

**Agenda item: LD 90/21 a)**

**WOUGHTON COMMUNITY COUNCIL**

**Planning, Licencing & Development Committee**

**Monday 22<sup>nd</sup> March 2021**

**PURPOSE OF REPORT:**

To inform the committee of:

**Planning application:** 21/00427/FUL

**Proposal:** Erection of Multi Storey Car Park

**At:** Milton Keynes General Hospital, Standing Way, Eaglestone, Milton Keynes, MK6 5LD.

**RECOMMENDATION:**

- 1. That the committee notes the report and associated papers.**
- 2. That the committee considers any response to the application.**
- 3. That the Council Manager responds to the application (NB please note that the date for consultation to end is 16<sup>th</sup> March, but a request has been made for any submission to be considered outside this period).**

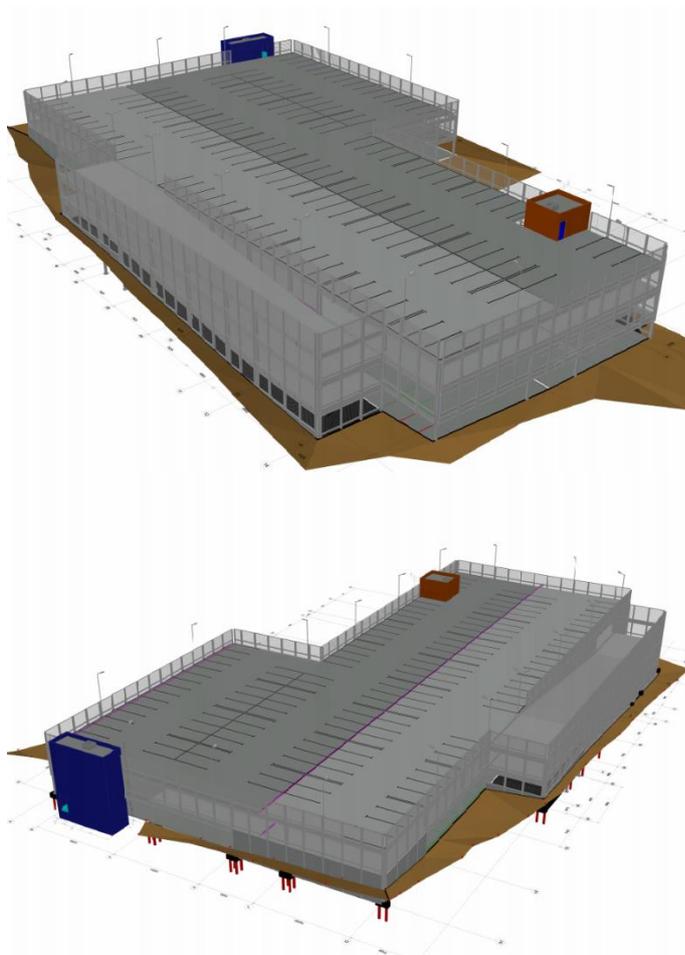
**MAIN ISSUES AND CONSIDERATIONS:**

This application is for a new car park, covering an area of approx. 0.6 hectares, built upon land that is currently used as an 'overflow' car park, to the rear of the 'Urgent Care Centre' (AKA The Walk In Centre).

There are currently 146 parking spaces on the proposed area. The new car park will have a total of 491 spaces, an increase of 345 spaces.

Parking within the hospital site has been a concern for many years and this proposal will offer significant additional parking which may reduce the impact of inappropriate parking in estates surrounding the hospital.

The application appears to be of a similar design to those already in place, but it is worth noting that there is a comment within the 'public responses' section that comments on the lack of clarity around the external cladding, etc.



The application is, in the view of the Council Manager, in line with the WCC Neighbourhood Plan and sits within the current hospital footprint. There are comments from various parties requesting consideration of environmental and biodiversity impacts, which will be managed through the planning process.

The Council Manager considers this application to be a positive step towards addressing the current and future parking needs within the hospital site, with the caveat that additional parking will only reduce the impact on neighbouring estates if affordable and accessible to people.

#### **FINANCIAL IMPLICATIONS:**

None noted.

#### **STAFFING IMPLICATIONS:**

None noted.

#### **OTHER IMPLICATIONS:**

Additional parking is well needed. This application takes existing space and enables a significant increase in the number of vehicles that can use it.

## **BACKGROUND PAPERS:**

Full application and papers at: <https://publicaccess2.milton-keynes.gov.uk/online-applications/applicationDetails.do?activeTab=externalDocuments&keyVal=QOEQD7KWIHQ00>

Highlights on Sharepoint at:

<https://woughtoncc.sharepoint.com/:f:/s/Data/Eht8xnP6uJZKty58aJIC6CwBYU25HSx2jk6W2FJ7pWxj8Q?e=twux8a>

## **AUTHOR**

Steve McNay – Council Manager

**Agenda item: LD 91/21**

**WOUGHTON COMMUNITY COUNCIL**

**Planning, Licencing & Development Committee**

**Monday 22<sup>nd</sup> March 2021**

**PURPOSE OF REPORT:**

To inform the committee of licencing applications received and to note any comments.

**RECOMMENDATION:**

- 1. That the committee notes the report.**
- 2. That the committee makes any comments or recommendations regarding the applications.**
- 3. That the Council Manager responds to the Licencing Department with any feedback.**

**MAIN ISSUES AND CONSIDERATIONS:**

The following licencing applications have been submitted for consideration:

MK Ices (Reg DG10 HCV) on 08/03/2021 for 1 ice cream van to trade Boroughwide for the following times: **Monday to Sunday 14:00 to 21:00**

MK Ices (Reg SV64 WSJ) on 08/03/2021 for 1 ice cream van to trade Boroughwide for the following times: **Monday to Sunday 14:00 to 21:00**

**Really Awesome Coffee\*** on 23/02/2021 for 1 mobile cafe van to trade Boroughwide for the following times: **Monday to Sunday 07:30 – 16:30**

**Cafe2U\*** on 22/02/2021 for a Mobile Coffee Van to trade Boroughwide for the following times: **Monday to Saturday 08:00 – 15:00**

NB – those marked with an \* are new applications, with the others being renewals.

**FINANCIAL IMPLICATIONS:**

None noted.

**STAFFING IMPLICATIONS:**

None noted.

**OTHER IMPLICATIONS:**

None noted.

**AUTHOR**

Steve McNay – Council Manager

**Agenda item: LD 92/21**

**WOUGHTON COMMUNITY COUNCIL**

**Planning, Licencing & Development Committee**

**Monday 22<sup>nd</sup> March 2021**

**PURPOSE OF REPORT:**

To update the committee on previous applications and outcomes.

**RECOMMENDATION:**

- 1. That the committee notes the report.**

**MAIN ISSUES AND CONSIDERATIONS:**

This paper provides decisions made regarding applications previously assessed by this committee.

The following decisions have been received since the last papers were sent – please note that some reported below have been mentioned previously but were received after the formal papers had been distributed.

**20/03384/FUL** – Extension and garage conversion on Fullwoods Drive – FULL PERMISSION GRANTED

**20/02245/FUL** – New properties and associated development on the former Cripps Lodge site – FULL PERMISSION GRANTED

**20/03326/FUL** – Extension and internal changes on Waterside – FULL PERMISSION GRANTED

**21/00124/FUL** – Modular buildings on the hospital site for three years – FULL PERMISSION GRANTED

These are all in line with the recommendations made by this committee.

**FINANCIAL IMPLICATIONS:**

None noted.

**STAFFING IMPLICATIONS:**

None noted.

**OTHER IMPLICATIONS:**

None noted.

**BACKGROUND PAPERS:**

Previous applications made at this committee.

**AUTHOR**

Steve McNay – Council Manager

**Agenda item: LD 93/21**

**WOUGHTON COMMUNITY COUNCIL**

**Planning, Licencing & Development Committee**

**Monday 22<sup>nd</sup> March 2021**

**PURPOSE OF REPORT:**

To note the outcome of discussions from Full Council regarding a planning appeal on Holmfield Close. Planning application no: 20/01597/FUL. Proposal: Erection of a new dwelling with double garage. At: Land Adjoining 4, Holmfield Close, Tinkers Bridge, Milton Keynes, MK6 3AB

**RECOMMENDATION:**

- 1. That the committee notes this report and the outcome agreed at Full Council.**
- 2. That the Council Manager will, as agreed in Full Council, write a further submission to the planning appeal.**

**MAIN ISSUES AND CONSIDERATIONS:**

There is a planning appeal that has been submitted regarding the proposed development on Holmfield Close in Tinkers Bridge. Due to time constraints, this issue was discussed within the Full Council meeting that took place on 15<sup>th</sup> March 2021.

The agreement was reached that the Council Manager would write a further submission, reiterating our objection to this development and send to the Appeal Hearing.

**FINANCIAL IMPLICATIONS:**

None noted.

**STAFFING IMPLICATIONS:**

None noted.

**OTHER IMPLICATIONS:**

None noted.

**BACKGROUND PAPERS:**

FC 265/21 To update council on a planning appeal submitted and to consider any additional response.

LD 34/20 To agree submissions to Milton Keynes Council on the following planning application(s):

**AUTHOR**

Steve McNay – Council Manager

**Agenda item: LD 94/21**

**Application no: 21/00388/CLUE**

**Proposal: Certificate of lawfulness for change of use from a dwelling to a home of multiple occupation (re-submission of 20/02900/CLUE).**

**At: 175 Waterside Peartree Bridge Milton Keynes MK6 3DF**

I am writing to object to the above application on behalf of Woughton Community Council and a number of residents of Peartree Bridge who have contacted us to comment, as unable to do so on the 'planning portal'.

This is one of a series of applications that retrospectively ask permission for previously unlawful behaviour – the houses on Waterside are all three storey and, as such, have needed to be licenced under even the previous scheme, let alone the changes that came into force over 2 years ago. As stated on the MKC website:

*Who needs a HMO licence*

*On 1 October 2018 the Mandatory licensing rules changed across England and the scheme extended to include all HMOs. From this date all HMOs that are occupied by five or more people who are not all related, and where there is some sharing of facilities, will require a HMO licence. The scheme was previously restricted to properties that were three or more storeys in height.*

This suggests that the applicant has been acting unlawfully for at least 2 years and, according to the application, for almost 15 years. This property is NOT registered on the Licenced Public Register. To simply acquiesce to the request to ignore this breach and make it all okay sends a message that rogue landlords can simply behave as they choose, ignoring safety measure and legal obligations with impunity.

There are further concerns regarding the level of HMO provision within this area – the SPD relating to HMO's sets agreed standards:

- i. Effective measures are proposed to minimise the effects of **noise and disturbance**.
- ii. Off street **parking** and manoeuvring space is provided to meet the Council's standards or, if on-street parking is necessary, it would not result in unacceptable congestion in the surrounding area.
- iii. Adequate outdoor space is available for **bin storage and a drying area**.
- iv. The proposal would not adversely affect the **character** of the surrounding area or lead to an unacceptable **concentration** of flats or Houses in Multiple Occupation within the area.

There is no detail included in any of the documents that explains how any of these issues will be complied with. In addition, the application form states that NO work has been undertaken on the properties since 2007. If this is the case, the house does not meet even the basic standards expected for an HMO.

- i. If no additional work has been undertaken, the fabric of the building is not suitable to reduce noise and disturbance – the properties on Waterside are relatively thin walled and terraced. This is not conducive to a reduction in either of these issues.
- ii. Parking is a huge issue on Waterside and continued provision of HMO's will compound this. There is not suitable level of parking provision within the property or in the surrounding area.
- iii. There is nothing within the application that details how these issues will be addressed.
- iv. It is impossible to state whether there is an 'unacceptable concentration' of HMO's, due to the number of unlicensed premises, such as this one. However, even looking at the ones that have legally registered, there are large numbers within a small area of Peartree Bridge and as such, this is considered an 'unacceptable concentration'.

This situation shows the current issues in terms of unlicensed and unregulated HMO's that operate across the parish, meaning that in reality, it is impossible to say whether the current rules are being complied with or not. It is essential that for our communities, these issues are addressed and resolved, registering any currently unlicensed properties, investigating the reports of HMO's to find those that are in breach and having an accurate, up to date and current register that is accessible and used to manage this issue.

Woughton Community Council objects to this proposal and recommends that the application is denied.

**Agenda item: LD 95/21**

**WOUGHTON COMMUNITY COUNCIL**

**Planning, Licencing & Development Committee**

**Monday 22<sup>nd</sup> March 2021**

**PURPOSE OF REPORT:**

To further update the committee on the Draft South East Milton Keynes - Strategic Urban Extension Development Framework Supplementary Planning Document.

**RECOMMENDATION:**

- 1. That the committee notes this report, previous paper and supporting papers.**
- 2. That the committee again considers any response to the consultation, based upon the update provided below.**
- 3. That the response, if any, is submitted in line with the consultation guidance.**

**MAIN ISSUES AND CONSIDERATIONS:**

As discussed at the meeting of 15<sup>th</sup> February 2021, there is a current discussion and consultation taking place around an area of development land to the south of the city. This is not within, nor does it border the parish, but due to the size and scope of this development, it was felt appropriate to enable the committee to consider any response.

Following the previous meeting, a request was made for additional information within the 'action notes' provided after the meeting.

- That the Council Manager provides an additional report regarding the SPD
- That the Council Manager contacts Bow Brickhill Parish Council, Walton Parish Council, Wavendon Parish Council, Woburn Sands Town Council.

This report is the additional paper requested.

The Council Manager has made contact with the other councils and has received a response from Walton Community Council. The response was:

*“WCC has been part of a Local Stakeholder Group over the last couple of years which was made up of those representing local residents. Although we are the largest area bordering the SE:MK, we were much outnumbered by village representatives and we considered that the areas most affecting Walton was ‘lost’ by the overwhelming view expressed by those representing non-urban areas..*

*Walton Community Council’s main points are:*

- *SE:MK should be an extension of MK – one of our issues is about ‘reserved routes and how these would be funded and completed in the future if there is no further planning gain to be had?’*
- *Extension of H10 onto and across Newport Road – we believe this is imperative to ensure free movement of traffic moving eastwards. Woburn Sands want a ‘no left turn’ off the proposed V12 and are opposing the extension of H10. This will ‘protect’ Woburn Sands but this would mean that all traffic would need to travel west to then go north and east creating havoc on the H10/V11 roundabout.*
- *Provision of Road Bridges across the railway – we need the 3 bridges for future-proofing and MKC should not state any fall-back position.*
- *Grid Roads and Grade Separated Crossing – this is key to keeping the traffic flowing*
- *Density – density needs to be no more than 35dph overall (30dph preferable as stated at one of the SPD presentations). High density housing should not border Walton but instead an evening out of density throughout the whole site. S.106 monies will be put towards protecting the villages through the provision of green buffers and low-density housing, but this cannot be to the detriment of Walton if it ends up will all the high density housing on its border and taking all the pressure from the development with no monies to mitigate the impact.*
- *The local centre seems to be located on a prime residential street – this does not follow MK design principles (Countess Way in Broughton being an example of why these do not work).*
- *Provision of a Traveller Site – we have said that we would not be opposed to a traveller site located within the SPD so long as it was appropriate and proportionate to the development.*

*Worryingly, the SPD states (twice) that option 3 is not financially viable. MKC should be telling the developers what is required, not what it thinks developers can afford and then start from such a low base – why give the developers a fall-back and give them an opportunity to provide sub-optimal development?*

*As an aside, the Oxford Cambridge Arc has been ‘un-paused’ and this may be the cause for withdrawing the draft SPD until the route of the OCA is known. WCC will continue to formulate a response to the SPD nonetheless.*

*You could support Walton Community Council by commenting on the SPD and helping us to put pressure on MKC particularly around the need to extend the H10 across or to Newport Road, We would be happy to help protect Woburn Sands by a ‘No Left Turn’ if the extension of the H10 was included in the SPD.”*

Walton Community Council are the only responders so far.

There was a further query regarding the provision of social or low-cost housing – this is not yet decided but should be in line with the standards in place across the city, principally that 31% of housing should be ‘affordable’ (increased from 30%). The 30% target has not been met in MK for the past 10 years, so should be taken with necessary scepticism.

The WCC Council Manager believes that the content of the response from Walton Community Council gives a view that reflects that parish only and would recommend seeing if any further responses are received from the other parishes. However, Walton is the parish that most closely relates to Woughton and as such, support can be offered if felt appropriate.

**FINANCIAL IMPLICATIONS:**

None noted.

**STAFFING IMPLICATIONS:**

None noted.

**OTHER IMPLICATIONS:**

Some of the issues relating to this SPD may impact upon future development, specifically the issues around expectations of developers, as opposed to ‘fitting in’ with them and their expectations of profit and return on investment. Having higher expectations on developers to maintain high standards, meet the needs of the developing city and both current and future residents is essential.

It is also noteworthy that this development sits squarely within two significant national proposals – the expressway and the varsity rail line. It appears that some decisions will be made without clarity of these two issues. This sits within the queries raised by this committee at the last meeting regarding the potential for development to benefit from this additional infrastructure with the financial impacts for developers not being acknowledged.

**BACKGROUND PAPERS:**

All papers and consultation documents are at <https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/south-east-milton-keynes-strategic-urban-extension>

There is an additional response paper that Walton Community Council have sent too - SEMK - FORMULATING A RESPONSE TO MKC (FEB - BULLETS).

**AUTHOR**

Steve McNay – Council Manager

## **Agenda item: LD 95/21**

### **FORMULATING A RESPONSE TO MKC – SE:MK SUE SPD**

Our response should clearly set out what we do support (open space / extension of linear parks / educational provision / higher density housing around the local centre (not more than 3 storey) / green buffers to protect the villages.

Comments to be based around the following **5 Key Themes**:

- 1. Transport Network**
- 2. Density and Parking**
- 3. Drainage / Flooding / Attenuation**
- 4. Infrastructure – Facilities**
- 5. Focus / Ethos and Master Planning**

#### **Transport:**

To mitigate the impact and ensure free flowing movement of traffic / spreading the traffic load:

- SE:MK should be an extension of Milton Keynes / extend grid road network
- No At grade crossings
- H10 should be extended with access to and across H10
- V11 should be extended ac
- Three points of vehicular connections (bridges) are required between the north and south of the site at V10, V11 and the Woodleys Crossing – provides more routing options / traffic balancing / future-proofing – supports longer term vision.
- V11 should be extended – grade separation required at Holst Crescent / Morley Crescent

Potential compromise – no opposition to ‘No Left Turn’ on V12 if access to and across Newport Road is provided.

#### **Density:**

- Overall density needs to be clearly stated in the SPD
- Maximum 35dph across the development in line with other MK estates (30dph preferred as stated in previous presentations about the development)
- Transit Interchange / Hub – oppose 6 storey development (not in-keeping with ‘extension to MK feel’).
- Oppose high density (more than 3 storeys) north of the rail line
- Boundary development should be in line with existing estates – 35dph edge development.
- Primary residential area – there should be no on-street parking – creates access problems for both residents and emergency services (example: Countess Way in Broughton)
- There should be no rear courtyard parking – encourages on street parking outside house frontages.

- Density opposite Tilbrook to be increased from 25-35dph (blue area - General residential) to 35-50dph (Pink area - Primary Residential) and vice versa in the area opposite Old Farm Park.
- Density at Bow Brickhill Edge (10 – 25dph) should be increased to 25 – 35dph (General residential) – to spread the density load.

### **Drainage and Lakes**

- The main watercourses flows north to Caldecotte Brook and makes its way to Caldecotte reservoir to the west of the site and the fisherman's lake at the eastern edge – both have existing flooding problems. Caldecotte Brook needs frequent dredging. Addition run-off from development - vastly increase the risk of flooding in the area.
- Lack of flooding mitigation will increase risk of flooding at Browns Wood and Old Farm Park.
- Attenuation required – possibly through the provision of a small balancing lake – ensuring slow discharge of water into Caldecotte Brook, mitigating flood risk.

### **Infrastructure**

- Building of facilities – I before E (Infrastructure before Expansion)
- School Build – No capacity outside of the area so area should be educationally self-sustaining – build should be completed as people move into the area.
- Blue Light services access – would be problematic with no extension of grid road.
- Health Care facilities to be provided in a timely fashion – there should be two facilities located in the two local centres.
- Assurances required that Clinical Care Group and NHS England have been consulted – to ensure sufficient health care provision for residents and to keep pressure from Walnut Tree and Woburn Sands Health Centres.
- Gypsy & Traveller site – G&T community require access to services – centre south location preferable.

### **Ethos**

- MKC are setting the bar so low – should not mention financial viability (twice) in the document. There should be no fall-back which allows developers an opportunity to provide a sub-optimal development.
- Lack of vehicular connections (bridges) will cut off communities, education, health care – area at risk of becoming an urban island instead of an urban extension.
- Our neighbours in SE:MK should enjoy same benefits elsewhere in MK (green open space) – caution – higher density could mean decreased level of green/open space amenities. – need to level up development to surrounding areas.

Stuart's comment nicely sums up:

*“The SPD does not specify a preferred movement network.*

*This approach is fundamentally flawed because EWR, EWE and Developers will claim poverty, and MKC will deliver a lowest common denominator network. This will make life difficult for SEMK residents and will devastate Walton with traffic. Without three railway crossings, and associated public transport, cycle and pedestrian access, SEMK will not be an 'urban extension'. It will be a landlocked cul-de-sac. MKC should insist on the right option for MK's new and existing citizens. The difference between what EWR, EWE and Developers claim they can afford, and what it costs to build is simply cash. That can be found. Building the wrong movement network will destroy the quality of life here forever. We're Milton Keynes, only the best will do.*

*Please provide the reason why you would not adopt the right approach?"*

**Next Meeting – 25 February**

**Discussions will focus on:**

**Summary and progressing response**

**Campaign / Getting the message across**

**Agenda item: LD 96/21**

**WOUGHTON COMMUNITY COUNCIL**

**Planning, Licencing & Development Committee**

**Monday 22<sup>nd</sup> March 2021**

**PURPOSE OF REPORT:**

To inform the committee of a consultation for proposed 20mph zones, which covers the Chadds Lane and Waterside areas on Peartree Bridge.

**RECOMMENDATION:**

- 1. That the committee note the report and associated papers.**
- 2. That the committee offers any feedback regarding the proposal for inclusion in the formal consultation.**
- 3. That the Council Manager provides written feedback to the consulting body by 1<sup>st</sup> April 2021.**

**MAIN ISSUES AND CONSIDERATIONS:**

There is a proposal to enforce 20 mph zones in various parts of the city. This paper is concerned only with the proposal within the parish – Chadds Lane and Waterside on Peartree Bridge.

This is an issue that has been discussed on a number of occasions previously, with a number of councillors and resident associations expressing a wish to see 20mph zone in place. Peartree Bridge, by nature of its design, lends itself to the process of applying for such zones and as such has been included in this consultation.

It is unclear as to who has requested this and / or complied with the relevant steps to enable – this did not come via WCC, as far as the Council Manager is aware.

This will be a useful approach to see if it has a benefit for local residents and, if so, for other estates, areas, roads to consider a similar approach. It is understood that this is a ‘road by road’ assessment process, with the Peartree Bridge application being two roads only.

**FINANCIAL IMPLICATIONS:**

None noted.

**STAFFING IMPLICATIONS:**

None noted.

**OTHER IMPLICATIONS:**

There is the potential for this consultation to result in the installation of 20mph which could then be replicated in other parts of the parish.

**BACKGROUND PAPERS:**

Consultation at: <https://www.milton-keynes.gov.uk/consultations/633>

Notice of Proposals (TRO-300).

Statement of Reasons (TRO-300).

**AUTHOR**

Steve McNay – Council Manager