

Application Number: 16/03023/FUL

Major

Demolition of existing B8 storage and distribution warehouse, and erection of a new B8 storage and distribution warehouse with ancillary B1 floorspace and associated works

AT Blakelands 1, Yeomans Drive, Blakelands

FOR [REDACTED]

Target: 23rd January 2017

Ward: Newport Pagnell South

Parish: Great Linford Parish Council

Report Author/Case Officer: [REDACTED] Planning Officer

Contact Details: [REDACTED]

Team Leader: [REDACTED] Senior Planning Officer

Contact Details: [REDACTED]

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. All matters have been taken into account in writing this report and recommendation.
- 1.2 This application is referred to the Development Control Committee following an objection from Great Linford Parish Council, a public petition with 140 signatures and a number of public representations objecting to the proposed development.
- 1.3 **The Site**
The application site is situated on the northern boundary of one of the employment areas of Blakelands. It is currently occupied by a large warehouse with ancillary offices, loading/unloading areas and parking areas for HGVs and cars. The surrounding area is largely characterised by light industrial, warehouse and office uses occupying buildings of varying sizes. However, abutting the northern boundary of the site are residential properties and in particular a row of bungalows in Bessemer Court. Details of the location of the site and its relationship to surrounding properties can be seen in the plans attached to this report.

1.4 **The Proposal**

The proposal involves the redevelopment of the existing warehouse to provide a new warehouse within a redesigned site layout. The existing warehouse building has a floorspace of 17,414 square metres whilst the proposal would increase this to 20,522 square metres. In addition the existing building is 10.5 metres high along the elevation facing towards Bessemer Court whilst the proposed building would be 17.0 metres high along the same elevation and 18.4 metres high in total.

1.5 The existing building is 48 metres from the rear elevation of the closest dwelling (70 Bessemer Court) and 40 metres from the rear of the garden. The proposed building would be 37.0 metres from the same property. Details of the proposal as described above can be seen in the plans appended to this report.

1.6 The proposed development would have on-site 24 hour storage and distribution operations. The proposal includes 14 dock levellers and 4 loading doors for HGVs along the eastern elevation of the building along with parking spaces for 35 trailers and a main car park for 173 cars in front of the southern elevation of the building together with a remodelled access to serve the loading bays/HGV parking. The proposal has been amended to include a 51 space 'Overflow' car park to the north of the building and provision is also made for cycle and motorcycle parking.

2.0 **RELEVANT POLICIES**

(The most important policy considerations relating to this application)

2.1 **National Policy**

National Planning Policy Framework

Section 1 Delivering a Sustainable Economy

Paragraph 14 Presumption in favour of sustainable development

Paragraphs 32 & 34 Promoting sustainable transport

Paragraphs 60 & 61 Requiring good design

2.2 **Local Policy**

Core Strategy

CSA Presumption in favour of sustainable development

CS1 Milton Keynes Development Strategy

CS13 Ensuring high quality, well designed places

CS15 Delivering Economic Prosperity

CS19 The Historic and Natural Environment

CS21 Delivering Infrastructure

Adopted Milton Keynes Local Plan 2001-2011

D1 Impact on locality

D2A Urban design

D2 Design of buildings

D4 Sustainable construction

T1 Transport User Hierarchy
T2 Access for those with Impaired Mobility
T3 Pedestrians and cyclists
T10 Traffic
T11 Transport Assessments and Travel Plans
T15 Parking provision
E1 Protection of existing employment land
E9 Controlling the Risk of Pollution
NE2 Protected Species
NE3 Biodiversity and Geological Enhancement

Supplementary Planning Guidance
Parking standards SPD

2.3 Neighbourhood Plan

Great Linford North Neighbourhood Plan

Following the successful referendum on 11th February and the making of the Great Linford North Neighbourhood Plan by Full Council on 23rd March 2016, the Neighbourhood Plan forms part of the Development Plan and should be used when considering planning application.

The following Neighbourhood Plan policies are relevant to the consideration of this application:

N9 Trees, hedgerows and planting
N11 New development – accessibility, getting around and biodiversity
N13 Proposals for larger scale employment and enterprise
N14B Major developments in strategic locations

3.0 MAIN ISSUES

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

- 3.1
 - Principle of the Proposed development
 - Design
 - Visual Impact
 - Impact on Residential Amenity (Privacy, Access to light, sunlight and daylight, Overbearance)
 - Highways and Parking
 - Noise
 - Pollution (Noise, Air Quality, Light Pollution, Site Contamination)
 - Landscaping
 - Flood Risk
 - Ecology
 - S106 Contributions

4.0 RECOMMENDATION

(The decision that officers recommend to the Committee)

- 4.1 It is recommended that planning permission is granted subject to the completion of a S.106 agreement and the conditions outlined at Section 6.0 of this report.

5.0 CONSIDERATIONS

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

5.1 Background

Currently the site, known as Blakelands 1, is operated by John Lewis as a B8 Warehouse and Distribution facility with some associated B1 Office space. Following the approval of a scheme for an alternate facility, John Lewis are currently in the process of relocating their operations from the Blakelands 1 Site. The application site will then become vacant, having already a 'skeleton staff' arrangement operating under its full capacity. Since awareness of the relocation of John Lewis, the site has received limited interest and no offers to use the site as existing. The Planning Statement explains the existing facility is no longer fit for purpose as a result of its relatively low height (in industrial terms) and lack of modern storage facilities. As such, the application has been submitted for a replacement warehouse in order to modernise the facility in line with the current industry requirements, in order to be able to continue the existing use and its associated economic benefits. .

5.2

Principle

The Milton Keynes Local Plan 2001-2011 allocates the application site for employment purposes and the site is currently used in accordance with its designation. Under saved policy E1 of the Milton Keynes Local Plan 2001-2011 existing employment sites are protected and should be retained for such purposes. In addition, Section 1 of the National Planning Policy Framework requires Local Planning Authorities to build a strong and competitive economy with paragraph 19 applying significant weight on the need to support economic growth.

5.3

The proposed development seeks full planning permission for the replacement of the existing warehouse with additional floorspace with alterations to the access and car parking layout. As the development would not result in the loss of existing employment land and would improve the existing provision, the principle of development is acceptable, subject to the scheme fulfilling other policy requirements such as design, layout, neighbour amenity, parking and landscaping. Furthermore, the proposed replacement warehouse would contribute to the Borough's economy through both the short term, (during construction) and long term (on-going site operations and improvement to employment stock).

5.4

The proposed development, to replace the existing warehouse, with a larger warehouse and distribution facility with ancillary B1 floorspace would be an

appropriate function in this location and would offer local employment opportunities in conjunction with saved policy E1 of the Milton Keynes Local Plan 2001-2011. The proposed development also would support and improve the Borough's economy. As such the development would comply with Section 1 of the National Planning Policy Framework .

5.5

Design

Saved policies D2 and D2A of the Milton Keynes Local Plan 2001-2011 and CS13 of the Core Strategy seek to ensure that all developments have a high quality design and relate well to the surrounding area. Policy NP13 of the Great Linford North Neighbourhood Plan requires large scale employment sites to be integrated with and complement clusters of activity in terms of their design, mass and scale.

5.6

The application site is set within the context of the Blakelands and Tongwell industrial area. Large scale industrial/warehouse facilities are located to the north and south of the A422 (Monks Way) and extend from Brickhill Street to the M1. The proposed building would have a simple appearance and functional form with a floor area of 20,522m². The floor area would provide 19,754 m² of B8 warehouse space and 768m² of B1 office space, which is divided over 3 floors. This would increase the floorspace above the existing provision by 3,109m². The scale of the proposed development would be in-keeping with the industrial character of Blakelands and Tongwell. This height of 17 metres-18.4 metres, would meet modern requirement and is currently used by a number of contemporary warehouses, such as the new facilities at Magna Park. The existing building is 10.5 metres in height, and the development would be between 6.5 and 7.9 taller than the existing.

5.7

By virtue of their nature, storage and distribution facilities typically have a 'fit for purpose' design. The proposed warehouse has a functional and industrial character as expected, however, incorporates vertical and horizontal cladding on the exterior with partial areas of glazing. The external treatments would have variations of grey that will help to break up the appearance of the façade and create visual interest. This will help reduce the perceived bulk and scale of the replacement warehouse and give a contemporary appearance.

5.8

The overall design is deemed to be suitable for this site in terms of scale, form and appearance. The external appearance incorporates features which help to reduce the perceived bulk and create visual interest. The proposed development would therefore be in compliance with saved policies D2 and D2A of the Milton Keynes Local Plan 2001-2011.

5.9

Visual Impact

Saved policies D2 and D2A of the Milton Keynes Local Plan 2001-2011 and CS13 of the Core Strategy seek to ensure that development proposals positively contribute to the character of the area and that they relate well to the surrounding area. Policy NP13 of the Great Linford North Neighbourhood Plan requires larger scale employment sites to ensure that the development

5.10 is integrated with existing clusters of activity in terms of their design, mass and scale.

It is noted that the Council's Landscape Architect has recommended that the application is amended on the following grounds:

- It is important that the landscape architect consultant appointed to prepare the LVI Appraisal visits the site / surrounding area with me to agree viewpoints and discuss appropriate mitigation. A key view from the Redway by the lake public car park will need to be included as views and character from here have the potential to be significantly affected by change.
- LVIA should be amended to clearly identify where vegetation is proposed for removal.
- The LVIA's mitigation list should be updated and demonstrated with a landscape principles plan.
- The key views and wireframe visual montages must demonstrate the worst case i.e. views resulting in the greatest harm. This must then inform the mitigation i.e. layout changes and landscape screening.
- Visual montages of the proposed landscape mitigation at year 1 and year 15 should be shown.
- A sunlight / shadow assessment plan of both the existing and proposed buildings is required to demonstrate that the building has been sufficiently set-back from the properties at Bessemer Court to minimise impact.
- Boundary treatment / fencing will need to be amended and would need to be conditioned.
- Landscape scheme planting plan will need to be amended and would need to be conditioned.
- Root protection areas and trees to be removed must be clearly highlighted on the amended proposed site layout and landscape scheme in a contrasting colour.
- The existing hedge along Yeomans Drive between the site and Bessemer Court provides a good level of screening and must be retained or replaced by proposed wildlife hedging to create a greater level of screening than the existing hedge. To achieve this, a minimum 5m width native landscape buffer hedgerow with trees along the north-east boundary of the site is needed to mitigate the visual intrusion in terms of height and mass of the building from the nearby public open space and district park of Tongwell Lake.

5.11

In Officers opinion submitted LVIA addresses the substantial requirements from the Landscape Architect and it presents a sufficiently complete clear assessment of the proposed development to adequately assess the impact on the surrounding area. Given the site context, where there is an industrial character existing large-scale warehouse and the nature of the proposed development, of a replacement warehouse, it is not necessary to consider further viewpoint assessments. Notwithstanding this, the majority of the Landscape Officer's comments have been considered within the submitted LVIA and the recommendation of a condition requiring the submission of an amended landscape scheme is outlined at section 6.0 of this report. This

- 5.12 condition would address the Landscape Architect's concerns by requiring the submission of a suitable final scheme.

- 5.13 The LVIA has identified three character areas, which are the industrial estate, the settlement of Blakelands and Tongwell Lake and assesses landscape susceptibility, landscape value, landscape sensitivity and the change and landscape effects. The assessment also identifies landscape character mitigation strategies. It is expected these measures would be incorporated into the submission of a suitable landscaping scheme.

- 5.14 The application site is considered to fall within the industrial estate and is clearly separated from the residential development to the north of the site through the dense planting screen that would be retained and enhanced by the proposed development. In line with the Landscape Architect's comments, a landscape buffer between the residential development along Bessemer Court and the warehouse building of between 17-24metres in depth has been achieved (measured to the closest point of the car park). Along the north eastern edge a landscape buffer of 6.2 metres to the link road and turning circle, at the narrowest point as been provided, above the required 5 metre width. From the north eastern corner there is also an existing area of tree planting to the north of the application site boundary, outside of the control of the applicant, which provides an additional screening belt of 11 metres from the rear gardens of the residential properties.

Industrial Estate

- 5.15 The character of the Industrial Estate consists of large scale industrial units to the east of Brickhill Street and to the west of the M1. The area extends north towards Newport Pagnell and to the south, towards Willen. The area is a highly active industrial area with dense road network and infrastructure, service yards and associated car parking facilities.

- 5.16 The area is characterised by varying scales of warehouse and associated developments. There are no landscape designations within the industrial area. The predominant activity within the industrial estate is employment with transient landscape for associated vehicle travel.

Settlement of Blakelands

- 5.17 The settlement is located to the west of Brickhill Street, with the residential are located between the industrial estates to the north and south. Properties within the residential are varied, from bungalows to three storey properties. The LVIA identifies, the landscape susceptibility to change is low and the landscape value is low.

Tongwell Lake

- 5.18 Tongwell Lake is located to the east, towards the M1. The LVIA notes that this area contains attractive features, such as the lake, established vegetation and circulatory footpath network. However, there are also some detracting urban elements which are apparent above the existing tree cover, with the M1 a prominent element of the local landscape.

- 5.19 Overall, for each of the above identified character areas, the LVIA identifies that within both year 1 and year 15, the proposed replacement warehouse would have a negligible to low impact on the landscape setting of the area. In terms of the visual impact, for which residential, pedestrian and vehicle receptors have been assessed it has been identified there are a number of highly sensitive residential receptors along Bessemer Court and Telford Way. The visual effect of the proposed development in year 1 (pre-mitigation) would have a slight to moderate impact, with one view point having a moderate-substantial effect. In terms of the year 15 (with mitigation) impacts, the level of these effects reduce to low-negligible to moderate, with no substantial effects recorded. It is considered, that given the sight context and the mitigation proposed, and required by the recommended conditions, there would not be unacceptable harm to the visual effects of the proposed development.
- 5.20

- The proposed development is not considered to have a detrimental impact on the existing landscape character which is an industrial area, where limited landscaping is usually expected. The proposed development ensures sufficient screening is retained and enhanced along the sites northern and north eastern boundary to screen the development from the adjacent residential properties. The proposed development would therefore accord with saved policies D1 and D2 of the Milton Keynes Local Plan 2001-2011.
- 5.21

Impact on Residential Amenity

Privacy

- Saved policy D1(iii) of the Milton Keynes Local Plan 2001-2011 seeks to ensure that proposed developments do not cause an unacceptable overlooking of neighbouring residential properties. The impact on the privacy of the properties along Bessemer Court which share their rear boundary with the application site, was a key concern raised by the neighbour objections received.
- 5.22

- The proposed development includes two narrow vertical strips of glazing on the proposed north elevation, which face onto the rear garden spaces and elevations of the residential properties along Bessemer Court. However, as shown on the submitted site layout plan and floor plans, this would be an area of warehouse activity with limited potential for overlooking as operations would take place at ground level such that there would be harm to residential amenity through a loss of privacy. Notwithstanding this, the site layout plan shows an area of dense landscaping to be retained and enhanced. This would provide dense screening between the residential properties of Bessemer Court and the proposed replacement warehouse. This would mitigate any potential for overlooking into residential properties.
- 5.23

- The proposed development would therefore comply with saved policy D1(iii) of the Milton Keynes Local Plan 2001-2011 as it would not cause an unacceptable loss of privacy.
- 5.24

Access to light, sunlight and daylight

Saved policy D1(iii) of the Milton Keynes Local Plan 2001-2011 outlines that planning permission will be refused for development where it would adversely affect residential amenity of neighbouring properties in terms of harm to sunlight, daylight or privacy. The Core Planning Principles outlined within Paragraph 17 of the National Planning Policy Framework requires decision making to seek to secure a good standard of amenity for all existing and future occupants of land and buildings.

It is noted by Officers, that a key concern of the neighbour representations received is the impact of the proposed development on the surrounding residential properties in relation to the potential loss of light, sunlight and daylight as a result of the increase in height, scale and proximity of the proposed new building.

As the proposed development is for a replacement warehouse, consideration must particularly be given to the additional impacts arising from the development compared to the existing situation. The proposed development would result in an additional 3,109 square metres of floorspace and would be sited approximately 11.2 metres closer to the nearest residential property, no. 70 Bessemer Court. The height of the proposed warehouse would increase by 6.5 metres to a total of 17 metres, in relation to the elevation closest to Bessemer Court.

The application has been supported by proposed section drawings showing a 25 degree line of sight from adjacent properties and a Daylight, Sunlight and Shadow Study in accordance with BRE Guidance (BRE209 – Site Layout Planning for Daylight and Sunlight 2011).

The BRE Guide provides a standard which is used when considering the impact of development proposals on residential amenity which is the 25 degree test. The 25 degree test is used where development is opposite a window and uses a line of sight to determine if proposals may result in an unacceptable loss of daylight, sunlight or by being visually obtrusive. The centre of the lowest habitable room is usually used as a reference point with a 25 degree line of sight measured vertically. If the proposed development falls beneath a the 25 degree line of site, the proposed development is considered not to cause unacceptable harm to daylight, sunlight or by creating a visual intrusion to neighbouring properties.

The submitted sectional drawings show a 25 degree line of sight taken from the ground level of the private garden space closest to the dwelling. These sectional drawings show a worst case scenario impact on the residential properties and demonstrates that the proposed warehouse building does not breach the 25 degree line of sight for any of the nearby residential properties. Should the 25 degree line of sight be taken in line with the industry standard, from the lowest habitable room, the impact would improve as the 25 degree line of sight starting point would be at a higher level than the ground.

In addition to the submitted proposed sections, the Daylight, Sunlight and Shadow Study which uses BRE Guidelines confirms the proposed

development is fully compliant with these guidelines in terms of the neighbouring daylight, sunlight and overshadowing. This assessment provides further evidence to demonstrate that the proposed development would not cause unacceptable harm to the amenity of the neighbouring properties along Bessemer Court through a loss of sunlight, daylight or through overshadowing.

In light of the assessments submitted by the applicant, the proposed development would not cause any substantial loss of light, sunlight or overshadowing or create a visual intrusion to the neighbouring residential properties. As such, the proposed development would comply with saved policy D1(iii) of the Milton Keynes Local Plan 2001-2011.

Dominance and Visual Intrusion

Saved policy D1(iii) of the Milton Keynes Local Plan 2001-2011 seeks to ensure that development proposals do not cause an unacceptable visual intrusion. Private views are not protected and are not a material planning consideration; however, an assessment of whether the proposed development would create a visual intrusion can be considered. The proposed development must be considered against the additional visual impact only. In this section of the report, the visual impact in relation to the adjacent residential properties is considered only, not the impact on the streetscene.

It is acknowledged that a key concern of the neighbour representations received is the visual impact of the scale, bulk and mass of the proposed development on the neighbouring residential properties as this is considered to be overbearing.

As shown on the submitted sectional site drawings, the proposed replacement warehouse does not impinge on the 25 degree line of sight. It is therefore considered, the additional height would not be visually oppressive causing harm through overdominance or the creation of a visual intrusion. In addition, the site layout plan shows the retention of the existing landscape buffer along the northern boundary (to the rear of the properties along Bessemer Court) in conjunction with proposed enhanced landscaping. The proposed enhanced landscaping is illustrative at the current time and a suitable condition requiring the submission of a landscaping scheme is recommended at section 6.0 of this report. Only the portion of warehouse above the tree canopy would be visible from neighbouring properties. Care has been taken to reduce the perceived bulk of the warehouse through the use of different elevational cladding and colouration.

The siting of the proposed replacement warehouse is broadly located on the footprint of the existing warehouse. The design incorporates low, facing gables to the north (towards Bessemer Court) where there is existing dense landscaping and to the south (within the Blakelands industrial area). This design feature helps to lower the height of the proposed warehouse and reduce its bulk, when perceived from the residential properties.

- It is accepted by Officers, that proposed replacement warehouse is substantially taller than the existing warehouse. However, it is considered the proposed replacement warehouse would not cause an unacceptable visual intrusion as demonstrated by the applicant within the supporting documentation. As such, the proposed development would comply with
- 5.37 saved policy D1(iii) of the Milton Keynes Local Plan 2001-2011.

Highways and Parking

- Saved policy T15 of the Milton Keynes Local Plan 2001-2011 and the new Parking Standards Supplementary Planning Document sets out the parking requirements for the proposed development. In addition saved policy T3 of the Milton Keynes Local Plan 2001-2011 requires proposals must be designed to meet the needs of pedestrians and cyclists. Saved policy T10 of the Milton Keynes Local Plan 2001-2011 details that proposals will be
- 5.38 refused for development if they would exceed the highway capacity of the local road network or cause significant risk of accident.

- The Highways Engineer initially raised several issues with the proposed scheme and objected to the application on the grounds of inadequate parking and access. However, subsequent to these initial comments a Transport Technical Note was submitted and there has been correspondence between
- 5.39 the Highways Engineer and the applicant's agent. The Highways Engineer has since changed their advice to no objection, subject to conditions.

- As outlined in the submitted Transport Statement, an analysis of the accident data for the latest five year period has been undertaken. This analysis has
- 5.40 confirmed there are no existing highway safety issues in the local highway network that the proposed development may exacerbate.

HGV Access

- Improvements to the proposed access to the site, at the south of the site have been made from the original permission. A plan has been submitted showing the HGV access to Yeomans Drive at a much squarer angle. This allows for HGV movements from the direction of Brickhill Street to the west and from Danstead Way (via Delaware Drive) to the east. This realigned access also improves the pedestrian crossing by narrowing the width, which the
- 5.41 Highways Engineer considered to be a significant improvement from access as first proposed.

Car Park Access

- The initial concern with regard to larger vehicle tracking when entering the site has been overcome through the information submitted within the
- 5.42 technical note. The note acknowledges that all vehicles will be directed around the car park and will overcome the tracking issue.

Pedestrian Access

The application as initially submitted, did not included a section of pedestrian pathway from the length of Yeomans Drive, running east-west, potentially forcing pedestrians to walk on the carriageway. The applicant has now

- 5.43 confirmed that this footway will be constructed as part of the development proposals. These works would form part of a s.278 agreement with the Highways Authority.

Parking

- 5.44 The Highways Engineer initially objected to the proposed development due to inadequate provision of car parking to serve the development. An amended site plan has been submitted to show an area of parking to the north of the development, using an existing access point. This parking areas would provide 51 car parking spaces. The spaces have good access to the internal pedestrian routes, as such, no additional footways would be required.

- 5.45 As a result of the new car parking area shown on the site layout plan, the proposed parking would satisfy the requirements of the Parking Standards SPD.

- 5.46 Parking for HGV's has remained as per the original submission, which the Highways Engineer notes does not meet the requirements outlined in the Parking Standards SPD. However, the Highways Engineer accepts that the applicant/ end user would have control over the arrival and departure of HGV's such that HGV parking to be provided would be acceptable for the scale of development proposed. The HGV parking is acceptable and would be subject to a condition requiring the submission of a Traffic Management Plan, as recommended at section 6.0 of this report.

Cycle Parking

- 5.47 The provision of cycle parking has doubled in relation to the initial offer and the provision of 24 cycle spaces is considered to be acceptable.

- 5.48 For the reasons outlined above, the proposed development is considered to be appropriate in highways term. The proposed development would accord with saved policies T10 and T15 of the Milton Keynes Local Plan 2001-2011.

Pollution

Noise

- 5.49 Saved policy D1(iv) of the Milton Keynes Local Plan 2001-2011 seeks to ensure that development proposals do not cause unacceptable pollution by noise, to the detriment of the locality. It is noted by Officers that a key concern of the representations received is the potential increase in harmful noise generation to the detriment of residential amenity.

- 5.50 A noise assessment has been prepared by an external consultant on behalf of the applicant and submitted as part of the supporting application documentation. The Noise Assessment considers the operation of the propose development unit in line with the requirements of BS 4142:2014. The Assessment identifies that the control of noise associated with any fixed external plant can be achieved through the selection and siting of plant and/or through standard noise mitigation techniques and that 24 hour warehousing is acceptable in this location, given the surrounding context with residential properties.

In response, the proposed development incorporates a 4m high acoustic barrier along the north eastern corner of the application site. The benefits of this acoustic barrier have been assessed within the noise assessment which concludes the barrier in conjunction with complementary management controls, would ensure that the 24 hour loading activities are feasible and would not result in an unacceptable loss of amenity to the nearest identified noise sensitive receptors (i.e. the residential properties along Bessemer Court).

The Council's Environmental Health Officer has been consulted on the proposed development and in their response, no objection has been raised in terms of the noise generation and proximity to neighbouring properties. The Environmental Health officer has recommended a series of conditions to ensure the development would be acceptable in terms of the proximity to neighbouring dwellings. These conditions are recommended at section 6.0 of the report and these cover the following:

- Submission of a Noise Management Plan
- Any plant/air handling units on the roof to directed away from the residential units and/or suitably screened
- The retention of the noise barrier
- Requirement for vehicles operating on the site to be fitted with fully functioning broadband (white noise) reversing alarms

5.52 As such, in regard to potential noise pollution, the proposed development would accord with saved policy D1(iv) of the Milton Keynes Local Plan 2001-2011 with suitable conditions recommended at Section 6.0 of this report.

5.53 *Air Quality*

Saved policy D1(iv) also protects the impact of the proposed development on the locality from unacceptable pollution by smell, light or other emission to air, water or land. Saved policy E9 of the Milton Keynes Local Plan is permissive of industrial uses within employment areas, provided that the following criteria is met:

- i) Ground water, surface water and soil are protected;
- ii) Adequate controls are proposed to deal with air pollution and noise;
- iii) Adequate controls are proposed to deal with vibration, smell, fumes, smoke, soot, ash, dust, grit, gases, heat light and visual intrusion;
- iv) The site and surrounding land are protected from contamination
- v) The proposed use is compatible with existing or potential surrounding uses

5.54 Concern has been raised within the submitted representations regarding the impact of increased diesel fumes and the impact this would have on health and air quality.

5.55 Comments received from the Environmental Health Officer confirm there are no objections to the proposed development in terms of the impact on air quality within the site context, adjacent to residential properties.

5.56 In the Environmental Health Officers comments, consideration has been

given to the estimate peak hourly trip generations, which noted to be a maximum of 67 vehicles of which 28 would be HGVs. This would be an increase of around 4 vehicles movements per hour above the existing levels noted in the Transport Statement.

5.57 The main access into the site would be from the south side of the warehouse, away from residential properties, with the loading bay located to the east of the site. The northern roadway would be used for emergency use only and the access would also serve the overspill car park to the north. The Environmental Health Officer confirms, there is no risk that air quality objectives would be exceeded at the nearest residential properties and as such, there is no requirement for an air quality assessment, as the application is considered acceptable.

5.58 The proposed development would comply with saved policy D1(iv) in respect of the impact on air quality and due consideration has been given to the proximity and content of residential properties.

5.59 *Light Pollution*

Saved policy D1(iv) of the Milton Keynes Local Plan 2001-2011 also seeks to ensure that development proposals do not cause harm to the amenity of residential properties through the generation of unacceptable light pollution.

5.60 The proposed development has been carefully designed to ensure the volume of glazed openings on the north elevation is reduced in order to limit any potential light spill. In addition, the windows are proposed to have a dark coloured glazing, to integrate with the external appearance but also, reduce any light spill from the windows. As such it is considered the proposed warehouse building would not generate significant light spill to the detriment of the adjoining neighbouring properties, even with 24 hour operation.

5.61 A key concern of the representations received is the impact of external lighting serving the proposed overspill car park to the north of the application site and potential generation from the loading bay located to the east of the replacement warehouse. No lighting details have yet been proposed on the submitted drawings and weight cannot be given to the consideration of this matter as part of the determination of this application. However, it is expected that some external lighting would be required, a suitable condition has been recommended that requires the submission of any external lighting details, prior to its installation so the light spillage can be adequately controlled.

5.62 The proposed warehouse is considered not to generate harmful light pollution to the detriment of neighbouring properties with 24 hour operations as appropriate details would be controlled by the conditions recommended at section 6.0 of this report and would comply with saved policy D1(iv) of the Milton Keynes Local Plan in respect of light pollution.

5.63 *Site Contamination*

Saved policy D1(iv) of the Milton Keynes Local Plan 2001-2011 requires proposals not to cause unacceptable pollution to water or land. The application was supported by An Environmental Review.

- 5.64 The Environment Practitioner has commented on the application raising no objection and notes the conclusion of the Environmental review that there is potential for residual contamination following the earlier diesel spill in 2004. The Practitioner supports the report's recommendation for on site assessment and advises that standard conditions for an assessment of ground conditions and remedial works should be imposed if planning permission is granted. These are included within Section 6.0 of this report.
- 5.65 The proposed development, is not considered to cause harm to land or water through any on site contamination, however, given the site's history further assessment to confirm this is required and this is covered within the conditions section of the report. The proposed development, subject to further assessment, would comply with saved policy D1(iv) of the Milton Keynes Local Plan 2001-2011.
- 5.66 Landscaping
Saved policy D2(iv) requires development proposals to include landscaping and boundary treatments that integrate with those of the surrounding area.
- 5.67 Whilst the application was supported by a landscape plan, this has been superseded as a result of the changes to the site layout plan to include the retention of the overspill car park to the north of the proposed replacement warehouse. However, as shown on the submitted layout plan, the perimeter of the site would include the provision or retention of landscaping. It is recommended at section 6.0 of this report, that a condition requires the submission and agreement of a landscape plan.
- 5.68 A Tree Survey and Arboricultural Impact Assessment has been submitted as part of the supporting documentation. The survey identified a total of eighty-nine individual trees and three groups of trees. The majority of the trees/groups of trees identified fell within Category C, those of low quality and value. Usually, Category C trees would not be retained where they would impose a significant constraint to development. The proposed development would result in the loss of two individual Category B Trees (moderate quality and value) and 72 Category C trees. Whilst the loss of these trees is regrettable, the benefits of the proposed development must be weighed against any harm caused to the loss of soft landscaping and its impacts on the character of the area.
- 5.69 Much of the landscaping to be removed is located along the western, southern and eastern edges of the application site. These edges are located adjacent to existing industrial buildings and form part of the industrial character of Delaware Drive/Yeomans Drive. The loss of these trees is not considered to cause significant harm to the character of the area.
- 5.70 During the application process, an amended site plan has been submitted to include a car park along the northern elevation of the proposed warehouse. This would result in the loss of some of the proposed landscaping shown on the submitted planting plan. The applicant has been contacted and will

provide an amended planting plan. However, should this not be available by the Committee meeting, an additional condition would be recommended should permission be granted.

5.71 The Arboricultural Officer has been consulted on the proposed development and has not raised any objection. The Officer does not think that the proposal would result in the loss of considerable number of trees, however recommends that the proposal is supported by a robust tree replacement plan along with measures to protect the tree being retained. The replacement tree planting would be excepted as part of a landscape plan, required by the conditions recommended at section 6.0 of this report.

5.72 It is considered that the development is set within an industrial context with a shared boundary to the north with residential properties and not within an area of important or attractive landscaping. It is considered that agreement could be reached through the recommended condition, requiring the submission of a landscape scheme, to mitigate any harm caused through the loss of trees in accordance with saved policy D2 of the Milton Keynes Local Plan 2001-2011.

5.73 Flood Risk

Saved policy D1(ii) of the Milton Keynes Local Plan 2001-2011 requires developments to provide adequate drainage including surface water disposal.

5.74

Anglian Water have been consulted on the proposed development and initially raised concern to the proposed development. An additional note on Surface Water Drainage was submitted and Anglian Water have confirmed that the existing foul drainage and sewerage system have capacity for the flows that would result from the proposed development. Whilst Anglian Water have not objected to the proposed development, a request has been made for a condition requiring the submission of a drainage strategy, which has been imposed at section 6.0 of this report. This is because Anglian Water advise that the submitted surface water strategy is not acceptable and further detail is required.

5.75

The proposed development, subject to suitable details through the recommended condition, would comply with saved policy D1(ii) of the Milton Keynes Local Plan 2001-2011.

5.76

Ecology

Saved policies NE2 and NE3 of the Milton Keynes Local Plan 2001-2011 seek to ensure that development proposals do not cause harm to protected species and provide suitable biodiversity enhancements.

5.77

Although the site is located in relatively close proximity to Willen Lake which is known to provide habitat to protect species, the context of the site amongst commercial and residential development and the M1 motorway restricts the likelihood of protected species using the site as habitat.

5.78

The site comprises of a limited range of species poor habitats. Within the site, one tree is noted within the submitted preliminary ecological assessment has have low suitability for roosting bats, although the risk of roosting in this location is considered to be low. The is very limited potential for any protected species to be present on site and overall, this is not considered to be a constraint to the proposed development.

5.79

The submitted ecological assessment outlines that notwithstanding the limited potential, there is a requirement for development proposals to positively contribute to biodiversity. This assessment outlines that it would be reasonable to impose a condition requiring the submission of a Biodiversity Enhancement and Management Plan to provide a net gain to biodiversity on the site.

5.80

The Council's Countryside Officer has provided no objections to the proposed development and confirmation of the internal discussion with the Officer notes that any harm which may be caused, is off-set by the mitigation methods outlined in the submitted Preliminary Ecological Assessment. To ensure the delivery of the mitigation methods, the Countryside Officer has recommended that a biodiversity enhancement plan is submitted to and approved, which aligns with the suggested mitigation. The officer also recommends that consideration is given to the inclusion of native species of vegetation within the landscape scheme in order to improve habitat provision. Whilst it is noted the development does not include any details of external lighting, it is recommended that details of any external lighting are secured by condition in order to ensure that suitable lighting is proposed given the potential for impact on bats. These elements are recommended to secured via the conditions outlined in section 6.0 of this report.

5.81

Subject to the submission of a suitable biodiversity plan and the development being carried out in accordance with the above recommendations, the development would comply with saved policies NE2 and NE3 of the Milton Keynes Local Plan 2001-2011.

5.82

S106 Contributions

Planning obligations are required in accordance with the Milton Keynes Core Strategy CS21 and saved policies PO4 of the Milton Keynes Local Plan 2001-2011.

5.83

The Planning Obligations Team have confirmed the requirements for the development would be for Carbon Neutrality and Public Art.

5.84

The requirements for this scheme would be Carbon Neutrality in accordance with Policy D4 and the Sustainable Construction SPD and Public Art in accordance with PO4 and the Social Infrastructure SPD. Public Art is calculated at 1% of the gross development cost excluding land and should either be incorporated into the design of the development or as a separate project post completion within or within the immediate vicinity of the development, engaging a public artist in accordance with the MKC Art and Public Art Strategy 2014-2023

5.85

In terms of the Carbon Neutrality Contribution, it would be reasonable to only charge for the additional floor space rather than the entire proposed floor space.

5.86

These contributions would be sought through a s.106 agreement and would accord with the requirements of saved policy PO4 of the Milton Keynes Local Plan 2001-2011 and NP14B of the Great Linford North Neighbourhood Plan. No contributions to Highways Improvements have been requested.

5.87

Conclusion

One of the principles of the NPPF is that planning should proactively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local places that the country needs. The Government is committed to securing economic growth in order to create jobs and prosperity and to meeting the twin challenges of global competition and of a low carbon future.

5.88

The proposal is considered to be of a high quality, sustainable design that achieves the overall design intent for Yeomans Drive and in line with the objectives of the NPPF to secure economic benefits through the improvements to employment stock.

5.89

In addition, the proposed development would allow the Council to assert greater control of the operation of the site than currently accounted for. This is because, there are no known conditions imposed on the original grant of consent relating to the operational hours, control of noise, light or vehicular movements. Whilst the existing operator does not exercise these rights, the Council would not have any control should the existing site be brought into such operations. As such, it is considered the exercise of controls the Council would have on matters relating to the impact on amenity of residential properties would be of benefit to the neighbouring dwellings.

5.90

The applicant has demonstrated that the proposed development would comply with policy in respect of the material planning merits of the application. As such, Officers consider that the proposed replacement warehouse would be in accordance with the Great Linford North Neighbourhood Plan Local Plan Policies, the Core Strategy, the Development Framework and the National Planning Policy Framework.

6.0 CONDITIONS

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

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

Reason: To prevent the accumulation of planning permissions; to enable the Local Planning Authority to review the suitability of the development in the

light of altered circumstances; and to comply with section 51 of the Planning and Compulsory Purchase Act 2004. (D11)

2. Prior to the commencement of the development details of the Industrial Access Road(s) including vision splays shall be approved in writing by the Local Planning Authority and no part of the development shall be occupied until the access road(s) have been laid out and constructed in accordance with the approved details. The access road(s) so laid out shall be retained thereafter.

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

3. Within one calendar month of the new access being brought into use all other existing access points not incorporated in the development hereby permitted shall be stopped up in accordance with the details shown in the approved drawings.

Reason: To limit the number of access points along the site boundary for the safety and convenience of the highway user.

4. Prior to the initial occupation of the development the turning area shown in the approved drawings shall be provided and that area shall not be used for any other purpose thereafter.

Reason: To enable vehicles to draw off and turn clear of the highway thereby avoiding the need to reverse onto the public highway.

5. Prior to the first occupation of the development hereby permitted details of the proposed bicycle parking shall be submitted to and approved in writing by the Local Planning Authority and the scheme approved shall be provided and be retained thereafter.

Reason: To ensure that adequate parking facilities are provided to serve the development.

6. 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.

7. No drainage works shall commence until a surface water management strategy has been submitted to and approved in writing by the Local Planning Authority. No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy

so approved unless otherwise agreed in writing by the Local Planning Authority

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

8. Prior to construction of any part of the development above ground floor slab level, details of external lighting including security lighting shall be submitted to and approved in writing by the local planning authority. The plans shall show lighting proposed in accordance with BS5489 standards and detail how the presence of bats in the area has been taken into account. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the development does not detract from residential amenity and the appearance of the locality and in the interests of ecology and crime prevention in accordance with Policies D1, and D2A, and NE3 of the Milton Keynes Local Plan 2001-2011 and CS19 of the Core Strategy.

9. A landscaping scheme, which shall include provision for the planting of trees and shrubs, shall be submitted to and approved by the Local Planning Authority before first use of the development. The scheme shall show the numbers, types and sizes of trees and shrubs to be planted and their location in relation to proposed roads, footpaths and drains. All planting in accordance with the scheme shall be carried out in accordance with the approved details within the first planting season following completion of development. 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 approved.

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

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

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

11. Prior to any development taking place, the developer shall carry out an assessment of ground conditions to determine the likelihood of any ground, groundwater or gas contamination of the site.

The results of this survey detailing the nature and extent of any contamination, together with a strategy for any remedial action deemed necessary to bring the site to a condition suitable for its intended use, shall

be submitted to and approved by the Local Planning Authority before construction works commence.

Reason: To ensure that the site is fit for its proposed purpose and any potential risks to human health, property, and the natural and historical environment, are appropriately investigated and minimised.

12. Any land contamination remedial works shall be carried out in accordance with the approved strategy and validated by submission of an appropriate verification report prior to first occupation of the development.

Reason: To ensure that the site is fit for its proposed purpose and any potential risks to human health, property, and the natural and historical environment, are appropriately investigated and minimised.

13. Should any unforeseen contamination be encountered the Local Planning Authority shall be informed immediately. Any additional site investigation and remedial work that is required as a result of unforeseen contamination will also be carried out to the written satisfaction of the Local Planning Authority.

Reason: To ensure that the site is fit for its proposed purpose and any potential risks to human health, property, and the natural and historical environment, are appropriately investigated and minimised.

14. All existing trees, woodlands and hedges to be retained are to be protected according to the provisions of BS 5837: 2012 'Trees in relation to design, demolition and construction - Recommendations' All protective measures especially the fencing and ground protection must be put in place first, prior to any other work commencing on site (this includes vegetation clearance, ground-works, vehicle movements, machinery / materials delivery etc.) The fencing shall be of the same specification as that depicted in figure 2, page 20 and ground protection as specified in 6.2.3.1 - 6.2.3.5 pages 21/22 in BS 5837: 2012.

Signs informing of the purpose of the fencing and warning of the penalties against destruction or damage to the trees and their root zones shall be installed at minimum intervals of 10 metres and a minimum of two signs per separate stretch of fencing.

Once erected the local authority tree officer shall be notified so the fencing can be inspected and approved.

The Root Protection Area (RPA) within the protective fencing must be kept free of all construction, construction plant, machinery, personnel, digging and scraping, service runs, water-logging, changes in level, building materials and all other operations, personnel, structures, tools, storage and materials, for the duration of the construction phase.

The developer shall submit details of the proposed layout and general arrangements of the site in relation to the trees to be retained. In particular

details of storage areas including what substances will be stored and where, locations of car parking, welfare facilities, cement plant, fuel storage and where discharge, filling and mixing of substances will take place. The details should include site levels to enable risks posed to trees to be quantified. The RPA will be amended as the arboriculture officer feels appropriate after taking account of the details submitted.

No fire shall be lit such that it is closer than 20 metres to any tree or that flames would come within 5 metres of any part of any tree.
Earthworks, level changes, service runs, foundations and all other works involving excavation should not be located within the root protection areas.

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

15. A tree protection plan in accordance with BS 5837:2012 shall be submitted. It should include a scale plan accurately marking the position of all the retained trees and hedges, the extent of the root protection areas, the BS 5837: 2012 tree protection fencing along the root protection area margin, any areas to be covered in BS 5837: 2012 ground protection, construction details for the BS 5837: 2012 fencing and ground protection and sufficient detail of hard & soft landscaping works, service and drainage runs and proposed & existing spot levels in sufficient numbers and at appropriate spacing's to enable the impact of the development on the tree root zones to be assessed.

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

16. Construction details for raised construction, nil-excavation surfaces and foundations shall be submitted for approval, demonstrating that they are both specifically tailored to and are feasible in this site context. Details of the protocol for altering the protective fencing and ensuring the root protection areas remain undamaged during the raised path construction shall also be submitted for approval.

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

17. Prior to any development above slab level, a Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority, The Plan shall then be updated, in order to reflect operations on the site

Reason: To ensure the development does not cause unacceptable noise pollution to the detriment of residential amenity.

18. Any vehicles operating on the site shall be fitted with broadband (White noise reversing alarms.

Reason: To ensure the development does not cause unacceptable noise

pollution to the detriment of residential amenity.

19. Any plant and/or air handling units which are roof mounted shall be directed away from residential properties or suitably screened, to limit operation noise to 5dB below background levels at the nearest noise sensitive receiver.

Reason: To ensure the development does not cause unacceptable noise pollution to the detriment of residential amenity.

20. The proposed noise barrier, as shown on the submitted drawings shall be installed prior to the occupation of the warehouse and shall thereafter be retained.

Reason: To ensure the development does not cause unacceptable noise pollution to the detriment of residential amenity.

21. Prior to any development above slab level, a Traffic Management Plan shall be submitted to and approved in writing by the Local Plan Authority. The site shall therefore be managed in accordance with the approved details.

Reason: To ensure the development provides adequate movement within the site and at the access points.

Appendix to 16/03023/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 09/01431/FUL

INSTALLATION OF CABIN FOR USE AS A TEMPORARY OFFICE
PER 05.10.2009

11/01737/CLUP

Certificate of lawfulness (proposed) for changes to dock shelter
CLUPL 30.09.2011

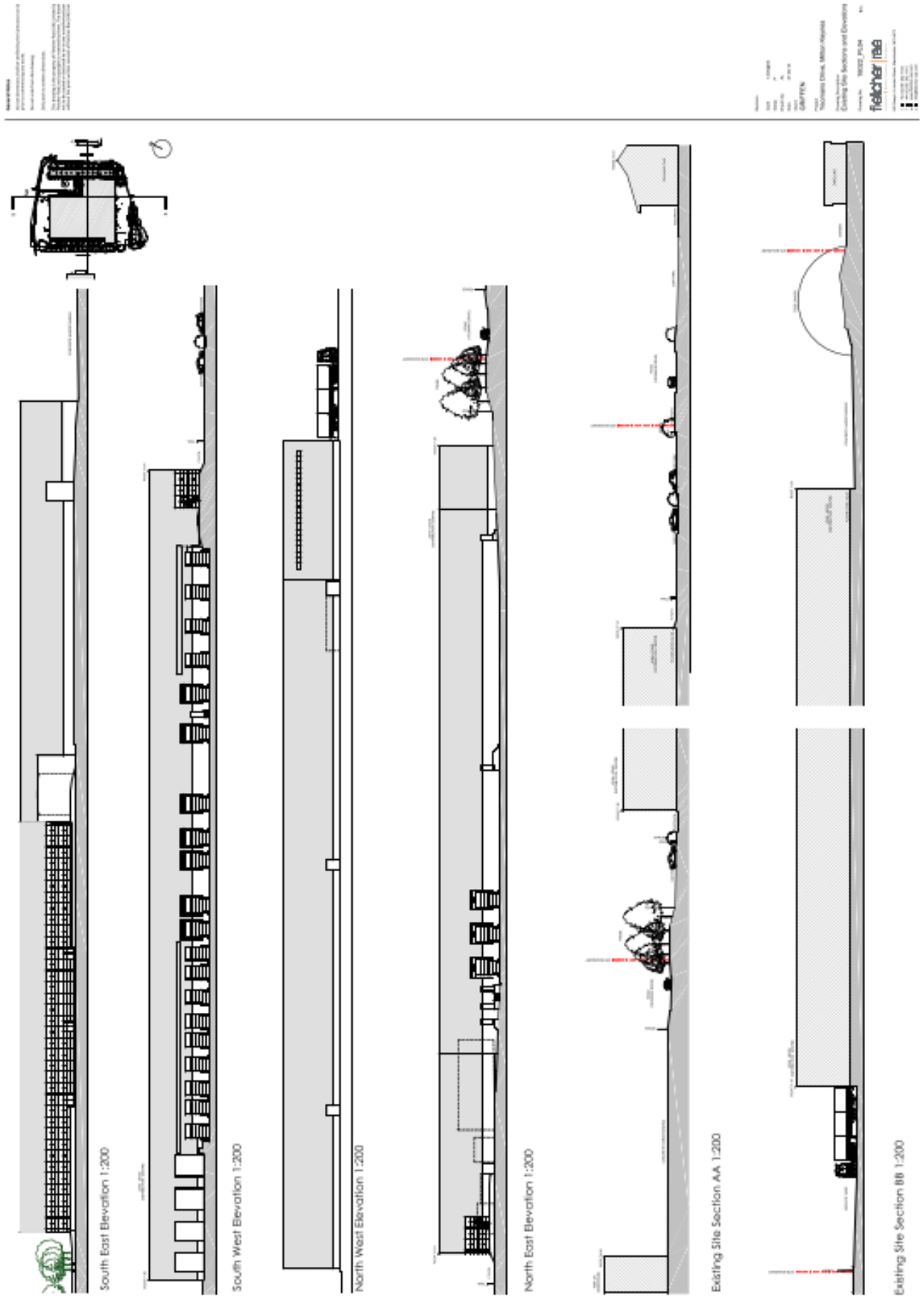
A2.0 ADDITIONAL MATTERS

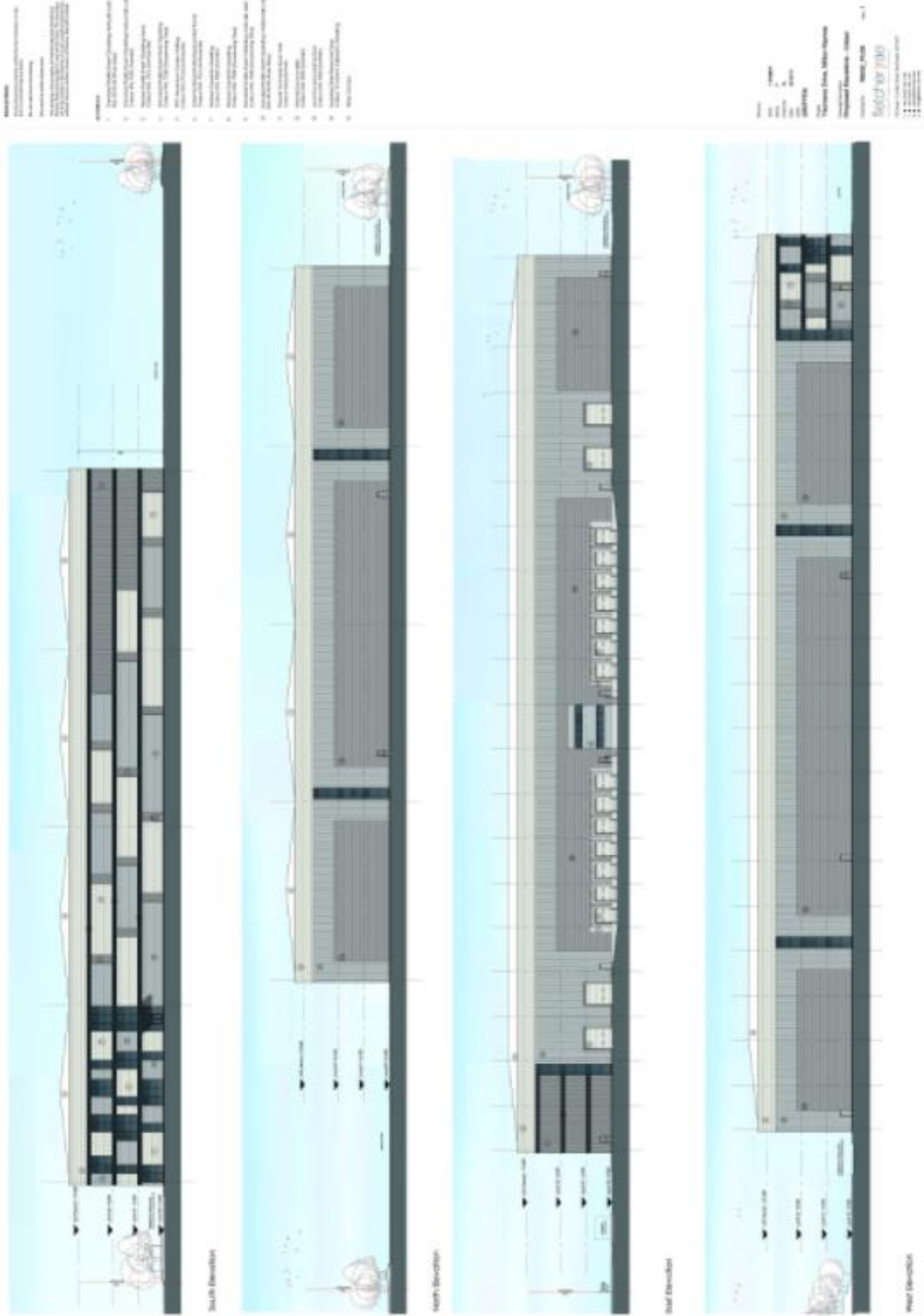
(Matters which were also considered in producing the Recommendation)

A2.1 None.

w ■ www.batcher-rae.com
e ■ info@batcher-rae.com

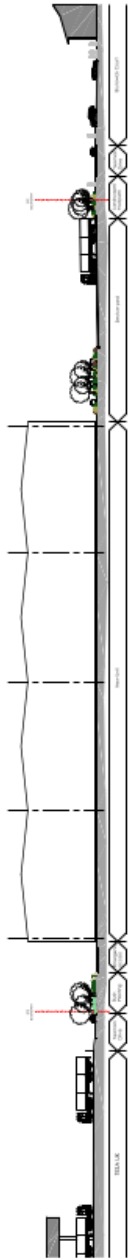
Existing Elevations and Sections



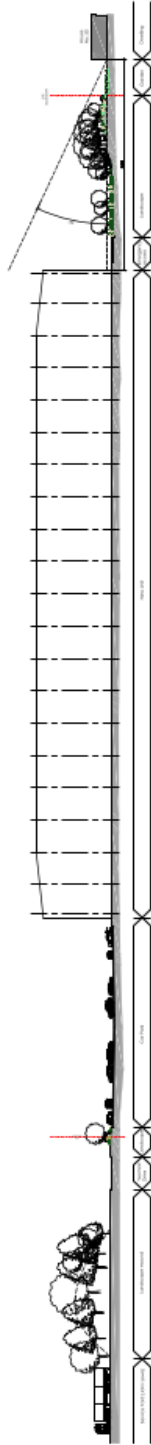


Proposed Elevations

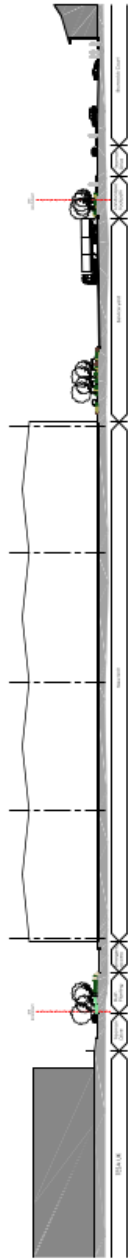
Do not scale from this drawing.
 Only used to indicate dimensions.
 This drawing is the property of Haskin & Co. Limited (H&C).
 It is not to be used for any other purpose without the prior written consent of Haskin & Co. Limited.



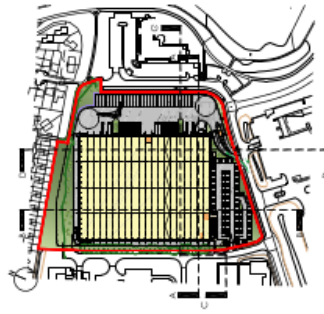
Indicative Site Section AA 1:500



Indicative Site Section BB 1:500



Indicative Site Section CC 1:500



Project
 Yeoman's Drive, Milton Keynes
 Drawing Description
 Proposed Site Sections
 Drawing No.
 18022_PL14

Scale
 1:1000000
 Date
 08/11/17
 Drawn by
 Griffin

Revision
 1
 18022_PL14

Griffin

Proposed Section Drawings

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 Cranfield Airport

No comments received

Noted.

A3.2 Parish - Great Linford

Two responses were received, the first in relation to the initial submission and the second relating to the submission of the amended site layout plan. The comments from both representations have been summarised below.

Noted.

More recent response:

- The Parish Council are objecting to the proposed replacement warehouse
- The proposed development would fail to comply with the parking standards required
- There is an already existing issue with off street

The Highways and Parking Impacts of the proposed development is discussed at sections 5.37-5.47 of this report.

Initial response:

Concerns

- The proposed development may cause overshadowing of the adjacent residential properties
- The external noise generation would be 6dB higher than the above background noise level at night
- Reversing alarms could be a nuisance, particularly at night
- No mention of lighting to the service yard and loading

The impact on Residential Amenity is discussed at sections 5.21-5.36 of this report.
The potential pollution arising from noise and light spill is discussed at sections 5.48-5.65.

banks

Comments

These comments are noted.

- The nearest noise sensitive receptors to the site are the dwellings of Bessemer Court and Telford Way
- Internal operational noise is below the measured night time background noise level and as such, internal operations are not considered to be significant
- The impact of the noise barrier should be assessed
- Request for a Noise Management Plan
- Sprinkler tanks, storage areas must be located away from the northern boundary.

A3.3 Ward - Newport Pagnell South - Cllr Alexander

Noted.

Discussions with Cllr Alexander have been held with the Case Officer. A number of points of clarification were sought with regards to Cllr Alexander's concerns and those of his constituents.

A3.4 Ward - Newport Pagnell South - Cllr McCall

Noted.

Response received. Disappointed with the Officer recommendation was expressed and clarification was sought with regards to changes made to application and the impact on the Officer recommendation.

A3.5 Ward - Newport Pagnell South - Cllr Eastman

Noted.

Request for a Members Site Inspection, no comments on the application were made.

A3.6 Economic Development - Pam Gosal

No response received.

Noted.

A3.7 Highways Development Control (in response to amendments and further informations)

Noted.

The Highways Engineers comments have been summarised and details provide at sections 5.37-5.47 of the report.

HGV Access

I had previously made comment regarding the angle with which this access met Yeomans Drive. As a result a plan has been produced to show the HGV access at a much squarer angle to Yeomans Drive and as a result it offers itself for use by HGV's travelling from the direction of Brickhill Street to the west and also from Dansteed Way (via Delaware Drive to the east. The realigned access also provides a shorter width of crossing for pedestrians who have a need to negotiate this and this is a significant improvement on the access as first proposed. As a consequence I am able to withdraw my objection on access.

Car Park Access

Whilst I had no objection to the form of this access I did state that the arrangement of it resulted in unacceptable vehicle tracking by larger vehicles such as a refuse wagon as they entered this area. This was due to the proposed direction of travel around the car park. The technical note acknowledges this and has stated that vehicles will be directed the opposite way around the car park. This will overcome the tracking issue.

Pedestrian Access

It appeared that this was inadequate to the site. Although pedestrians are able to walk into the site close the car park

entrance there was a missing footway link from the length of Yeomans Drive running east-west and as a result pedestrians may have been forced to walk on the carriageway. The applicant has now confirmed that the missing length of footway will be constructed as part of the development proposals. I am happy to accept this offer and the works can be carried out under a S278 agreement.

Parking

I have received an email and an attached plan showing a further 51 car parking spaces to the north of the proposed building footprint. The spaces have good access to the internal pedestrian routes and so don't require an additional footway on the public highway. The level of car parking is now commensurate with the 2016 car parking standards.

Parking for HGV's remains as the original provision which although not to the 2016 standards, I'm satisfied to accept given that more control over the arrival and departure of HGV's can be exercised by good management of the facility during the working day than can be exercised over cars.

Cycle parking has been doubled in relation to the initial offer for this and is acceptable.

Conclusion

As a result of the changes made to the layout I can confirm that I have no objection to planning permission being granted subject to the conditions relating to the design of the new access, closing of redundant access points, provision of turning areas, provision of cycle parking and provision of car parking.

A3.8 Environmental Health Manager
Suggested Conditions

Noted. The potential pollution, including noise and air quality is discussed at sections 5.48-5.65 of this report.

Noise

- A Noise Management Plan to be in place for site activities and the Council is to be furnished with a copy. The Plan is to be maintained up to date in order to reflect operations on the site.
- To reduce noise impact, the Noise Management Plan is to include controls on trailer unit parking and night time loading activities to ensure internal noise events at the nearest noise sensitive receiver do not exceed 45dB L_{AFMax} in line with World Health Organisation Guidelines on Community Noise 1999. (Levels to be determined by calculation as opposed to measurement inside the property)
- Broadband (white noise) reversing alarms fitted to vehicles operating on the site.
- Any plant/air handling units which are roof mounted are to be directed away from residential and / or suitably screened. To limit noise impact the installed plant is to operate at 5dB below background levels at the nearest noise sensitive receiver.
- The proposed 4m acoustic barrier is to be retained

Air Quality

- The Transport Statement estimates the peak hourly trip generation of the proposed development to be a maximum of 67 vehicles of which 28 are HGVs. This is an increase of about 4 HGVs compared with the existing site trip estimates. Site access is on the south side of the development away from the housing estate to the north and leads to the proposed loading bay area on the east side of the warehouse. The northern roadway of the proposed warehouse, closest to housing, is stated to be for emergency use only. There is no risk that air quality objectives will be exceeded at the nearest residential properties and no requirement for an air quality assessment to be undertaken.

A3.9 Environment Practitioner

I have read the Environmental Review (Ambiente International LLP, September 2015) submitted with the above application and the conclusion of the report is that there is the potential for residual contamination in the area of the former diesel spill that occurred in 2004. The report also concludes that due to historical industrial use of the site an investigation is carried out across that the site in order to establish site conditions for future development. Therefore in accordance with NPPF I recommend that the following condition be applied to any grant of planning permission for this site.

Noted. The impacts of pollution, including the potential site contamination is discussed at paragraphs 5.48-5.65 of the report.

1) Prior to any development taking place, the developer shall carry out an assessment of ground conditions to determine the likelihood of any ground, groundwater or gas contamination of the site.

The results of this survey detailing the nature and extent of any contamination, together with a strategy for any remedial action deemed necessary to bring the site to a condition suitable for its intended use, shall be submitted to and approved by the Local Planning Authority before construction works commence.

2) Any remedial works shall be carried out in accordance with the approved strategy and validated by submission of an appropriate verification report prior to first occupation of the development.

3) Should any unforeseen contamination be encountered the Local Planning Authority shall be informed immediately. Any additional site investigation and remedial work that is required as a result of unforeseen contamination will also be carried out to the written satisfaction of the Local Planning Authority.

Reason: To ensure that the site is fit for its proposed purposed and any potential risks to human health, property, and the natural and historical environment, are appropriately investigated and minimised.

A3.1 **Landscape Architect**

0 LVIA should be amended to clearly identify where

Noted. The visual impacts of the proposed development on the character of the streetscene is discussed at paragraphs

vegetation is proposed for removal. The 'change to view' section of the table against each viewpoint does not mention where existing landscape will be affected by removal. All the annotated photos given as viewpoints do not clearly explain and identify where the existing vegetation shown will be removed e.g. 11 and the proposed planting will be different in character.

A minimal list of mitigation is given in the LVIA but this is not demonstrated with a landscape principles plan.

A wireframe visual has been provided for viewpoint 1 to 3 however the views which will have the most prominent change are not demonstrated with a visual montage. The visuals must demonstrate the worst case i.e. views resulting in the greatest harm. This must then inform the mitigation i.e. layout changes and landscape screening.

The visual montages provided show the 17m high building will be more of a visual intrusion to the residential area of Blakelands creating an industrial backdrop to residential streets and gardens.

A decision on visual and landscape character impact cannot be fully considered without this work being undertaken on all agreed key viewpoints and used to demonstrate how it has influenced the site layout and mitigating landscape proposals.

- A3.1 **Anglian Water**
1 No objections subject to a condition regarding surface water drainage.

The flood risk constraints of the development are discussed at sections 5.73-5.75

Local Residents**Noted.**

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

Brunswick Court Yeomans Drive Blakelands
Blakelands 2 Yeomans Drive Blakelands
Volkswagen Group Uk Ltd Yeomans Drive Blakelands
Part Warehouse Part Offices Tesa Building Yeomans Drive
Tesa Building Yeomans Drive Blakelands
Offices At Tesa Building Yeomans Drive
Laura Ashley Yeomans Drive Blakelands
T A Centre Yeomans Drive Blakelands
The Bungalow T A Centre Yeomans Drive
38 Bessemer Court Blakelands Milton Keynes
54 Bessemer Court Blakelands Milton Keynes
8 Telford Way Blakelands Milton Keynes
5 Telford Way Blakelands Milton Keynes
74 Bessemer Court Blakelands Milton Keynes
68 Bessemer Court Blakelands Milton Keynes
62 Bessemer Court Blakelands Milton Keynes
58 Bessemer Court Blakelands Milton Keynes
7 Telford Way Blakelands Milton Keynes
52 Bessemer Court Blakelands Milton Keynes
4 Telford Way Blakelands Milton Keynes
72 Bessemer Court Blakelands Milton Keynes
66 Bessemer Court Blakelands Milton Keynes
60 Bessemer Court Blakelands Milton Keynes
56 Bessemer Court Blakelands Milton Keynes
50 Bessemer Court Blakelands Milton Keynes
9 Telford Way Blakelands Milton Keynes
6 Telford Way Blakelands Milton Keynes
70 Bessemer Court Blakelands Milton Keynes
64 Bessemer Court Blakelands Milton Keynes

48 Bessemer Court Blakelands Milton Keynes
46 Bessemer Court Blakelands Milton Keynes
44 Bessemer Court Blakelands Milton Keynes
42 Bessemer Court Blakelands Milton Keynes
40 Bessemer Court Blakelands Milton Keynes

The following provided written responses:

Tesa Building, Yeomans Drive

Volkswagen Group UK Ltd, Yeomans Drive

58 Bessemer Court, Blakelands

66 Bessemer Court, Blakelands

72 Bessemer Court, Blakelands

74 Bessemer Court, Blakelands

2 Telford Way, Blakelands

3 Telford Way, Blakelands

4 Telford Way, Blakelands

5 Telford Way, Blakelands

7 Telford Way, Blakelands

8 Telford Way, Blakelands

9 Telford Way, Blakelands

10 Telford Way, Blakelands

36 Wedgewood Avenue, Blakelands

56 Wedgewood Avenue, Blakelands

60 Wedgewood Avenue, Blakelands

In addition, a petition has been received with 142 signatures
from 106 different households.

The following is a summary of the objections raised, which are material planning considerations:

- The scale of the proposed development would not be in-keeping with the surrounding area, especially in regards to the bungalows on Bessemer Court
- There would be a significant increase in transport movements, including a higher number of larger HGVs, to the detriment of highway safety
- Yeoman's Drive is already congested as certain parts of the day and the development would worsen this.
- The proposed 24 hour operations would generate noise pollution, to the detriment of nearby residential properties
- The proposed noise barrier would not mitigate the harm caused through the increased generation of noise
- There would be light pollution through the car park being used for 24 hours a day
- The height of the warehouse would cause a harmful loss of light and cause overshadowing to the neighbouring residential properties
- The development may cause harm to local bat species and other wildlife
- The proposed development would be out-of-keeping with the residential character of Bessemer Court and Telford Way
- The proposed warehouse would result in a loss of privacy as a result of the overlooking from windows in the proposed warehouse
- The proposed development would generate harmful levels of air pollution

Noted.

The impacts of the proposed development are discussed in the above report and this addresses the objections raised by representative.

The following sections address the key concerns:

- 5.5-5.8 Design
- 5.9-5.20 Visual Impacts
- 5.21-5.36 Impact on Residential Amenity
- 5.37-5.47 Highways and Parking
- 5.48-5.65 Pollution
- 5.66-5.72 Landscaping
- 5.73-5.75 Flood Risk
- 5.76-5.81 Ecology

- By reason of the height, the development would be visually oppressive/over dominant

The following is a summary of the objections raised, which are not material planning considerations:

Noted.

- The height of the building would interfere with satellite signals
- Original design concept for the city, is that no development exceed 3 floors
- Magna Park would be a more appropriate location for the proposed development
- Potential of setting a precedent for future development
- Increase in crime by reason of the increase of commercial activities
- Level of parking for the premises at Volkswagen
- Any alternative use of the site other than what is currently proposed
- Impact on property values
- Impact on solar panels – existing or proposed on residential properties
- Additional cost to properties for lighting and heating