

Agenda item: LD 77/23

WOUGHTON COMMUNITY COUNCIL

Planning, Licencing & Development Committee

Monday 2nd October 2023

PURPOSE OF REPORT:

To consider **Application no:** 23/01987/PRIOR

Proposal: Prior Notification for proposed telecommunications installation for a 16.0m Phase 8 Monopole and associated ancillary works

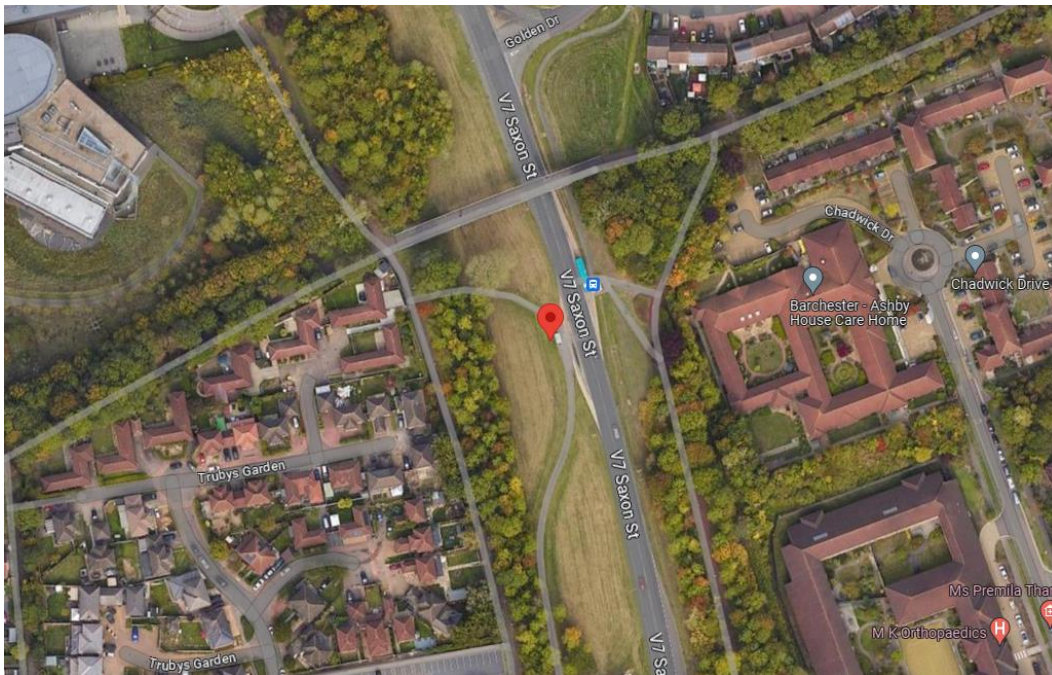
At: Telecommunication Mast Saxon Street H7 To H8 Milton Keynes

RECOMMENDATION:

1. That the committee notes this report and associated documents.
2. That the committee offers any views on this application, considering the rules around 'material considerations' only.
3. That if the committee considers there are any valid objections, that these are provided and passed to the planning authority by the Council Manager before 11th October 2023.

MAIN ISSUES AND CONSIDERATIONS:

This is an application for a mast and associated cabinets and infrastructure, next to the bus stop on Saxon Street near the Peartree Lane bridge.



In it's current location, it is almost exactly 50 metres away from the closest residential property.



It should be noted that the application portal includes feedback from Highways:

“We request that the equipment is moved to the back of the highway. If we get a change of location then there will be no outstanding comments or objections.”

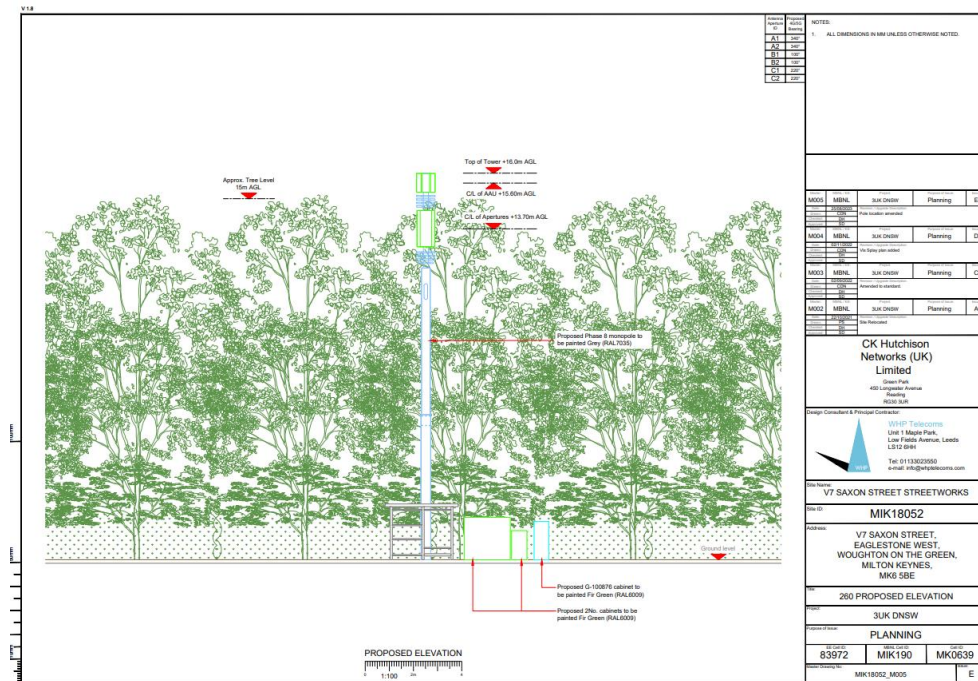
Were this request to be complied with, the placement would then fall within the 50 metre ‘exclusion’ zone.



The original placement is arguably the most sensible application this committee has received with regards to placement and proximity to residential property. Whilst moving the installation to the other

side of the bridge would provide greater distances from properties, it is unclear as to whether this has not been considered because of additional costs (further from existing electricity, etc.) or for other operational issues.

The mast itself is smaller than some others, at 16 metres and is around the same height as existing greenery:



There are some queries with the application:

- The ongoing confusion from applications with regard to MKCC not having a specific telecoms policy should be addressed, as our understanding (confirmed via email) is that there is a policy and this is the one WCC uses within any judgement
- The other issue is around placement and an apparent contradiction within the application:

Figure 4 illustrates the nominal and existing 3 UK sites in the area. The nominal is captured by the white '⊥' marker below. The equipment has to be located in this marker or very close to it to give coverage and not to interfere with the adjoining Cignal Infrastructure UK Limited sites.

Figure 4:



As can be seen above, the applicant appears to state that the site should be within or 'very close' to the white marker. The suggested site is on the hospital ring road, some 200 metres from the proposed site.

OTHER IMPLICATIONS:

This is an application that, as it stands, is compliant with policy, is less intrusive than some other applications and there are no 'material considerations' that are apparent. However, the proposal from Highways would place it in contravention of said policy, whilst making the intrusiveness even less. Moving it north would balance these two issues (see below) but this is not currently a consideration (but committee may consider this suggestion to be useful).



BACKGROUND PAPERS:

<https://publicaccess2.milton-keynes.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=S0I4W6KWKST00>

AUTHOR

Steve McNay – Council Manager

Agenda item: LD 79/23

WOUGHTON COMMUNITY COUNCIL

Planning, Licencing & Development Committee

Monday 2nd October 2023

PURPOSE OF REPORT:

To update the committee on decisions issued by MKCC since the last meeting.

RECOMMENDATION:

That the committee notes the report.

MAIN ISSUES AND CONSIDERATIONS:

The following decisions have been made by the MKCC Planning Department since the last meeting, covering applications that have been reviewed by this committee.

Application no: 23/00242/COU (Applicant – Tesla)

Milton Keynes City Council, under their powers provided by the above legislation, **Permit the Change of use of warehouse (use class B8) to a car servicing unit with ancillary car showroom and associated works (use class B2)**

At: Unit 3 Merton Drive Redmoor Milton Keynes

Application no: 23/01676/FULM (Applicant – Biffa)

Milton Keynes City Council, under their powers provided by the above legislation, **Permit the Variation of condition 2 (operating hours) attached to planning permission 20/01683/FULMMA. Extension of operating hours on Bank and Public Holidays.**

At: Biffa Waste Services Ltd. Chesney Wold, Bleak Hall, Milton Keynes, MK6 1NE.

Application no: 23/01555/ADV (Applicant – Trammell Crow)

Milton Keynes City Council, under their powers provided by the above legislation, **Permit the Advertisement consent for the display of 3 no. directional signs (2 no. externally illuminated and 1 no. non-illuminated signs)**

At: Former Arcadia Unit, Merton Drive, Redmoor, Milton Keynes, MK6 4AG.

Application no: 23/01720/PRIOR (Applicant Signal Infrastructure)

MILTON KEYNES COUNCIL AS THE LOCAL PLANNING AUTHORITY DETERMINE THAT THE PRIOR APPROVAL OF THE AUTHORITY IS REQUIRED AND APPROVED

Prior notification for a proposed 20.0m Phase 8 Monopole and associated ancillary works

At: Communication Mast Saxon Street H8 To H9 Milton Keynes.

This is the application that sits next to Ashfield Medical Centre which, in the report issued states is within the 50 metre buffer. Despite this being a breach of MKCC

Policy, permission has been granted. Committee may want to consider whether a different approach (e.g. 'call in'), referral of this for review (the decision is issued, so there is no changing this) or a request that MKCC are clear about the Telecommunications Strategy and the validity of this policy.

BACKGROUND PAPERS:

Previous applications.

AUTHOR

Steve McNay – Council Manager

Agenda item: LD 81/23

WOUGHTON COMMUNITY COUNCIL

Planning, Licencing & Development Committee

Monday 2nd October 2023

PURPOSE OF REPORT:

To inform the committee of additional planning issues for information and action.

RECOMMENDATION:

For the committee to note the report and respond to the survey if appropriate.

MAIN ISSUES AND CONSIDERATIONS:

There are some additional considerations for the committee to be aware of and, where appropriate, consider any formal response.

23/00362/ENF 30 Chervil Beanhill - The Council, in its capacity as the local planning authority, has received a complaint alleging a breach of planning control at the above address. The alleged breach is:

- Description of alleged breach Extension at the rear of the property

The matter has been registered under the above reference number and assigned to Case Officer **Thomas Halsey** who will conduct an initial investigation in line with our Local Enforcement Plan, available at www.milton-keynes.gov.uk/planning.

MKCC's Electric Vehicle transport survey goes live!

MKCC is running a survey on Commonplace which we are looking for you to help shape our future Electric Vehicle Infrastructure Strategy! Although the term is often mostly used to mean cars, there are other forms of electric vehicles. These include cars, bikes, scooters, and other modes of transport.

You will find on this webpage a variety of questions about different electric vehicles, why you use them, and how MKCC can improve your experiences whilst travelling in Milton Keynes.

These surveys are open to all and every resident, but also those who travel into the city often. The survey goes live on the 4th September and will be running for 6 months until March 2024!

Please find the survey here: [Have Your Say Today - Get Around MK: An Electric Vehicles Survey - Commonplace](#).

Why are MKCC conducting these surveys?

MKCC are conducting these surveys to get our residents' and commuters' views of electric vehicles and to help shape our future Electric Vehicle Infrastructure Strategy. This strategy will provide MKCC

with a roadmap for directing charging infrastructure investments in the City to suit the demands of our residents.

The Electric Vehicle Infrastructure Strategy is being developed alongside a larger transport strategy piece. MKCC is preparing its 5th Local Transport Plan, which will look at plans for the next 10-15 years, tying in with core strategies such as MK Futures 2050 and the new City Plan. The LTP will look at how the network and transport in all modes might grow and change as the City does over this period.

The LTP will sit over other transport strategies and policies such as the Electric Vehicle Infrastructure Strategy, Local Cycling and Walking Plan (LCWIP) and the Bus Service Improvement Plan (BSIP).

A number of surveys are being undertaken throughout Autumn in MK to understand more about resident's views and experiences. Whether you live, work, study or shop in Milton Keynes, and however you currently get about in the area, please complete the survey and others on our website as we will need your views to shape the future of our growing city.

BACKGROUND PAPERS:

None.

AUTHOR

Steve McNay – Council Manager

Agenda item: LD 83/23

WOUGHTON COMMUNITY COUNCIL

Planning, Licencing & Development Committee

Monday 2nd October 2023

PURPOSE OF REPORT:

To update the committee on the Neighbourhood Planning process.

RECOMMENDATION:

- 1. That the committee notes this report and the attached papers from Locality.**
- 2. That the committee forms a ‘working party’ to work towards the reviewed Neighbourhood Plan (NP).**
- 3. That this group starts with a submission to Locality for the funding that will cover some of the costs associated with this process.**
- 4. That O’Neil Horner are appointed to work alongside the working party to progress this either;**
 - a. once agreement on this funding is in place OR if preferred,**
 - b. immediately (i.e. October 2023), OR**
 - c. on an ‘ad hoc’ basis in the short term to fully assess the likely impact (e.g. referendum, etc)**
- 5. That the working party feeds back to this committee on a monthly basis.**

MAIN ISSUES AND CONSIDERATIONS:

The Council Manager has confirmed with Locality that full funding (£10k, plus £8k due to deprivation, plus the potential for technical support) can be applied for.

There is an application process to undertake, which the Council Manager is happy to lead on if appropriate but will need some information from previous NP group (see application questions).

In addition, clarification around the ‘technical support’ elements that may be helpful also needs clarification. The working party is encouraged to liaise with O’Neil Homer to clarify the elements that should be included in any application for support – it may be that they can provide the ‘technical support’ as part of the process agreed.

It is also essential that the committee (and wider council) is aware that the previous plan was developed and delivered with a named member of staff appointed purely for this reason. There is currently no capacity within the council for this to happen without additional staffing resource – whilst the Council Manager can support where appropriate and where time allows, the committee should consider whether there is a need for an allocated officer to drive this project. This will involve additional spending on salaries, etc. which is currently unplanned and unbudgeted.

There are likely to be other costs too – referendum, advertising, etc. is not covered in the bid so potentially a further cost associated with these (referendum will, if prior to May 24, be included within the election cycle, which would save money, but if not, would be a standalone referendum and cost £3,000 ish).

This committee and the Full Council have given their backing to undertaking a review of the NP process to create NP2 for Woughton. It is important that council is aware that this will have an impact on budgets, will cost more than the grant that is available (assuming successful application) and, without the 'buy in' of councillors on any working party, risks mission drift and timescale lag, leading to additional unplanned costs.

STAFFING IMPLICATIONS:

As noted, it is likely that additional officer time is going to be needed to undertake this project. This is currently not included in any specific job role and, except for a level of support coming from the Council Manager, there is limited scope for any officer to take on this additional demand. This is in part due to existing pressures and in part due to the specialist nature of this role.

OTHER IMPLICATIONS:

The financial implications must not be ignored. It is notable that the initial quote from O Neil Horner was £42,000. This was significantly reduced to bring it in within the budget laid out by the grant body but does not include any additional costs that are likely to arise.

BACKGROUND PAPERS:

Neighbourhood-Planning-Grant-Technical-Support-Guidance-Notes-final-25-07-23
Technical-Support-Available-Packages-2021.10.06
Neighbourhood-Planning-blank-application-word-document-240723
Woughton NPR_OH Proposal_August 2023

AUTHOR

Steve McNay – Council Manager