority. (M01)

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

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

Reason: To ensure adequate parking provision at all times so that the development does not prejudice the free flow of traffic or the safety on the neighbouring highway and accord with saved policy D1 (vi) of Milton Keynes Local Plan 2001 - 2011

4. Prior to the initial occupation of the development all other existing access points not incorporated in the development hereby permitted shall be stopped up by raising the dropped kerb and footway to the same line, level and detail as the adjacent footway and highway boundary.

Reason: For the safety and convenience of users of the public highway.

## **Appendix to 16/02434/FUL**

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

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

#### A1.1 16/00362/FUL

Single storey extension, with internal and external alterations  
REFUSED 17.06.2016

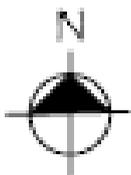
### **A2.0 ADDITIONAL MATTERS**

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

#### A2.1 None



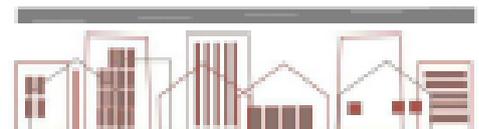
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INDICATES SITE AREA

**NOTES**

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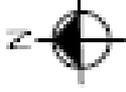
Client	J D WETHERSPON PLC
Project	PUB No. 7426 THE BUTCHLEY ARMS 185, GREENWAY, BUTCHLEY, SUCKS.

Drawn	SITE LOCATION PLAN
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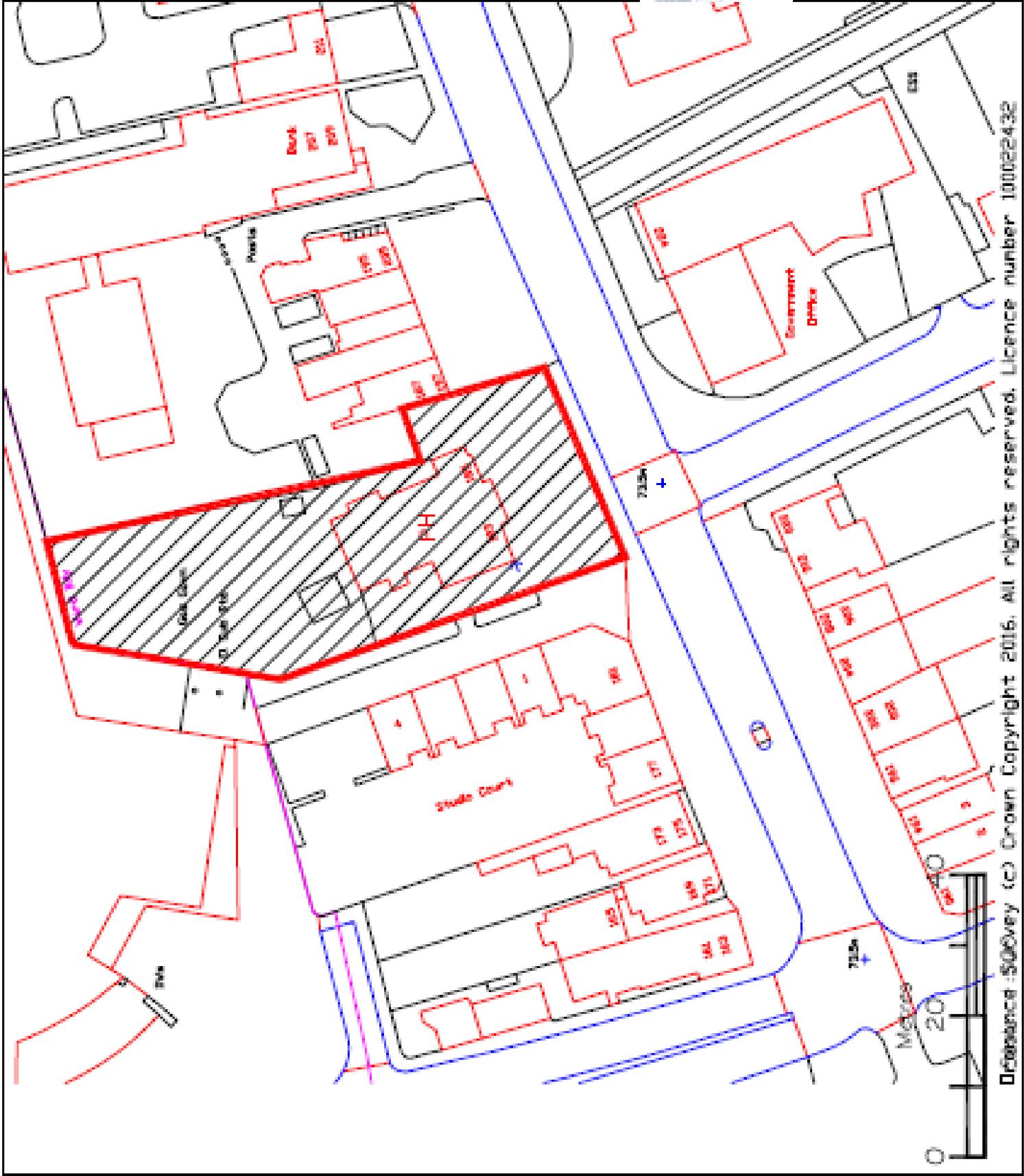
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PROJECT No	DRAWING No	REVISION
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NOTES

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REGULATED ZONE



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FRONT ELEVATION



SIDE ELEVATION



SIDE ELEVATION



REAR ELEVATION

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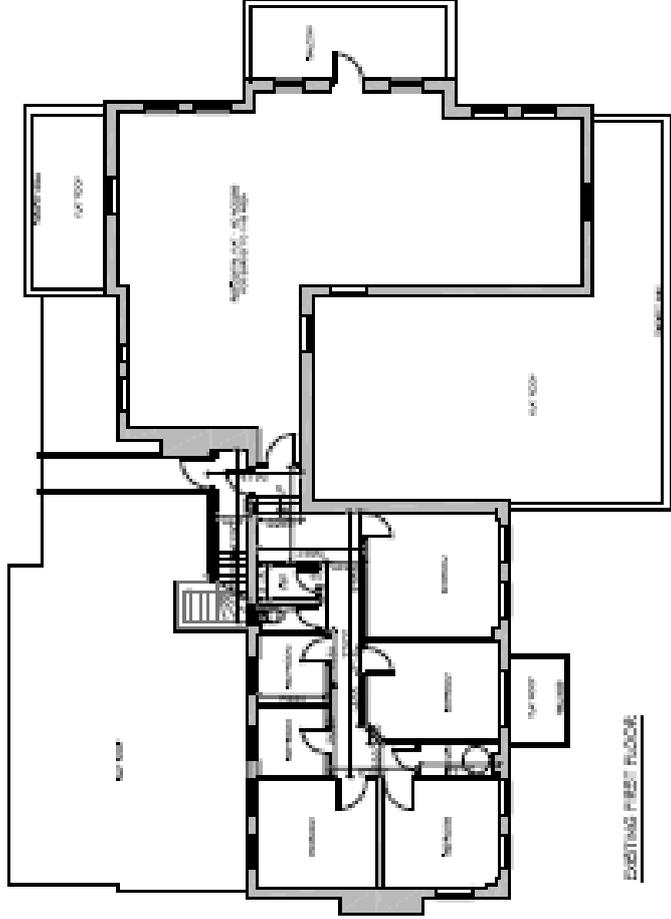
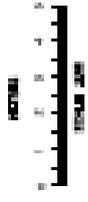
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DATE	JD WETHERSPON PLC		
PROJECT	PLD NO: 7426 THE BUTCHERY ARMS BUTCHLEY		
ISSUE	EXISTING EXTERIOR ELEVATIONS		
SCALE	1:100	DATE	FEB 2016
PROJECT NO	7188	ISSUED TO	PLD
		BY	AKS



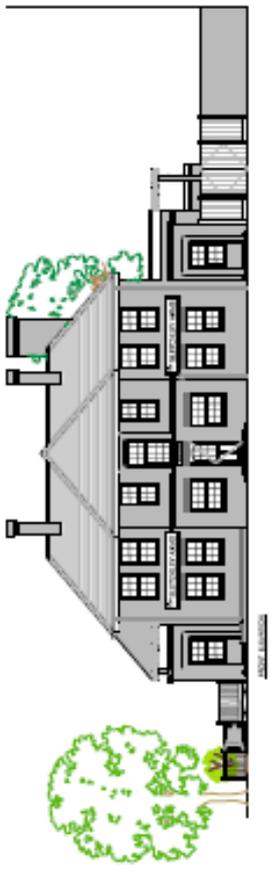
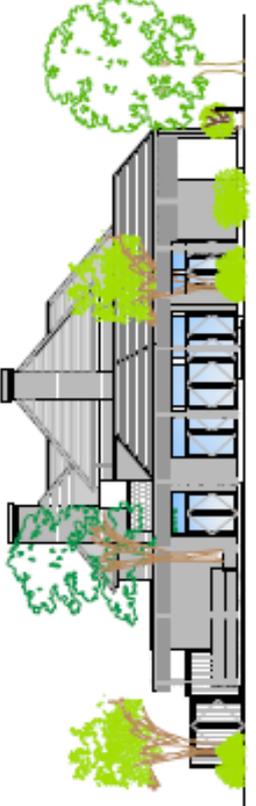
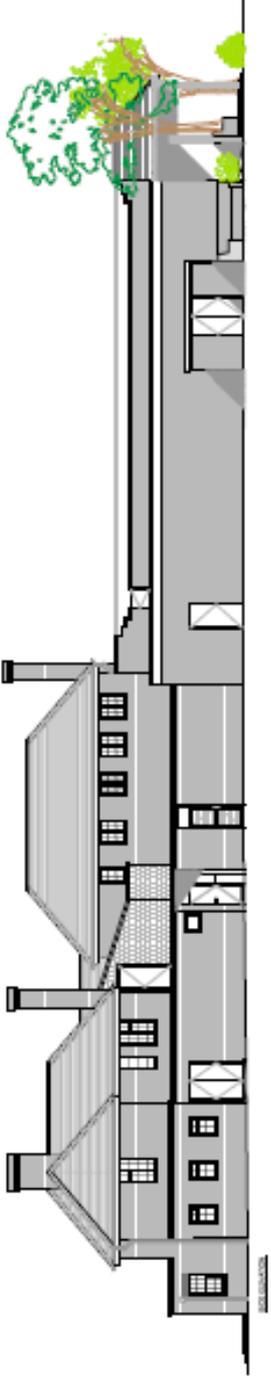
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DATE	2018-08-08
PROJECT	1000 BAYVIEW AVENUE 1000 BAYVIEW AVENUE SCARBOROUGH
CLIENT	1000 BAYVIEW AVENUE
SCALE	AS SHOWN
DESIGNED BY	ARCHITECT
DRAWN BY	ARCHITECT
CHECKED BY	ARCHITECT
DATE	2018-08-08

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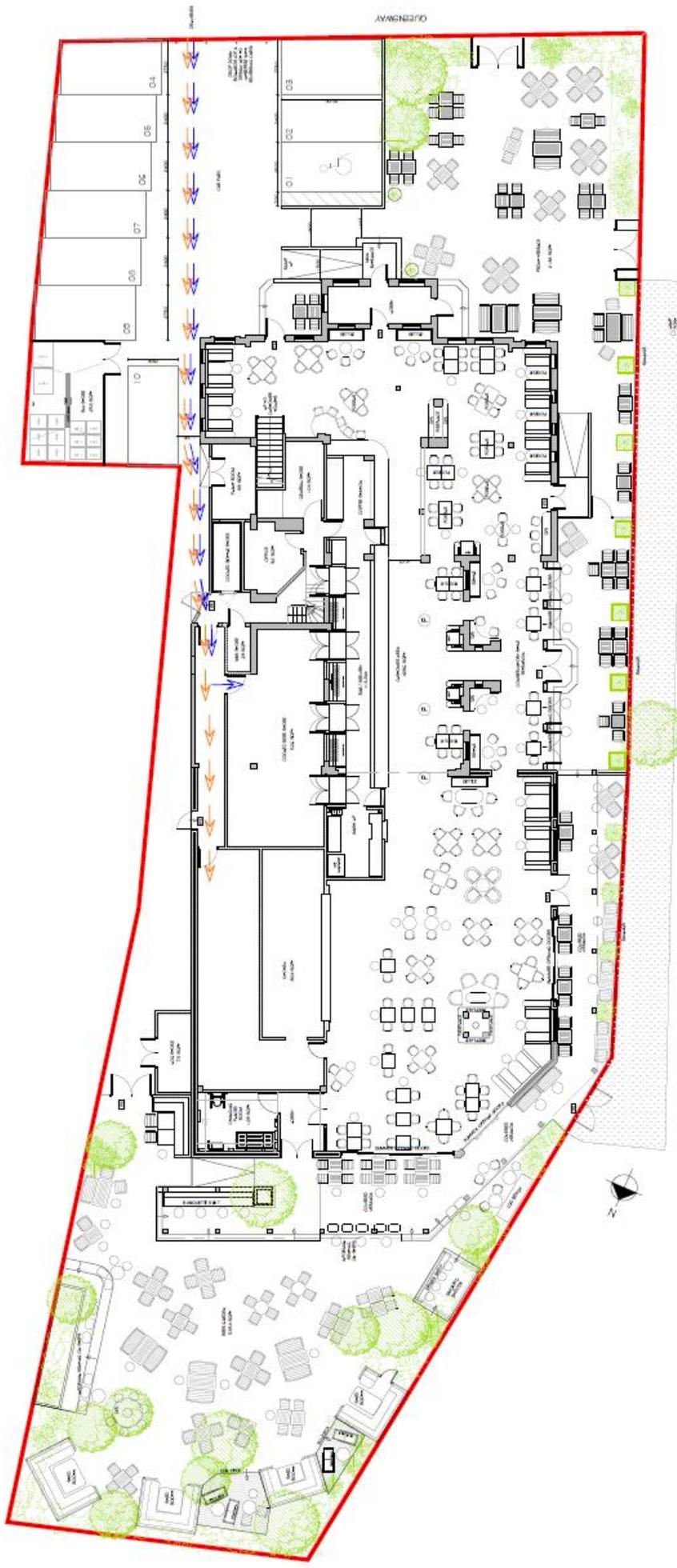
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DATE: 21-SEP-2016  
 DRAWN BY: JACOB  
 CHECKED BY: JACOB  
 PROJECT: PROPOSED FEDERAL BUILDING

NO.	REV.	DATE	BY
1	1	09/21/16	JACOB



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PROPOSED GROUND FLOOR



VERANDA REFERENCE IMAGE

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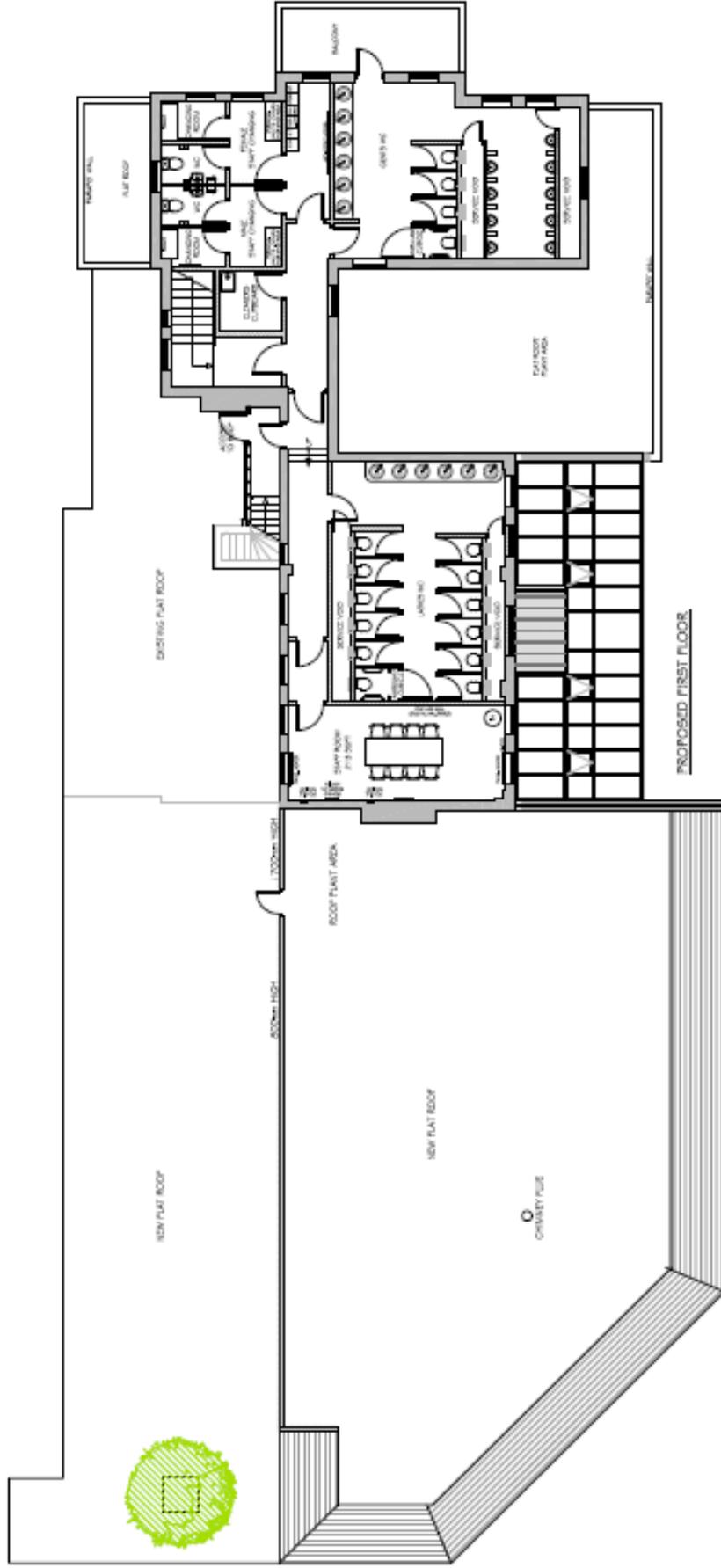
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 PROJECT: THE SUBURBAN ARMS  
 LOCATION: SUBURBAN

PROPOSED GROUND FLOOR

NO.	DATE	BY	CHKD.
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02	10/11/2016	J.M.	A.M.
03	10/11/2016	J.M.	A.M.
04	10/11/2016	J.M.	A.M.
05	10/11/2016	J.M.	A.M.
06	10/11/2016	J.M.	A.M.
07	10/11/2016	J.M.	A.M.
08	10/11/2016	J.M.	A.M.
09	10/11/2016	J.M.	A.M.
10	10/11/2016	J.M.	A.M.



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DATE	20/01/2016		
BY	J.D. WETHERSPOON		
PROJECT	PROPOSED FIRST FLOOR		
CLIENT	THE NUTCRACKERS		
LOCATION	NATIONALITY		
NO.	7/09	REVISED	PLANS
DATE	20/01/2016	BY	J.D. WETHERSPOON
NO.	7/09	REVISED	PLANS

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

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

#### **Comments**

#### **Officer Response**

##### **A3.1 Highways Development Control (No objection)**

Noted and discussed on paragraphs 5.2-5.10

The proposals are an improvement over the previously refused planning application. The number of car parking spaces has been increased to 10, although 3 fewer than the existing on site provision. I acknowledge that the location of the site, in highway terms, is a reasonably sustainable one. It is located close to the town centre and there would be linked trips with other functions within the town and the bus station is about 500m walk from the site. Various town centre car parking options exist.

Although I am raising no objections to the proposals I have some concerns with the application. Firstly, as already mentioned, the proposals are reducing the number of on-site car parking spaces by 3.

Secondly, the proposals include an increase in floor area without any associated increase in car parking spaces. The likely increase in demand for in town parking spaces will potentially erode the benefits that the town will enjoy from the new town centre spaces mentioned in appendix 1 of the design and access statement.

Recommended conditions relating to car parking layout and

closing of access.

A3.2 Environmental Health Manager **(No comments received)** Noted

A3.3 Parish - Bletchley & Fenny Stratford **(No objection)** Noted

It was resolved that the Town Council supported the resubmission. It was also resolved that the Town Council did not support the need for a 1.8 metre high close boarded fence due to the site being a pub previously.

A3.4 Ward - Bletchley East - Cllr Gowans **(No comments received)** Noted

A3.5 Ward - Bletchley East - Cllr Webb **(No comments received)** Noted

A3.6 Ward - Bletchley East - Cllr Khan **(No comments received)** Noted

A3.7 Ward - Bletchley Park - Cllr Clancy **(No comments received)** Noted

A3.8 Ward - Bletchley Park - Cllr Wales **(No comments received)** Noted

A3.9 Ward - Bletchley Park - Cllr McKenzie **(No comments received)**

A3.10 **Local Residents**

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

Bletchley Leisure Centre ,Princes Way, Bletchley

1, 2, 3 & 4 Studio Court, 74-76, 187, 181, First & Second floor 181, 197, Flat 1, 3, 4, 6, 7 & 8 207 – 209, 220, Part Ground Floor & Suites 1, 2 & 3 Second Floor 224, Queensway, Bletchley Milton Keynes

27 Maudsley Close Shenley Lodge Milton Keynes

A3.11 Two third party representations from the occupier of 31 Cloudberry, Walnut tree who owns property on Queensway and Highfiled Lodge, Henley Road Marlow instruct by Warehut Ltd owners of adjacent Studio Court were received in objection to the application on the grounds of:

Noted and discussed on paragraph 5.11

- Impact on office tenants of Studio Court, requested a 1.8 metre high close boarded fence to west side boundary.
- Inadequate parking on site leading to parking on neighbouring roads
- Opening of a Wetherspoons will force other pubs, cafes and food outlets to close down

Noted and discussed on paragraphs 5.2-5.4

Noted and discussed on paragraphs 5.12