ENVIRONMENTAL STATEMENT
VOLUME 3: NON-TECHNICAL SUMMARY
MILTON KEYNES EAST
MARCH 2021

Contents

1.0 Introduction and Methodology

1.1 This document is a summary in non-technical language of an Environmental Statement ('ES') prepared on behalf of St James Group Limited ('the applicant'). It sets out the findings of an Environmental Impact Assessment ('EIA') of the proposed development of a sustainable urban extension to the east of Milton Keynes (known as 'Milton Keynes East' or 'MKE'). The land is located to the east of the M1 motorway and to the south of Newport Pagnell.

Figure 1.1 Location of Key Features of the Development Site and Surroundings

Source: Google Earth, Lichfields
Note: Red line indicates broad extent of Development Site only. See Figure 2.1 of this Statement for an accurate Site Boundary

1.2 The document includes the following information:-

- Section 1.0 – Background to the assessment process and the Proposed Development;
- Section 2.0 to 3.0 – Description of the Site and the Proposed Development;
- Sections 4.0 – a topic by topic review of the findings of the EIA;
- Section 5.0 – a review of whether other direct or indirect impacts may arise when the scheme is considered with other schemes in the area;
- Section 6.0 – provides a summary of the proposed mitigation measures identified to reduce the impact of the development and how it is envisaged this will be secured;
- Section 7.0 – details of how to obtain a full copy of the ES;
- Section 8.0 – a list of abbreviations and a glossary of key terms; and
- Section 9.0 – copy of an illustrative masterplan showing how it is envisaged the Proposed Development could look in the future.

About the Applicant

1.3 The applicant is part of the Berkeley Group of companies; a developer which builds homes and neighbourhoods across London, Birmingham and the South of England. St James is committed to quality and design of the buildings and making a vital contribution to the landscape, to the communities the company helps create, and to the environment as a whole. Sustainability is also vital to the way St James operates. St James and the wider Berkeley Group has the vision, expertise and strategic resources to deliver a distinct and thriving new community at MKE.

1.4 The applicant has set the following overall vision for MKE:-

"The new neighbourhood at MKE will be a thriving community where people want to live and spend time; a sustainable place that is fit and flexible for the 21st century. It will be a place that actively supports health and wellbeing, connects people and nature, encourages community spirit and a strong sense of belonging, building on the qualities that make Milton Keynes a special and unique place already."[1]

Background

1.5 To assist in its preparation of its Local Plan (Plan:MK[2]) for the period between 2016-2031, Milton Keynes Council ('MKC') commissioned an independent analysis[3] of how much additional housing would be required to meet the community's housing needs. The study identified the level of need is such that land needed to be identified in the Plan to accommodate 26,500 new homes (or approximately 1,766 per year).

1.6 Once land within the built up area and previously developed land was taken into account, it was determined that some of the additional housing would also need to be provided on land outside of the existing built up area of Milton Keynes. The MKE site ('the Development Site') was considered one of the most appropriate sites to support the growth outside of the urban area. Policy SD12 has therefore been included within Plan:MK which established the principle of the Development Site being developed for a new community provided funding could be secured to deliver key strategic infrastructure needed to overcome existing development constraints.

1.7 MKC – in partnership with the applicant – has since successfully secured from Central Government £94.6 million of infrastructure funding to assist in bringing forward the Proposed Development. This follows a bidding process to the Housing Infrastructure Fund ('HIF'); a Government capital grant programme which aimed to unlock new homes by helping fund necessary infrastructure in areas of greatest housing need. This money, announced in March 2020, is ringfenced to part-fund some of the infrastructure described later in this Statement and which is considered as part of this EIA.

1.8 In addition to Plan:MK's Policy SD12, a Development Framework for the site was adopted in March 2020 as a Supplementary Planning Document. This provides detail on layout and design principles for the development of a comprehensive housing (circa 5,000 homes) and employment development (approximately 105 hectares). It also describes how any site constraints will need to be addressed and also some key issues to be addressed in how the Proposed Development will be delivered.

1.9 The largest component of the MKE site is being brought forward by the applicant in the form of the Proposed Development to which this ES relates. Land to the north-west corner of the site is being separately promoted by Bloor Homes ('Bloor land'). A further parcel of land, to the north

[1] Design and Access Statement: Milton Keynes East, Page 4 (JTP, March 2021)
[2] Plan:MK 2016-2031 (Milton Keynes Council, adopted March 2019)
[3] Milton Keynes Strategic Housing Market Assessment 2016-2031: Report of Findings (Opinion Research Services, February 2017)

east, is controlled by MKC ('MKC land'). The remaining development parcel on the MKE site is controlled by Newlands ('Newlands land') and will deliver employment space. It is anticipated that separate planning applications will be submitted by those landowners in due course.

Figure 1.2 Location of other land within the wider Strategic Allocation (Policy SD12)

Source: Google Earth, Lichfields
Note: Red line indicates broad extent of Development Site only. See Figure 2.1 of this Statement for an accurate Site Boundary. The extent of the Newlands, Bloor and MKC land is shown for indicative purposes only - precise site boundaries will be determined by subsequent planning applications.

The EIA Process

1.10 The EIA process aims to ensure that any significant effects arising from certain types of major development are systematically identified, assessed and presented to help a local planning authority, statutory consultees and other stakeholders in their understanding of impacts arising from development. If measures are required to minimise or reduce effects, then these are clearly identified.

1.11 The main Government Regulations that set out when and how EIA is carried out are currently the Town and Country Planning (EIA) Regulations 2017 ('the EIA Regulations'). The Proposed Development falls within Part 10(b) of Schedule 2 of the EIA Regulations which includes 'urban development projects' of more than 150 homes.

1.12 For the Proposed Development, EIA has been carried out to consider the likely significant effects that may arise during its construction and also once the homes, businesses and other uses are in use (operational). The assessment has been completed with regard to best practice and relevant legislation and has addressed the following environmental aspects agreed with Milton Keynes Council as being required to assess the impacts of the Proposed Development:-

- Transport
- Landscape and Views
- Ecology
- Historic Built Environment
- Archaeology
- Water Environment and Drainage

- Air Quality
- Noise and Vibration
- Ground Conditions and Soils
- Socio-Economics
- Climate Change and Resilience
- Waste

1.13 Likely effects are identified on based on current knowledge of the site and surroundings, desktop assessment, surveys and fieldwork and other information available to the EIA team. All those matters that could be reasonably required to assess the effects of the Proposed Development are set out in the ES. Where there were any particular difficulties or assumptions that have been made by the team, these have been clearly set out; these include any issues associated with the Covid 19 pandemic including restrictions affecting site visits and surveys.

1.14 The team has worked to ensure that wherever possible that measures ('mitigation') that can reduce adverse effects have been incorporated into the design (or 'embedded') or that other modifications that are necessary or appropriate to avoid or reduce impacts on the environment are identified. These measures are identified in the ES and have been taken into account as part of the EIA.

1.15 Consultation has also informed the EIA process in relation to the methods by which the EIA has been carried out, as a means to seek environmental data, to review the effectiveness of any identified mitigation measures and as a means to keep interested bodies informed on the process of EIA undertaken.

2.0 Description of the Site

2.1 The Development Site encompasses an area of approximately 437 hectares as shown on Figure 2.1. It is located to the east/north-east of the built up area of Milton Keynes; with the majority of the site located on the eastern side of the M1 motorway. To the east of the site is open countryside and the village of Moulsoe, to the north is the town of Newport Pagnell.

2.2 The Development Site boundary also extends beyond the M1 motorway to includes areas of road infrastructure and Pineham Nature Reserve; adjacent to the Willen residential area.

2.3 The majority of the site is in agricultural use. There is an existing 'Holiday Inn' hotel on London Road (outside of the Development Site boundary) and a travellers site on Willen Road. An area of land to the east of Willen Road and south of Caldecote Farm is currently used as a sand and gravel extraction site. There are small groups of dwellings existing and inset within the boundary. These include those around Caldecote Farm and Pyms Stables, as well as a number of isolated dwellings including Hermitage Farm on Newport Road.

2.4 The River Ouzel runs south-north through the Development Site. Similarly, the A509 runs south to north linking with Milton Keynes at Junction 14 of the M1 and with the A422 to the north near Interchange Park on the edge of Newport Pagnell. The site is generally low-lying and gently slopes up, west-to-east from the River Ouzel towards Moulsoe.

2.5 There are a number of areas of woodland within the site and it is criss-crossed with lengths of hedgerows surrounding the existing fields. Moulsoe Stream extends along field boundaries within the centre of the site and towards the east from the River Ouzel.

2.6 The residential areas of Willen and Brooklands are to the south; as well as the Cotton Valley Sewage Works at Pineham and the Tongwell employment area. Adjoining the southern edge of the site, adjacent to the M1, lies a triangle of land alongside the River Ouzel which is owned by Milton Keynes Council and the MK Park Trust. The land, which is part of the linear park, is managed as a nature reserve.

Figure 2.1 Development Site Boundary

Source: JTP, not to scale

3.0 Description of the Proposed Development

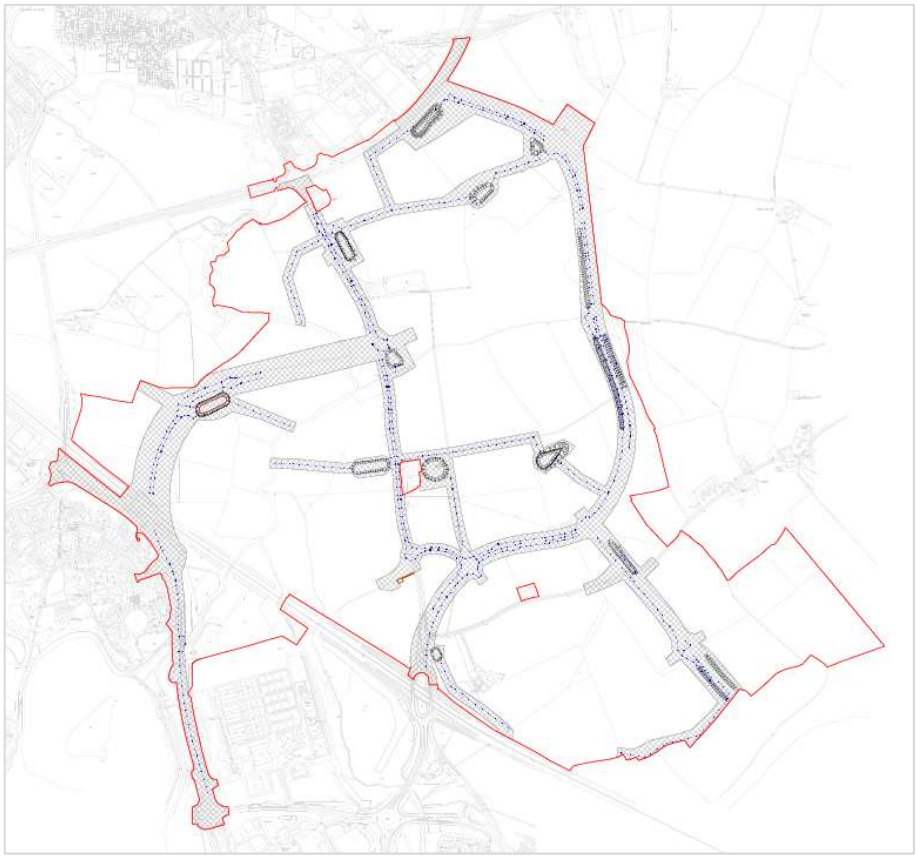
3.1 The Proposed Development is being brought forward with both detailed and outline elements as follows:-

- The detailed element comprises the key road infrastructure and supporting works that is substantially funded by the successful Government HIF bid. The works include new road (known as the 'Eastern Link Road' and the 'Western Link Road') and redway (pedestrian and cycle route) extensions; a new bridge with deck span of 55.3 metres in length over the M1 motorway; a new bridge over the River Ouzel; works to the Tongwell Street corridor between Tongwell roundabout and Pineham roundabout including new bridge over the River Ouzel; alignment alterations to A509 and Newport Road; and associated utilities, earthworks and drainage works; and
- The outline element includes other built elements of a large-scale mixed-use urban extension (creating a new community) comprising: residential development (approximately 4,000 homes but a maximum of 4,600 has been tested in the EIA for robustness); employment (approximately 88.5 hectares) including business, general industry and storage/distribution uses; a secondary school and 3 x primary schools; a community hub containing a range of commercial (shops and other facilities) and community uses; a new linear park along the River Ouzel corridor; open space and linked amenities; new redways, access roads and associated highways improvements; associated infrastructure works; and demolition of existing structures.

Detailed Elements

3.2 Those areas of the site for which full details of the infrastructure apply are shown on Figure 3.1:-

Figure 3.1 Extent of detailed element of the site for the provision of HIF funded infrastructure



Source: WSP, not to scale, grey areas denote areas where detailed highways design has been prepared

3.3 As well as the roads and bridges, the detailed design also includes a range of earthworks to form appropriate ground levels for the roads; the earth will be sourced from elsewhere within the Development Site rather than off-site. In addition, design for drainage of the infrastructure has been made in detail. Either side of the roads, areas which will, in the future, be landscaped with new trees and planting will be seeded as an interim measure with detailed landscaping schemes coming forward later alongside other outline elements of MKE.

Outline Elements

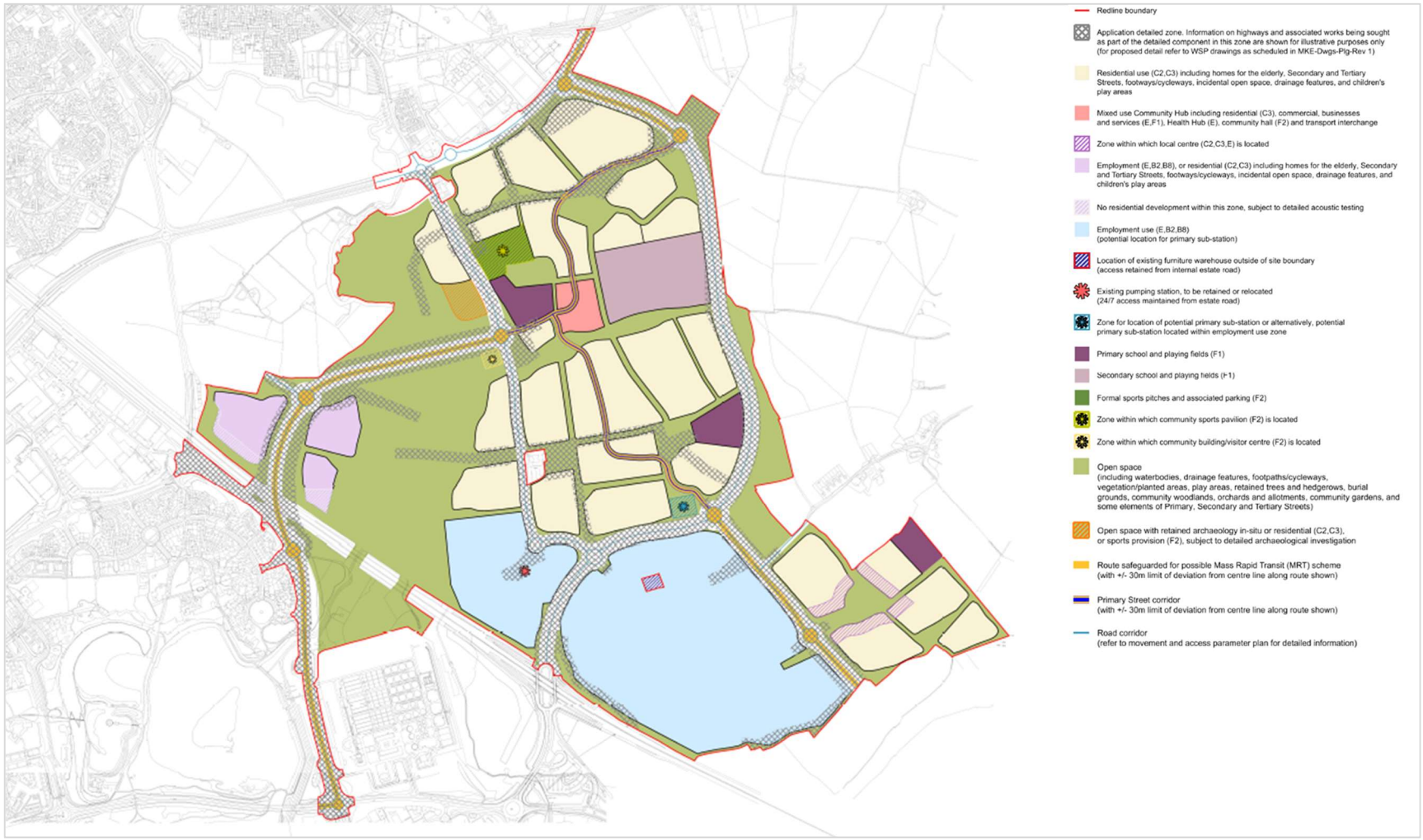
3.4 For the outline element of the Proposed Development, future applications will be submitted to agree the detailed design of buildings and landscaping. There is therefore a need to secure a balance between allowing some flexibility for that future detailed design; whilst also ensuring that a full and proper assessment of significant environmental impacts can be understood now as part of this ES.

3.5 To assist in this process, a series of four 'parameter' plans have been prepared which fix a maximum envelope or 'worst case scenario' that has been tested as part of the EIA. Provided future detailed applications are within this maximum envelope it must be the case that environmental impacts will be the same or less than envisaged. The four parameter plans prepared fix the details of:-

- **Land Use** - The location of different land uses within the site – broadly with a central Community Hub and with employment uses located adjacent to the busy M1 motorway to provide a noise 'buffer' to the main residential areas to the north of the site. Running south-north through the western half of the site and connecting to Willen Lakes (to the south) along the River Ouzel corridor will be the River Ouzel Linear Park comprising approximately 63 hectares;
- **Movement and Access** - The key principles of how people and vehicles (including public transport) will move throughout the site and connect to the detailed HIF funded infrastructure – it is an aim to ensure a highly permeable development and provide a true choice of modes of travel;
- **Green Infrastructure** - The broad configuration of 'green infrastructure' or areas of landscaping, open space, playing pitches, parkland, woodland and other more natural areas. Careful work with the landscape architects, ecologists and social/community experts within the team has ensured that these areas achieve many aims in both protecting and enhancing ecology, reducing visual impacts and promoting a mix of different kinds of open space for the benefit of the community; and
- **Building Heights** - The maximum heights of buildings within the site with buildings (homes and other uses) within the Community Hub up to 26 metres; general residential areas (outside of the Hub) up to 18 metres; and areas on the eastern edge of the Development Site up to 12.5 metres. Within the main employment area, maximum heights will be between 21 and 29 metres and the smaller potential employment areas in the west of the site up to 18 metres in height.

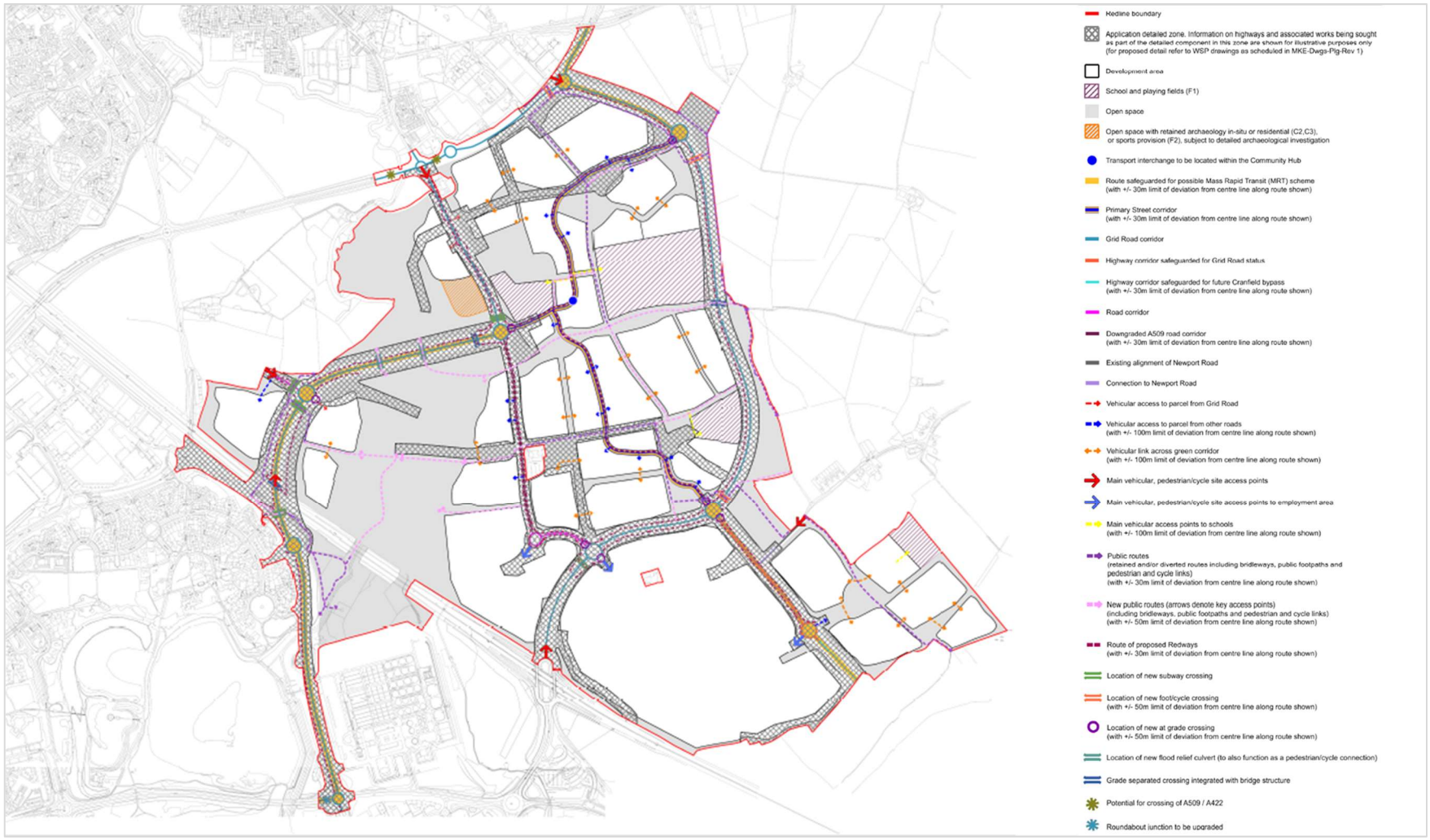
3.6 Copies of the four parameters plans are provided as Figures 3.2 to 3.5:-

Figure 3.2 Land Use Parameter Plan



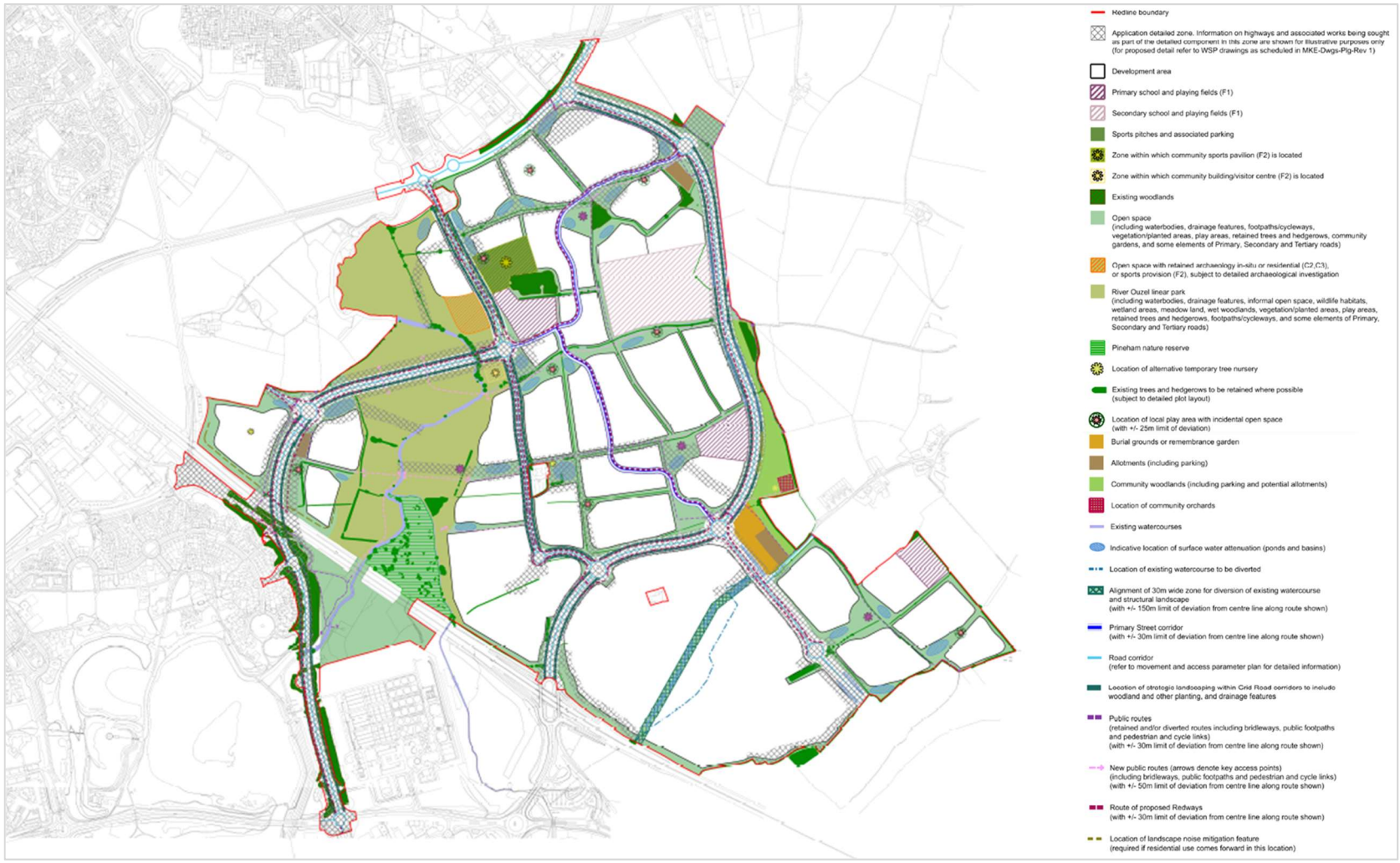
Source: JTP, not to scale, for illustration only (further details provided on full scale plans provided at Volume 2 of the ES)

Figure 3.3 Movement and Access Parameter Plan



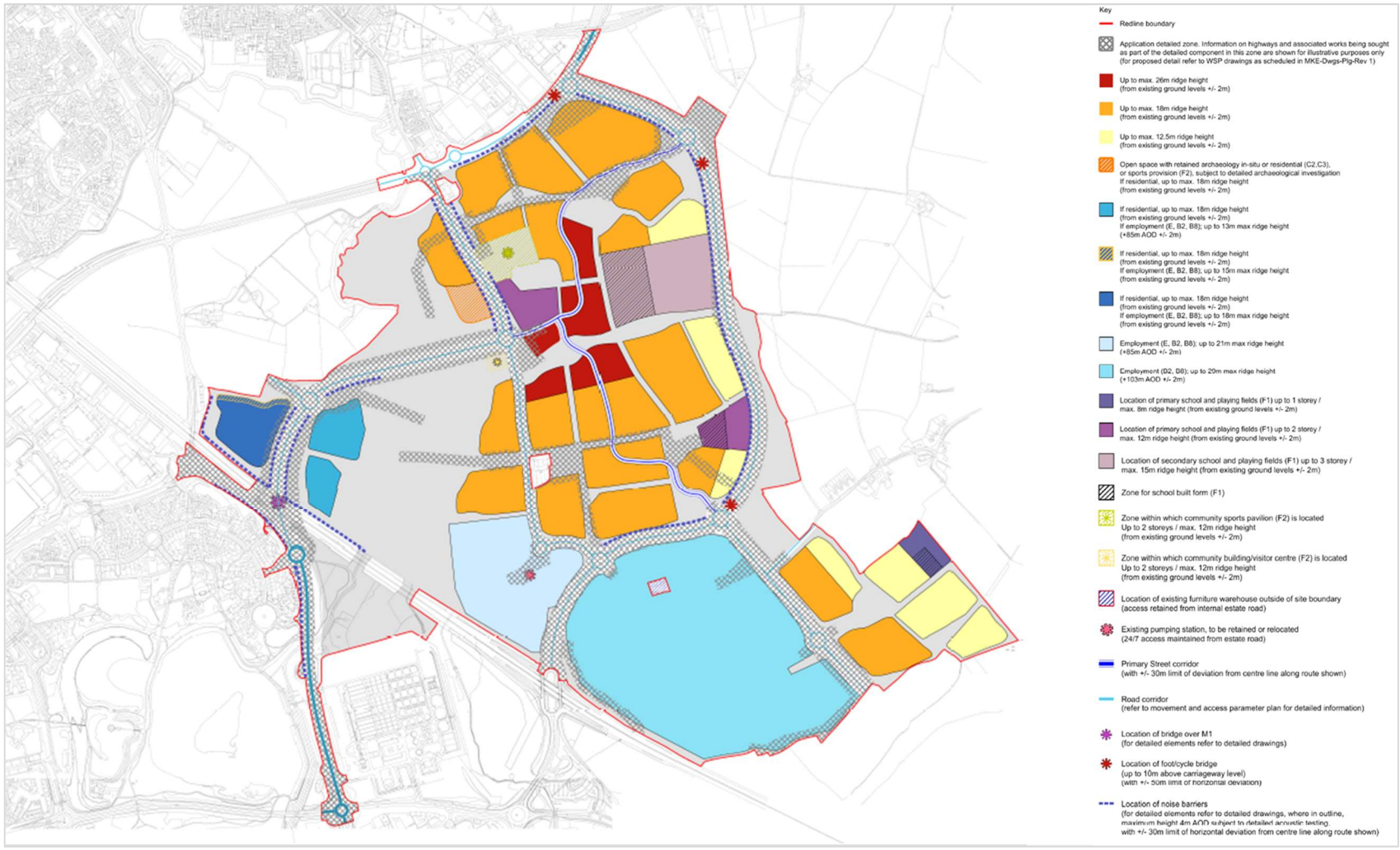
Source: JTP, not to scale, for illustration only (further details provided on full scale plans provided at Volume 2 of the ES)

Figure 3.4 Green Infrastructure Parameter Plan



Source: JTP, not to scale, for illustration only (further details provided on full scale plans provided at Volume 2 of the ES)

Figure 3.5 Building Heights Parameter Plan



Source: JTP, not to scale, for illustration only (further details provided on full scale plans provided at Volume 2 of the ES)

Construction Programme

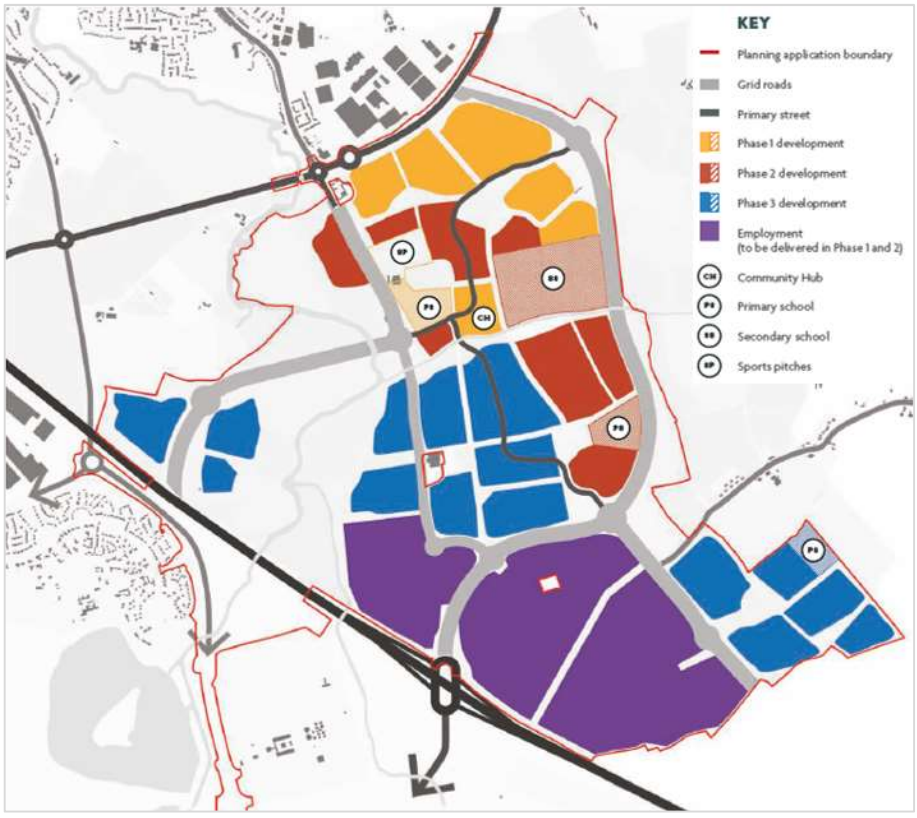
3.7 For the purposes of the EIA, it is assumed that construction of MKE will commence in 2022 and conclude with final occupation of the last homes and businesses in 2048:-

Table 3.1 Phasing of the Proposed Development on which the EIA has been based

Phase	Years	Homes	Commercial	Other
Enabling Works / Infrastructure	2022-2024	-	-	HIF Funded infrastructure
Phase 1	2025-2030	600	145,750 sqm	1 x primary school (2024); Community hub; Health Hub (2024); River linear park, sports pitches; Grid road and primary streets for Phase 1
Phase 2	2031-2037	1,100	257,900 sqm	1 x secondary school (2032); 1 x primary school (2038); Grid road and primary streets for Phase 2
Phase 3	2038-2048	2,900	-	1 x primary school (2047)

3.8 An illustrative Construction Phasing Plan has also been prepared to identify how construction is likely to proceed:-

Figure 3.6 An illustration of how construction of the Proposed Development may be brought forward



Source: JTP, not to scale

3.9 No unusual construction practices are anticipated in respect of the Proposed Development.

3.10 Hours of working will generally be between 08:00 and 17:30 Monday to Saturday; albeit exceptions will include the installation of the M1 bridge during the initial phase of works. This will require 24 hour working including short term closures of the main motorway carriageway.

3.11 The construction will managed through a Construction Environmental Management Plan ('CEMP') and a Construction Logistics Plan ('CLP'). These will be used to manage the construction effects of the Proposed Development on the environment, existing surrounding communities, business and residents and the local highways network.

Alternatives

3.12 The EIA Regulations require that consideration is given to any alternatives to the Proposed Development that may have been studied by the applicant, along with a consideration of what may happen at the site should the development not go ahead.

3.13 If no development were to come forward, it could be assumed that the site remains in its current agricultural use. However, its allocation with Plan:MK for a sustainable urban community means it is also likely that a development similar to that considered in this EIA could be brought forward during the period covered by Plan:MK.

3.14 In terms of alternative designs, the context set by the Development Framework for the site (see para 1.8) has defined to a significant extent the key elements of the Proposed Development. However, the EIA has assisted in refining this to build in measures to reduce adverse environmental effects where these occur. Section 4.0 of this Statement summarises the key outcomes of this process and how it has influenced this process.

4.0 Review of Effects on the Environment

Transport

4.1 An assessment has been carried out of the impact of the Proposed Development on various matters associated with transportation. It has reviewed the extent to which drivers or pedestrians may experience greater delays in their journeys; whether the environments within which people moving through the Development Site and surroundings will be better or worse as a result of transport; whether current routes will be 'severed' or removed and the impact of this; and also the impact on highway safety. The assessment has been carried out in consultation with the local highways authority in Milton Keynes and also Highways England.

4.2 The Transport Assessment provides an assessment of the transportation impacts of the MKE development on the highway and public transport networks. This also includes consideration of the planning tests not covered by the ES.

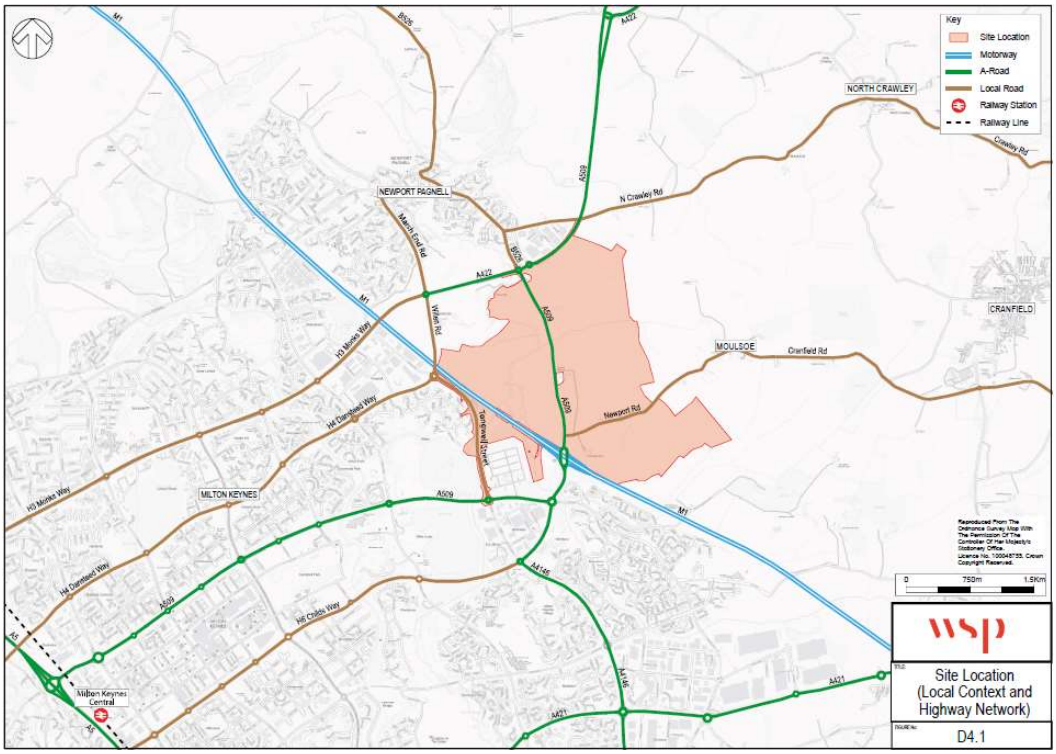
4.3 The calculation of any increases in traffic has been based on a model developed for the Milton Keynes area called the Milton Keynes Multi-Modal Model ('MKMMM'). The model covers an area stretching from Northampton to the north and Luton to the south and includes the whole of the Milton Keynes urban area. The data arising from the use of this model was also used in the application made for HIF funding which was described at Chapter 1.7 of this Statement. This model also builds in other proposed development in the area to ensure that it truly considers a 'worst case' in terms of traffic generation in the area.

Existing Conditions

4.4 Figures 4.1 and 4.2 below identify the current highways network and pedestrian and cycle network related to the Development Site. The site is well served located to the highways network via the M1 motorway, the A509 (London Road) which runs through the centre of the Development Site and the A422 which runs to the west. Pedestrian and cycle links are available to the south of the M1 but there are currently limited routes within the site due to a lack of demand arising from its current largely agricultural use. Bus routes operate on London Road,

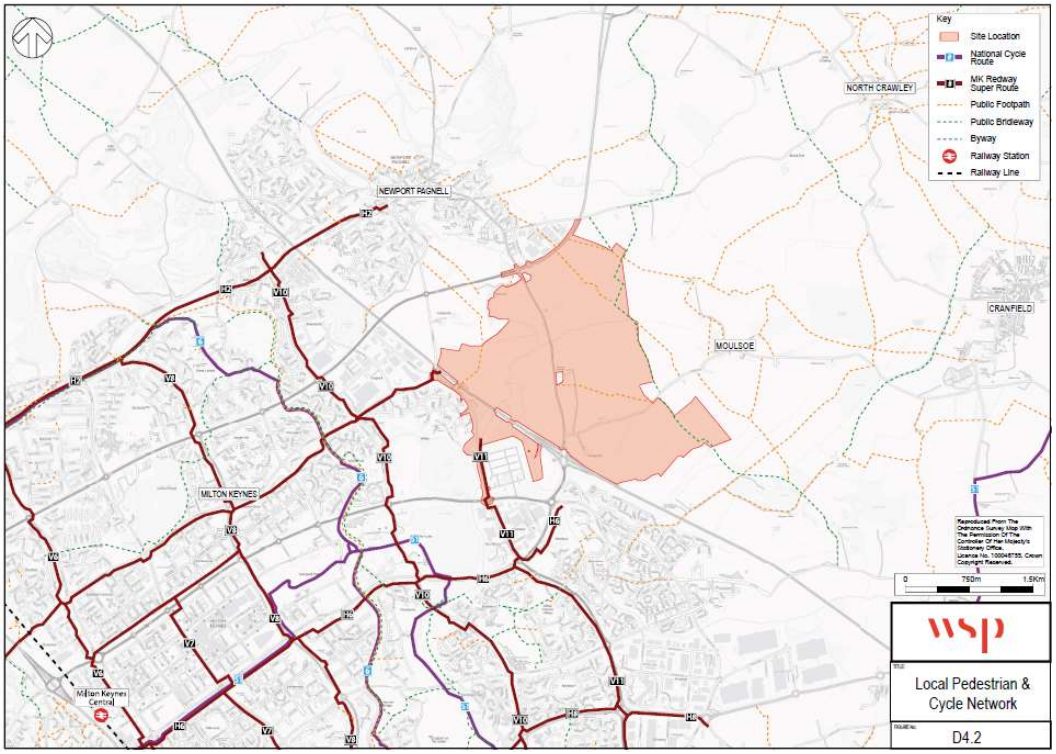
Willen Road (to the west of the Development Site) and Newport Road (towards Moulsoe) and the nearest railway stations are in central Milton Keynes and Woburn Sands:-

Figure 4.1 Current Highway Network



Source: WSP, not to scale

Figure 4.2 Current Pedestrian and Cycle Network



Source: WSP, not to scale

Measures to Reduce Effects

4.5 Significant measures have been embedded into the Proposed Development or strategies put in place to address transport effects during both its construction and operation. The measures include:-

- a range of on and off site highway improvements and new strategic highway and which has been designed in detail;
- the implementation of a Construction Logistics Plan during construction to provide a framework to manage all transport effects during construction including those associated with vehicle routing, programme and phasing and numbers and types of vehicles;
- the implementation of a Residential Travel Plan and Workplace Travel Plan during operation of the development which have been developed to comply with industry best practice and will seek to encourage residents and employees to adopt sustainable travel behaviour;
- the implementation of a Walking and Cycling strategy to delivery and manage improvements to the public rights of way across the Development Site; and
- the implementation of a Public Transport Strategy to bring forward public transport including a possible Mass Rapid Transit system.

4.6 A range of measures are also put in place to monitor the implementation of the above and ensure their continued success.

Effects during Construction

4.7 **Slight adverse** (non-significant) temporary impacts arising from construction traffic using the Lorry Route Network (M1, A509, A422) - otherwise known as the major strategic highway network – are anticipated to occur during the construction period.

Effects during Operation

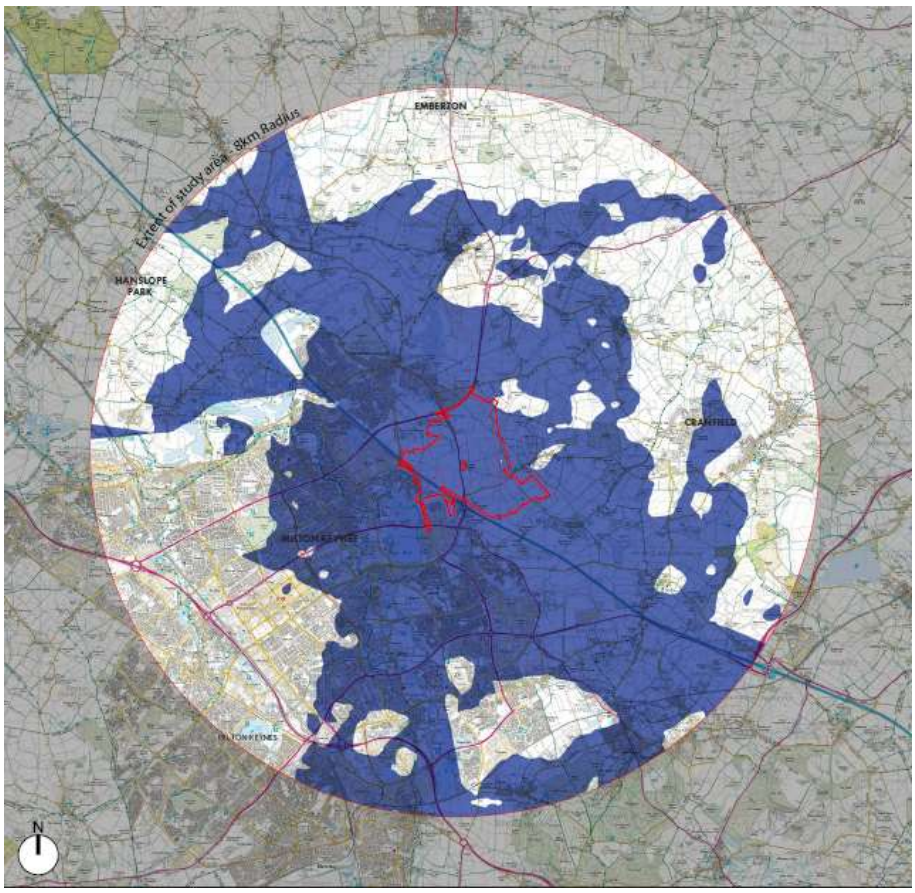
4.8 **Slight adverse** (non significant) permanent impacts on the main strategic routes around the site could arise which affect drivers and bus passengers. However no effects are anticipated on other receptors.

Landscape and Views

4.9 An assessment has been carried out of the impact of the Proposed Development on the local landscape of this area of Milton Keynes and also on views towards the site when compared with existing views. The assessment has been carried out in accordance with a standard best practice methodology defined by the Landscape Institute.

4.10 The area studied is defined as the 'Zone of Visual Influence' or the area in which the site could theoretically be viewed taking into account matters such as local topography and vegetation. A series of site visits and photographs have then been analysed from a number of locations within and around the site (short, medium, long range and distant views) to identify the impact of the Proposed Development. Consideration has been given to where views may be obtained from such as along footpaths and routes around the site.

Figure 4.3 Area within which the Development Site can be theoretically seen and within which viewpoints have been analysed



Source: Munro Studios, September 2014

Existing Conditions

4.11 The Development Site is located to the west of an undulating landscape with the site itself sitting in a distinctive landscape 'bowl' ('the Moulsoe Bowl') surrounded by a ridge of higher land to the east. Land slopes down towards the River Ouzel valley floor. The Development Site has a predominantly agricultural landscape character of fields, woodland and small settlements with the built up areas of Milton Keynes and Newport Pagnell located immediately adjacent to the south and west. The M1 motorway is a key feature within the landscape.

Measures to Reduce Effects

4.12 Significant liaison with the design team has embedded significant measures into the parameters described at Section 3.0 of this Statement to reduce the impact of the Proposed Development on the local landscape and on those viewing the Development Site from outside its boundary. Particular attention has been paid to planting and landscaping and also the heights of buildings.

4.13 In the future, agreement of a detailed lighting strategy will be important to address any impacts at night. The detailed design of buildings also has the potential to reduce significant adverse impacts as more information on the architecture, materials and colours of buildings will provide a greater understanding of impacts (noting that these are likely to be less than the worst case scenario assessed as part of the EIA).

Effects during Construction

4.14 A **substantial adverse** (significant) temporary impact for those viewing the site from footpaths and routes just outside and to the east of the site and from bridleways in the south-east corner of the site is anticipated during the construction period; as well as on the landscape close to Moulsoe and the River Ouzel. This is due to the significant changes anticipated during the construction period but would reduce over time as construction is replaced by new homes and businesses surrounded by landscaping.

4.15 **Moderate adverse** (significant) temporary impacts from the majority of the other locations and landscapes assessed including within and outside of the Development Site are also anticipated for the same reasons. Similarly, **minor adverse** (non-significant) temporary impacts would arise on those viewing the site from the west/north-west of the site including A509 London Road/Newport Pagnell bypass, Cranfield Road recreation ground, Willen Park, Caldecote and on the setting to Campbell Park

4.16 **Minor beneficial** (non-significant) permanent impacts on the local landscape are anticipated due to the removal of unsightly built features on the site and including the beneficial impact of downgrading the A509 route through the site to create and attractive thoroughfare.

Effects during Operation

4.17 Based on the worst case scenario assessment of assuming young trees planted to the east of the site, a **Substantial adverse** (reducing to Moderate by 2062 as trees reach maturity) (significant) permanent impacts on those viewing the site from footpaths and routes to the east of the site around Moulsoe and **moderate adverse** (significant) permanent impacts on views and on landscapes in the south-east corner and to the south-east and north-east of the site as well as on the landscape setting of Moulsoe are anticipated. The inclusion of a tree nursery in the site increases the opportunity to plant more mature species earlier and therefore could reduce this effect from that currently identified.

4.18 **Minor/moderate adverse** (non significant) impacts reducing to **minor adverse** (non significant) and **moderate beneficial** (significant) impacts on viewpoints, routes and the landscape of the Ouzel Valley are identified. **Minor adverse** (non significant) permanent impacts on views and routes from the north-west, west and south have also been identified.

4.19 Finally the assessment highlights a **moderate beneficial** (significant) impact due to the substantial new planting that will be brought forward as part of the Proposed Development.

Ecology

4.20 An assessment has been carried out of the impact of the Proposed Development on ecology. It has been informed by wider ranging surveys conducted at the site to identify the main habitats, the presence of any notable species of interest and, where these arise, the location and extent of both. The surveys have therefore considered bats, dormouse, otter, water vole, badger, birds, reptiles, invertebrates (e.g. insects), hedgerows and grassland. The assessment has therefore considered the extent to which the Proposed Development will impact on these receptors in comparison with the existing conditions. Opportunities to enhance the Development's Site ecology have also been considered where appropriate.

4.21 The assessment has been carried out in accordance with best practice.

Existing Conditions

4.22 The site is not within or within 5km of any internationally or nationally designated sites for ecological value; surveys indicate that the ecology within the Development Site boundary would not qualify for designation on the basis of its current nature conservation interest.

4.23 The surveys identified that the M1 motorway, River Ouzel and Broughton Brook are useful 'corridors' which allow species to move between different habitats. There are also a number of sites of similar ecological interest within proximity to the Development site such as Willen Lakes located 83 metres to the south-west of the site. There are also ten areas identified as 'ancient woodland'[4] within 2km of the Development Site but none within or adjacent to its boundary.

4.24 Within the Development Site, the following ecology has been identified that could have some interest beyond the site level[5]:-

- Network of hedgerows, ditches and scattered trees including some trees which may be classified as 'veteran trees'; also a number of small woodland parcels;
- Water habitats associated with streams and network of ponds in the east of the site;
- Bats foraging for food and commuting (moving) through the site;
- Otters within the River Ouzel and Broughton Brook;
- Breeding and wintering birds particularly using the hedgerows and areas of woodland;
- Great Crested Newts which have been identified in ponds in the south of the site (to the south of the M1 motorway); and
- Invertebrates within the Development Site's woodland and along the River Ouzel.

Measures to Reduce Effects

4.25 Significant liaison between the ecologists and the design team have embedded important measures into the parameter plans described at Section 3.0 of this Statement which aim to protect, enhance and create new areas of habitat across the Development Site. Further detailed design development will also provide further opportunities for enhancement into the future.

4.26 A range of measures have also been identified with the aim of reducing impacts on ecology within and close to the site and including:-

- Securing surveys, developing appropriate strategies and securing licence where needed to ensure appropriate treatment of bats, otters and great crested newt habitats and species;
- Implementing a means for wildlife to move under bridges at times of flood (e.g. using mammal ledges);
- Securing bat roosting sites where possible within the site; and
- Implementing a Landscape and Ecological Management Plan (LEMP) to ensure the successful establishment of a range of habitats and to outline a programme of management for newly created and enhanced habitats and maximise the biodiversity value of the area in the long term. This will include a veteran tree management strategy to secure the long term management of retained and any transplanted potential veteran trees.

[4] Ancient Woodland is land that has had continuous woodland cover since at least 1600AD

[5] Features and species of 'District' level importance or above as identified in the ecological assessment

Effects during Construction

4.27 A **minor adverse** (non significant) temporary impact on farmland bird species as habitat is removed but **negligible** (non significant) effects are anticipated on all other species and habitats due to the range of mitigation measures put in place and described above.

Effects during Operation

4.28 A remaining **minor adverse** (non significant) permanent effect on farmland bird species also exists during operation due to removal of their existing habitat. However there is also potential for this impact to be reduced due to the creation of new habitats within the site.

4.29 A **minor beneficial** (non significant) permanent effect on woodland has been identified due to significant new areas of planting and the efforts made to retain and enhance existing woodland.

4.30 The assessment then identifies an overall **negligible** (non significant) effect on all other species and habitats; albeit with the potential for enhancement (new beneficial effects) to be created with the implementation of ecological measures in respect of reptiles, invertebrates, great crested newts, birds, bats, stream/pond habitats and the habitat associated with the River Ouzel.

Air Quality

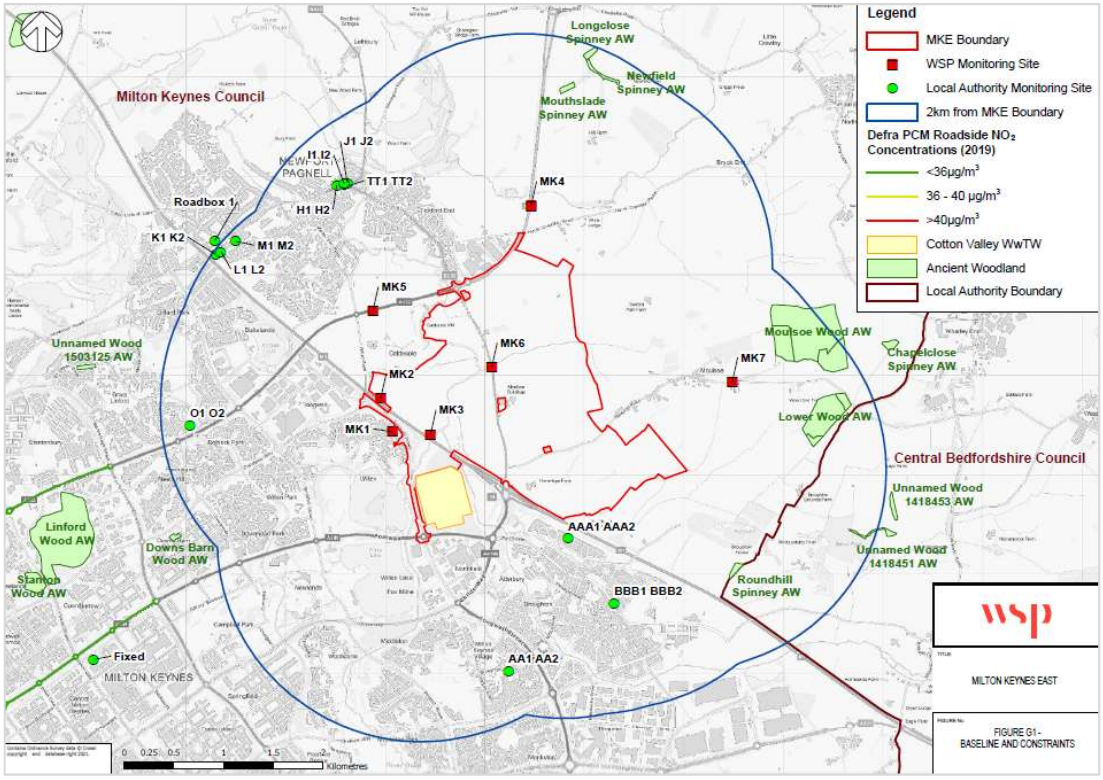
4.31 An assessment has been carried out of the impact of the Proposed Development in relation to air quality; regard has also been given to the potential impact of odour on the Proposed Development from the Anglian Water Cotton Valley Water Recycling Centre to the south of the Development Site. Consideration has also been given to whether any changes in air quality may occur for ecological sites of interest in proximity to the Development Site

4.32 MKC already monitor air quality on a number of routes close to the Development Site and these have been supplemented with additional monitoring by the team. Analysis of this data has extended to 2km from the Development Site boundary albeit consideration has also been given to any changes in air quality on routes extending from the Proposed Development relating to changes in numbers of vehicles.

4.33 The assessment has drawn from information on anticipated traffic flows identified in the transport assessment (considered above) and also anticipated plant and machinery that will be used to construct the Proposed Development and also, in the future, in association with the proposed commercial uses within the Development Site.

4.34 Figure 4.4 identifies the various locations where monitoring data has fed into the assessment and also identifies a number of key ecological features within or close to the 2km search area:-

Figure 4.4 Air Quality monitoring sites and nearby ecological features which may be sensitive to air pollutants



Source: WSP, not to scale

Existing Conditions

4.35 The Development Site is not within an 'Air Quality Management Area'[6] which indicates that air quality is relatively good. The main sources of pollutants are emissions from road traffic using the M1 motorway, A509, A422 and other local minor roads. Within the 2km zone identifies from the Development Site boundary are facilities such as dry cleaners, a crematorium and service stations but none of the emissions from these are major contributors of pollutants into the air.

4.36 Examination from the data monitoring sites identified in Figure 4.4 shows that pollutants present in the air at all the locations considered is well within the minimum standard levels that have been set by the national government and MKC.

Measures to Reduce Effects

4.37 During the construction period, a range of best practice air quality measures will be incorporated into the CEMP to ensure impacts are reduced as far as is possible. During operation, the measures described under 'Transport' are also relevant to air quality in reducing vehicular movements which may cause adverse effects on air quality.

Effects during Construction

4.38 **Negligible** (non significant) impacts are anticipated due to the range of mitigation measures put in place.

[6] Air Quality Management Areas are established where air quality contaminants are at a level which causes concern. The nearest AQMA to the Development Site is the Olney AQMA which is 7.6 km to the north and a report from 2020 indicated that this area may be revoked soon due to improvements in air quality in this area

Effects during Operation

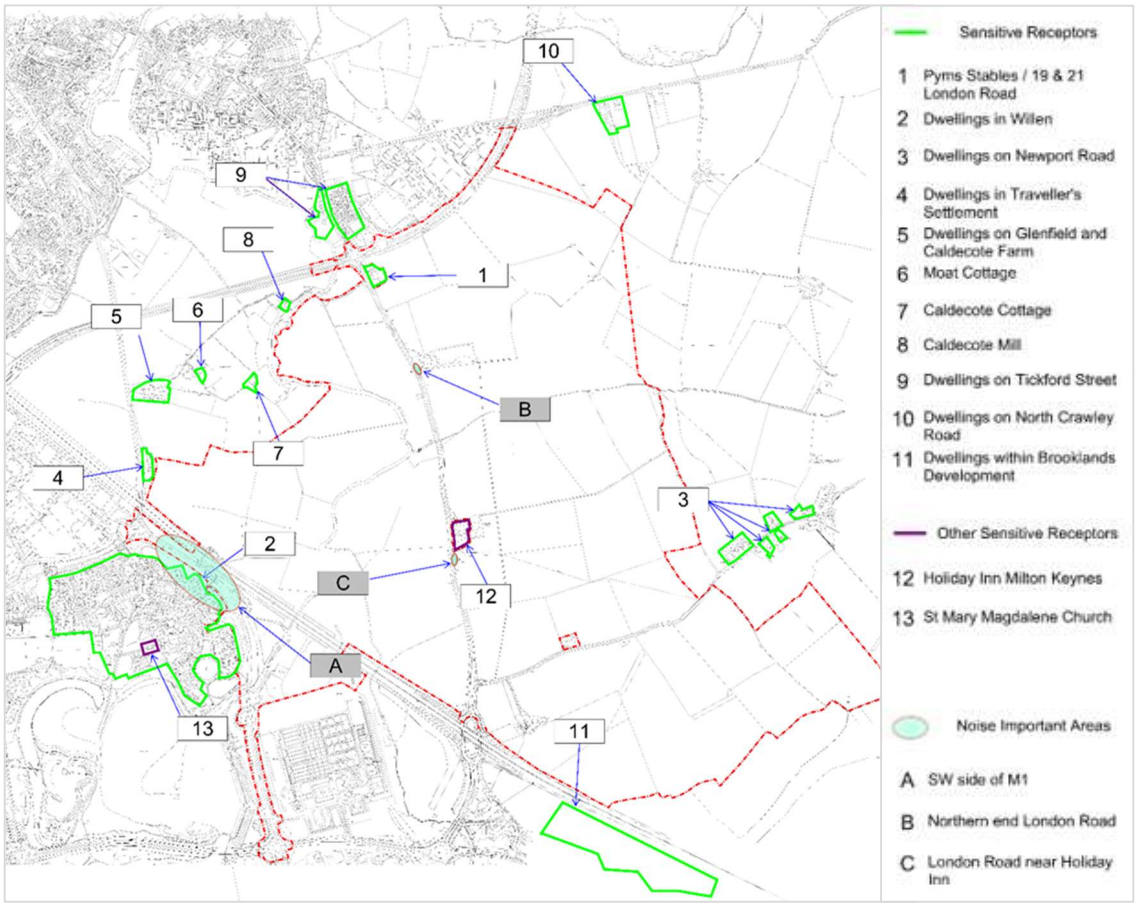
4.39 **Negligible** (non significant) impacts are anticipated due to the range of mitigation measures put in place.

Noise and Vibration

4.40 An assessment has been carried out of the impact of the Proposed Development on nearby areas and also future residents and businesses arising from noise and vibration. These impacts could arise from plant and machinery during the construction phases and, during operation, from vehicle noise and plant and machinery within the commercial uses. Consideration has been given to the duration of the noise or vibration event and also how loud or disruptive it would be to those affected.

4.41 A number of existing uses and locations have been identified as being sensitive (due to proximity or the type of use) to noise and vibration from the Proposed Development, and these have formed the focus of assessment. In addition, consideration has been given to future residents of the Proposed Development as the new homes are occupied:-

Figure 4.5 Existing Homes and Businesses potentially sensitive to noise effects



Source: WSP, not to scale

Existing Conditions

4.42 A number of attended and unattended noise surveys have been carried out to identify the typical (ambient) noise during the daytime and night-time hours and also typical maximum noise levels

at night. The predominant noise source in the area is traffic noise associated largely with the M1 motorway.

Measures to Reduce Effects

4.43 A range of measures have been identified during both the construction and operation of the Proposed Development which adopt 'Best Practicable Means' which are defined by the Control of Pollution Act 1974 and seek to reduce impacts from noise and vibration. Measures during the construction period include locating noisy machinery as far away as possible from homes, carefully selecting the quietest machinery where possible and restricting activities to certain types of the daytime. Added together these measures can reduce impacts by up to 5 decibels.

4.44 During operation, a range of measures have also been built into the parameters described in Section 3.0. These include the installation of noise bunds adjacent to the main strategic routes where needed and installing a noise barrier adjacent to Tongwell Street. Speed restrictions will be imposed throughout the Development site and low noise surfaces will be used where practicable for the main strategic routes. The location of different landuses has also been carefully considered to ensure that future residents are protected from the impacts of noise (such as locating the new homes away from the M1 motorway).

Effects during Construction

4.45 **Moderate adverse** (significant) temporary noise impacts have been identified in areas of Willen to the south of the Development Site during the construction of the bridge over the M1 motorway and the infrastructure works on Tongwell Street. These will occur during the first two years of the construction period and will then end.

4.46 **Minor adverse** (non-significant) temporary noise impacts for dwellings at Pyms Stables, northern end of the A509 London Road, the Holiday Inn, Willen Road traveller's site and (during later stages of construction) future residents of the Proposed Development. The noise effects on these receptors will become **moderate adverse** (significant) temporary impacts when construction plant is operating in close proximity.

4.47 **Moderate adverse** (significant) temporary vibration impacts for dwellings at Pyms Stables, the northern end of the A509 London Road, Willen Road traveller's site and (during later stages of construction) future residents of MKE but only when the vibratory roller will be in operation.

4.48 **Negligible** (non significant) impacts are anticipated at all other times and for all other locations assessed.

Effects during Operation

4.49 **Minor adverse** (non significant) permanent noise impacts are anticipated due to additional traffic for dwellings along Newport Road (near Moulsoe) and also on North Crawley Road (Tickford Lodge Farm). This increase is due in part to the Proposed Development but also due to wider increases in traffic in the area. **Moderate beneficial** (significant) permanent noise impacts on residents in the Willen area due to the installation of the Tongwell Street noise barrier.

4.50 **Negligible** (non significant) noise and vibration effects are anticipated on other receptors

Ground Conditions and Soils

4.51 An assessment has been carried out of the impact of the Proposed Development on ground conditions and on soils within the Development Site boundary. Significant effects have been

identified as those with the potential to give rise to long term pollution or extend beyond the Development Site boundary.

Existing Conditions

4.52 Historical maps were reviewed to identify potentially contaminative former land uses on site and within a 500 m radius of the Development Site boundary. The site has been predominantly used as farmland and grassland and the section of the M1 motorway passing through the south-west of the Development Site was constructed in 1959. Maps from 1881 identify brick kilns and clay works in the north of the site as well as a refuse heap but these uses are not shown on plans from 1925. Earlier investigations at the site have not identified any particular contamination beyond that which would be expected from the previous use at the site (e.g. from fertilisers).

4.53 The upper level geology of the site is mainly that associated with alluvium and glacial deposits associated with water running through the site. Beneath this are mud, silt and sandstones (Oxford Clay Formation) with limestone/sandstones/mudstone beneath (Great Oolite Group). Groundwater is generally considered likely to flow towards the River Ouzel (hence any contaminants entering the ground and groundwater are most likely to move in that direction).

Measures to Reduce Effects

4.54 Ground investigations will be carried out to identify potential contamination prior to construction. If the ground investigation identifies any issues then a Remediation Strategy will be produced to specify measures to address the issues. Management of activities within the site during both construction and operation will reduce the potential of contaminants affecting the ground conditions within the site or of contaminants affecting workers and future residents.

Effects during Construction

4.55 With the identified mitigation measures in place, the impact of the construction of the Proposed Development on ground conditions and contamination is **negligible** (non significant).

Effects during Operation

4.56 No effects are anticipated to arise during the operation of the development due to the measures put in place to reduce effects.

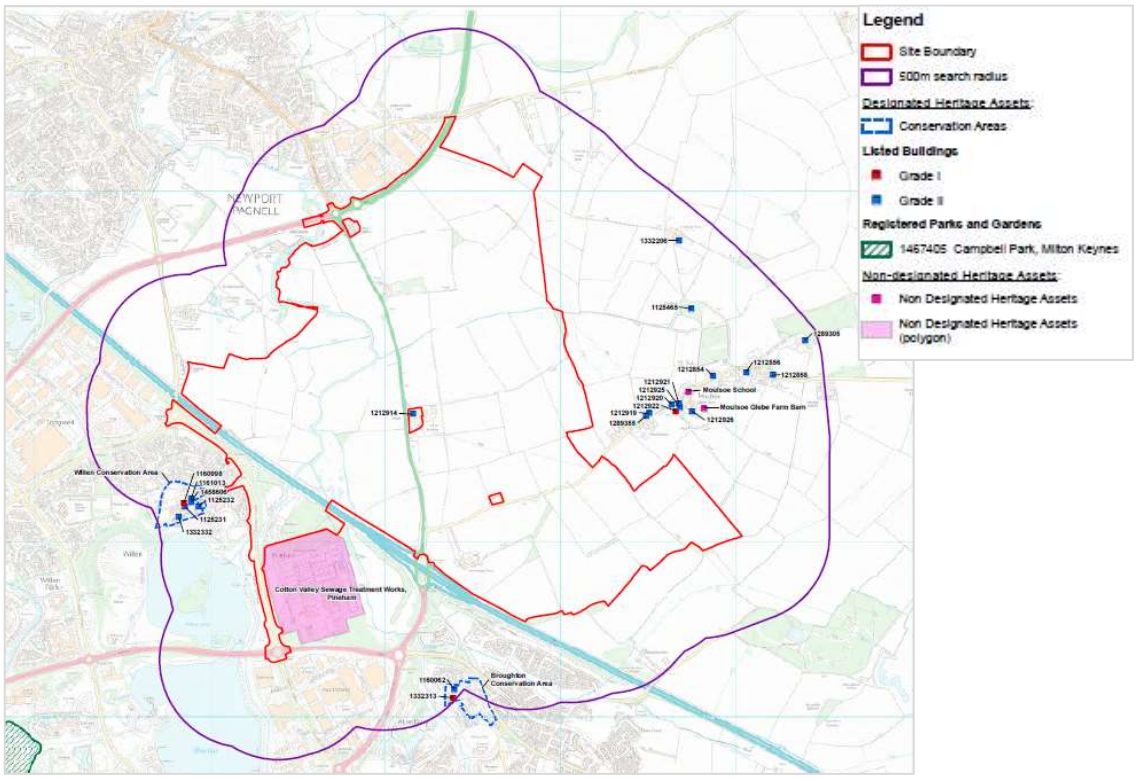
Historic Built Environment

4.57 An assessment has been carried out of the impact of the Proposed Development on the historic built environment (i.e. above ground). The assessment has been based on a range of heritage data sources and has identified and reviewed the impact on all heritage assets within and within 500 metres of the Development Site Boundary. Consideration has been given to the overall importance of the historic feature (including whether it is formally designated e.g. is it a listed building?); how significantly it will be affected by the Proposed Development; and then the type of impact that it may experience including whether this will be permanent or temporary.

Existing Conditions

4.58 Figure 4.6 identifies the broad location of the various built heritage features identified:-

Figure 4.6 Location of Built Heritage Features within and with 500 metres of the Development Site Boundary



Source: RPS, not to scale

4.59 There are no designated heritage features within the Development Site Boundary. The site entirely surrounds (but does not include) one Grade II listed building – Moulsoe Buildings Farmhouse (currently a Holiday Inn). Within the wider study area there are 21 listed buildings (3No at Grade I and 18No at Grade II) and two conservation areas. There are also 3No heritage assets which are of some local importance.

Measures to Reduce Effects

4.60 Significant liaison has been conducted during the design of the Proposed Development to embed measures into the detailed infrastructure design and the outline parameters to reduce impacts on the setting of the heritage features identified as far as is possible. Particular attention has been given to the heights of buildings and also the landscaping of the site. Other measures have been incorporated into the CEMP to reduce impacts during the construction period such as the potential impact of dust and vibration on heritage features.

Effects during Construction

4.61 When construction activities are underway directly adjacent to the Grade II listed Moulsoe Buildings Farmhouse a **major adverse** (significant) temporary impact is anticipated; albeit the effects will reduce as construction activities are concluded adjacent to the building. **Minor adverse** (non-significant) temporary impacts on all other identified listed buildings are also anticipated; but the effects on the features of local heritage interest are assessed as being **negligible** (non significant).

Effects during Operation

4.62 The assessment has been based on the worst case parameters described in Section 3.0 of this Non-Technical Summary. These give rise to a **major/moderate adverse** (significant)

permanent impact on the Grade II listed Moulsoe Buildings Farmhouse; and a **minor adverse** (non significant) permanent impact on all other identified listed buildings. **Negligible** (non significant) effects are identified on the features of local heritage interest. However the downgrading of the A509 adjacent to Moulsoe Buildings Farmhouse has the potential to reduce this impact.

4.63 However it is recognised that the detailed design of buildings that will come forward within the envelope fixed by the parameter plans will lead to a greater understanding of final heights and architecture which is likely to reduce the identified effects. The applicant is committed to preparing a Design Code for the Development Site which will consider specific measures that can be incorporated to address areas close to the listed buildings to ensure that adverse effects are minimised and the potential for enhancing the environment is maximised.

Archaeology

4.64 An assessment has been carried out of the impact of the Proposed Development on archaeology. It has been carried out by identifying the likelihood of archaeological remains existing within the site, how important the archaeological asset may be (if it exists) and then the degree to which it may be affected by the Proposed Development. The importance of an archaeological feature is a function of its age, quality, level of disturbance and contribution it makes to heritage research.

Existing Conditions

4.65 No designated (English Heritage, Heritage England) archaeological assets have been identified within the Development Site boundary which means that any finds within the site will likely to be of less than national importance. A possible small earthwork fortification has been identified centrally within the Development Site; this could date to the early Medieval period which could make it of regional to national importance but further investigations are required.

4.66 Potential Iron Age and Roman activity on the extreme north, and extreme south of the eastern part of the Development Site, which would conceivably be of local to regional importance, while a probable Medieval settlement identified around and to the north of the Holiday Inn, might also be of local to regional importance. Elsewhere, all other potential archaeological remains identified are of no more than local importance.

4.67 Historic mapping has demonstrated that the area studied has been primarily in agricultural use from the Post Medieval period until the present day.

Measures to Reduce Effects

4.68 A programme of archaeological investigating and recording of any finds from this process has been designed and is taking place and will continue to take place ahead of any construction works on the site. Provision has been made in the parameter plans such that should the possible small earthwork fortification have particular interest, then this can be potential retained within the future detailed design of the Proposed Development.

Effects during Construction

4.69 Works during the demolition and construction period will include digging new foundations, constructing roads and the installation of new services and sub-surface drainage; all of these measures could damage and destroy archaeological resources at the Development Site. However, the analysis shows that most of the archaeology at the site will be of no more than local importance in heritage terms; and therefore the overall impact is considered to be **minor adverse** (non-significant) and permanent.

Effects during Operation

4.70 Once buildings and infrastructure are constructed and operational there will be no impacts on archaeology and therefore there will be no impacts during operation.

Water Environment and Drainage

4.71 An assessment has been carried out of the impact of the Proposed Development on the water environment including flood risk, water quality and supply and site drainage. The area assessed extends to 250 metres from the site boundary and also 1.5 km downstream of the River Ouzel. The assessment has been carried out in consultation with the Environment Agency and MKC as the Lead Local Flood Authority.

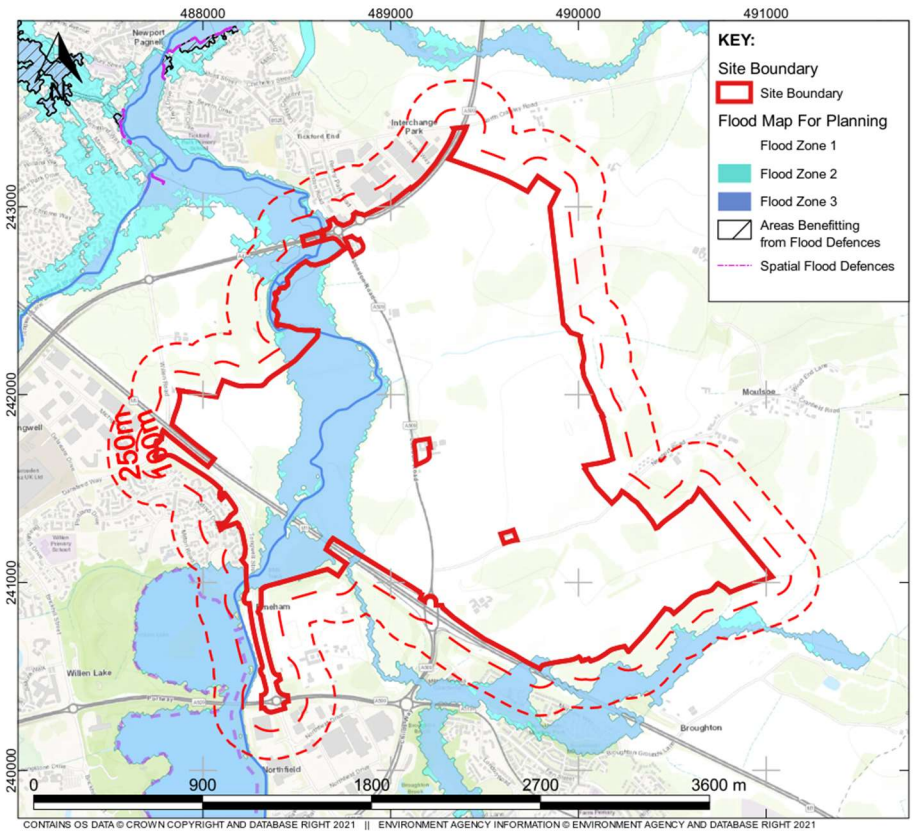
Existing Conditions

4.72 There are a number of water features within or close to the Development Site including water courses (including rivers and streams), ponds and culverts. These include:-

- River Ouzel – rising in the Chiltern Hills to the south-east, the river enters the site from the south under Junction 14 of the M1 motorway; it then flows north and joins the River Great Ouse in Newport Pagnell. The river is classified as a 'Main River' and is therefore managed and monitored by the Environment Agency; it is classifying as having a moderate ecological status and a failing chemical status;
- Broughton Brook –a tributary of the River Ouzel rising to the southeast near Woburn. The Environment Agency classifies it with a poor ecological status and a failing chemical status;
- Broughton Brook Tributaries – the south-east of the Development Site includes three tributaries to the Broughton Brook primarily in the form of field drainage ditches. These are called the Hermitage Stream, the Barn Stream and the Brooklands Stream;
- Moulsoe Stream – another tributary to the River Ouzel, this rises on the edge of the village of Moulsoe and flows east to west through the site, runs through a culvert under the A509 London Road and discharges into the River Ouzel centrally in the Development Site; and
- Field Drains 1-3 – located in the northwest corner of the Development Site.

4.73 Those areas of the site adjacent to Broughton Brook and the River Ouzel are identified as being within Flood Zones 2 and 3 and therefore have varying degrees of risk of flooding:-

Figure 4.7 Flood Risk Map for Planning



Source: Environment Agency

4.74 Analysis shows that in a 1 in 100 year flood event approximately 11.9% of the Development Site would be at risk of flooding; with 12.8% at risk in the 1 in 1,000 year event. Climate change could impact on peak river flows and peak rainfall intensity.

Measures to Reduce Effects

4.75 Significant work has been undertaken to 'embed' measures into the Proposed Development to address issues associated with flood risk, drainage and improvements to water quality and these have been taken account as part of the EIA. Measures include incorporating best practice measures into the construction processes to reduce the potential for accidents polluting the watercourses and raising risks for construction workers from flood events; pollution control measures have been included at critical points within the site's drainage infrastructure; ground levels and the location of development has had careful regard to issues associated with the water environment including finding opportunities to improve watercourses as part of new landscape features; and finally identifying management measures to keep the community safe near the river in extreme flood events.

Effects during Construction

4.76 As a result of the significant measures that will be included as part of the best practice measures during construction, the EIA identifies a worst case **minor adverse** (non significant) temporary impact could occur if pollution does enter water features but careful management can reduce this to **negligible** (non significant) impacts.

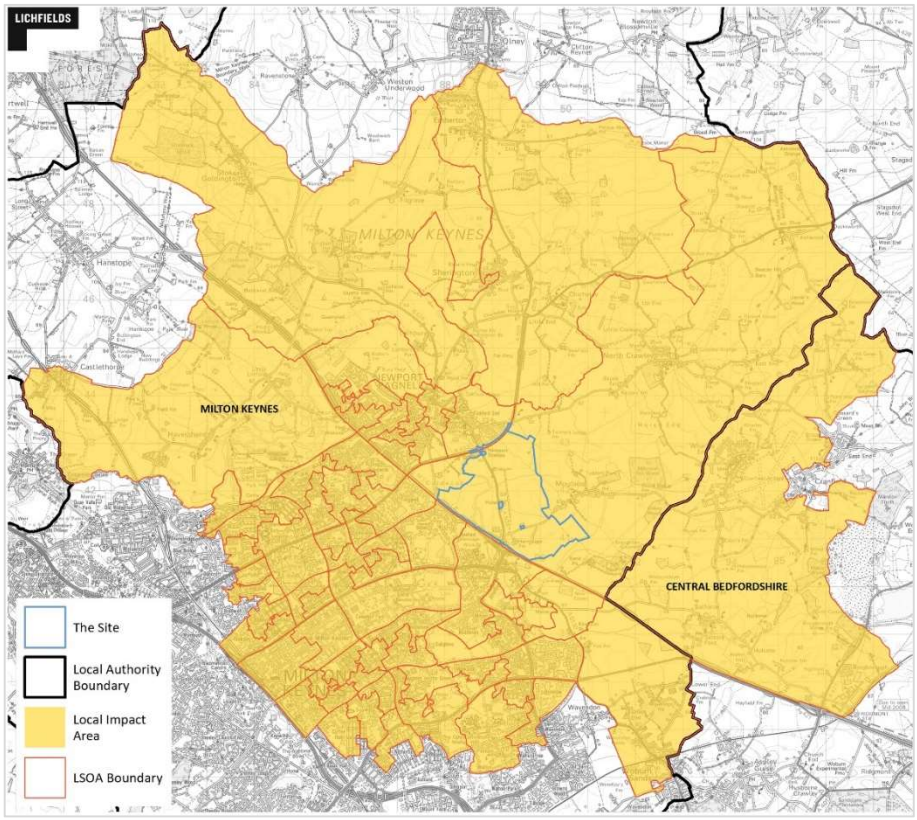
Effects during Operation

4.77 As a result of the significant measures that are embedded into the design of the Proposed Development, the EIA identifies a **negligible** (non significant) impact on the water environment during the operation of the Proposed Development.

Socio-Economics

4.78 An assessment has been carried out of the impact of the Proposed Development on employment, housing, population and other community facilities. The assessment has considered the impact on community, economic and demographic data for an area covering the north-western areas of MKC's administrative area and also an area of Central Bedfordshire just to the south of the Development Site.

Figure 4.8 Extent of 'Local Impact Area' considered in the Socio-Economic Assessment



Source: Lichfields, not to scale

Existing Conditions

4.79 The resident population in the local impact area in 2019 was 119,600 people of which 63.9% were of working age (16-64 years) (slightly higher than in the areas adjoining). The largest sectors in the local impact area in the same year were health, education and retail.

4.80 18.9% of households in the local impact area were identified as being in the social rented sector. In 2020, affordability of housing was generally lower than averages at a national level.

4.81 Across Milton Keynes, there is an existing surplus capacity of 654 primary school places (2019). In contrast, secondary school places had a minor shortfall of 90 places in 2019, which was expected to worsen by 2024.

4.82 There are 24 GP surgeries located within the Milton Keynes urban area which contain 303,366 registered patients, equating to a ratio of 1 FTE GP per 2,111 registered patients. Within 5km of the site there are eight GP practices serving nearly just over 90,000 patients. This results in a ratio of one FTE GP per 3,183 registered patients. There are also nine dental surgeries. The nearest hospital is located 5km away from the site (Milton Keynes University Hospital) and there is a range of community facilities that are also accessible within the local impact area including village halls and religious centres.

4.83 The residents of the local impact area have access to a number of open spaces, sport and recreation provision including Kingfisher Park and Ousebank Gardens, as well as community allotments, multi-use sports areas, and play space.

Measures to Reduce Effects

4.84 Due to the significant beneficial impact anticipated in relation to meeting housing needs and providing new jobs and facilities, no measures are required to address adverse effects.

Effects during Construction

4.85 The assessment identifies that the economic output and new construction employment generated as a result of the Proposed Development will have a **major/moderate beneficial** (significant) impact in the area. The assessment also shows that initial disruption to businesses and existing uses will arise during the first two years of construction (the delivery of the infrastructure) comprising a short term **minor adverse** (non-significant) impact; however this will reduce to a **negligible** impact after 2024 which will prevail throughout the remainder of the construction of the Proposed Development.

Effects during Operation

4.86 The assessment identifies a **moderate to minor beneficial** (significant to non significant) impact on employment and economic output (reducing as more of the development becomes operational and initial job opportunities are taken up). Conversely a **minor to moderate beneficial** (non significant to significant) impact is envisaged on local businesses (arising from increased number of new residents spending money in the area) and on the housing market (as new homes are made available to local residents) (increasing as more of the development becomes operational).

4.87 A **minor beneficial** (non-significant) impact is anticipated due to new open space and playspace provided as a result of the Proposed Development. **Negligible** (non significant) impacts are anticipated in the local impact area in relation to education, healthcare and community facilities as these are provided as part of MKE and therefore will not add pressure on existing facilities.

Climate Change and Resilience

4.88 An assessment has been carried out of greenhouse gas ('GHG') emissions anticipated to be generated by the Proposed Development during its construction and operation. This is then compared with data from local, regional and national statistics from 2005-2017[7].

4.89 For the purpose of the assessment, any increase in GHG emissions is considered to be a 'significant impact' due to the high sensitivity of the global climate increase in GHG emissions.

[7] Office for National Statistics, data published in June 2019

Existing Conditions

4.90 As a result of the site is currently undeveloped farmland, it has been assumed that there are currently zero GHG emissions which is considered to be a robust, worst case basis on which to base the assessment.

Measures to Reduce Effects

4.91 A range of measures are already known to be incorporated into the Proposed Development to try and reduce the level of GHG which may arise. Some of these measures include a commitment to carefully considering the use of materials with lower embodied carbon; providing vehicle charging points and for all homes to be fitted with air source heat pumps for the provision of heating and hot water requirements. The applicant is also committed to meet Building Regulations standards (which set targets for reducing GHG) for all the homes; this is more than envisaged locally such as in Plan:MK. This will be achieved through a variety of means as buildings are designed in detail.

4.92 The applicant is also committed to meeting the following science based targets for all its sites:-

- 40% reduction in operational energy use by 2030 over a 2019 baseline.
- 40% reduction in whole life carbon by 2030 over a 2019 baseline.

4.93 A Carbon Offset Payment is also proposed to be made to MKC as part of the MK Tariff, this should therefore be considered as embedded into MKE.

Effects during Construction

4.94 GHG are likely to arise due to transporting materials to site and also through the operation of machinery needed to build the Proposed Development. The assessment notes that typically construction impacts make up between 1.4 and 5 % of all GHG from a development. A **moderate adverse** (significant) impact is identified but it is acknowledged that continual monitoring and implementing measures to reduce GHG can assist to improve this throughout the construction period.

Effects during Operation

4.95 The assessment has identified that approximately 22.6% of the GHG emissions from the Proposed Development are likely to come from houses and 77.3% of the GHG will then come from the other commercial uses. For both types of landuse, the greatest proportion of GHG will arise due to the use of energy.

4.96 The impact of the Proposed Development is identified as being **moderate adverse** (significant) but that there are ways to further reduce GHG as the detailed design of buildings is brought forward and measures such as encourage walking and cycling can assist to improve this during the lifetime of the Proposed Development.

Waste

4.97 An assessment has been carried out of the likely significant effects of the Proposed Development on the environment in respect of the generation of waste and any associated increased demand on local waste treatment and disposal facilities. Waste is defined as:-

'any substance or object which the owner discards, intends or is required to discard.'[8]

[8] Waste Framework Directive (European Directive 2006/12/EC), as amended by Directive 2008/98/EC Ref 1, which came into force in December 2010

4.98 The assessment has had regard to measures that can be incorporated to ensure that the strategy for the site accords with a waste hierarchy[9] which seeks to avoid the generation of waste in the first instance and reduce waste as far as is possible where waste generation is otherwise inevitable. This inevitably will reduce pressure on waste disposal facilities:-

Figure 4.9 Waste Hierarchy

Key Principles of the Waste Hierarchy:-

1. Waste should be prevented or reduced at source as far as possible;
2. Where waste cannot be prevented, waste materials or products should be reused directly or refurbished and then reused;
3. Waste materials should be recycled or reprocessed into a form that allows them to be reclaimed as a secondary raw material;
4. Where useful secondary materials cannot be reclaimed, the energy content of the waste should be recovered and used as a substitute for non-renewable energy resources; and
5. Only if waste cannot be prevented, reclaimed or recovered, should it be disposed of into the environment and this should only be undertaken in a controlled manner.

4.99 The assessment has had regard to waste disposal facilities across Buckinghamshire and an assessment of how much waste is anticipated to arise during the construction and operation of the Proposed Development. The assessment has had regard to volumes of waste generated, the time period over which the waste would arise and the anticipated capacity of local waste facilities. This has then been compared with the current conditions in the area.

Existing Conditions

4.100 Current waste from the site primarily relates to organic materials arising from agricultural practices. An analysis of existing waste facilities have identified that there is currently good existing and planned capacity until the mid 2030s and that this is monitored by the relevant authorities. MKC have policies in place to further increase recycling of waste where possible.

Measures to Reduce Effects

4.101 Assuming best practice, the contractor will put in place both a Site Waste Management Plan and a Materials Management Plan during the construction of the Proposed Development to both manage any waste generated and also seek to use materials which generate less waste.

4.102 The Proposed Development will also be designed to ensure that every house and business has access to a range of waste recycling facilities.

Effects during Construction

4.103 The demolition of a existing buildings[10] within the site will generate waste material but, due to the small number and scale of those buildings, the quantum of waste and therefore impact on local waste facility capacity is not considered significant. It is also assumed that no earth will be removed from site during the construction period. Therefore the main impacts arising during the construction period will be from waste generated from the use of materials.

4.104 Using standard calculators to estimate the level of waste that could arise throughout the full period of construction, the assessment has identified up to 76,160 tonnes from the construction of the new homes and up to 71,656 tonnes from the construction of all other buildings. Due to the length of the construction period, this is assessed to be a **minor adverse** (not significant) impact.

[9] As set out in the Waste (England and Wales) Regulations 2011 (as amended)
[10] All existing buildings at Hermitage Farm (Newport Road), Moulsoe Farm (London Road) and at 27-29 London Road

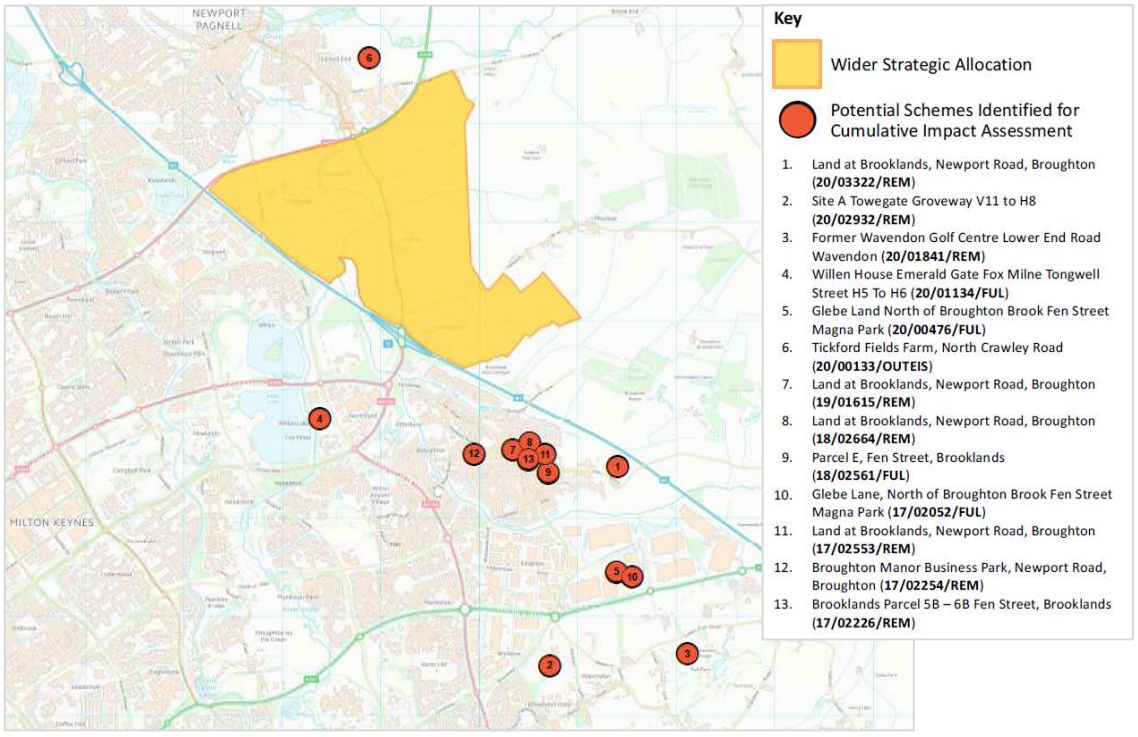
Effects during Operation

4.105 Based on current waste generation and consumer habits, it is estimated that the housing areas could generate up to 4,646 tonnes of waste per year and the commercial and community uses could generate up to 5,077 tonnes per year. However with a range of recycling facilities in place for use it is estimated that this comprises a **negligible** (not significant) impact on local waste facilities.

5.0 Cumulative Assessment

5.1 In addition to the above, an assessment has been carried out to consider if additional impacts could arise if the Proposed Development is considered alongside other emerging proposals in the surrounding area – this is called a 'cumulative assessment'. A search of records held by MKC identified developments in the following locations:-

Figure 5.1 Emerging Developments in the Area surrounding the MKE Strategic Allocation (Plan:MK)



Source: Lichfields, not to scale

5.2 In addition to the above, analysis was conducted of any particular impacts that may arise when the Proposed Development is considered alongside the development of the other parcels of land within the wider MKE Strategic Allocation (Figure 1.2).

5.3 The assessment identified that there are no particular cumulative impacts of significant concern arising when the site is considered alongside others within the wider Strategic Allocation or within the wider area. Some of the sites identified are divorced from the Development Site by the M1 motorway or are outside of the area within which impacts are considered likely to arise from the Proposed Development. There is therefore no potential for cumulative impacts to arise as the impact zones are unlikely to overlap.

5.4 The Proposed Development has also embedded significant mitigation within its design through the provision of a range of highway improvements, community facilities and landscaping

features which reduce the potential for significant adverse impacts that could cumulatively cause an issue in the area. It is recommended that as proposals in the area are brought forward, that MKC consider the impact of these on a site by site basis to ensure that other sites adopt a similar approach and thereby reduce the potential for new cumulative effects into the future.

6.0 Summary and Outcomes

6.1 Significant assessment work has been undertaken by the applicant's team to build environmental improvements and mitigation into the design of the Proposed Development and reduce adverse effects as far as is possible. These 'embedded' measures can be secured by fixing them to the planning permission for the site (e.g. by clearly identifying the plans that have been described in this statement and requiring that the site is brought forward in substantial compliance with the detail that they describe).

6.2 There are also some other measures that have been identified through the assessment process that will need to be secured in the future and as the Proposed Development is brought forward. Planning conditions and legal commitments associated with the planning permission for the site can ensure that these are delivered as envisaged. Examples of measures that will be need to secured via this means include further archaeological, ecological and ground investigations at the site and ensuring that, if these identify any issues, that these are addressed in good time.

6.3 It has been demonstrated that all mitigation required to appropriately address likely significant environmental effects of this Proposed Development can be secured to an acceptable level. These should also be balanced with the beneficial effects identified through the EIA process including those in respect of landscape, improved access into and across the site, new community facilities, job opportunities and housing choice and ecological enhancement.

7.0 Availability of the Environmental Statement

7.1 A paper or electronic copy of the full ES can be obtained from:-

- Lichfields, The Minster Building, 21 Mincing Lane, London, EC3R 7AG
- Tel: +44(0)20 7837 4477
- Email: london@lichfields.uk

7.2 Information on the planning application and the ES can also be viewed at https://www.milton-keynes.gov.uk. During the Covid 19 pandemic, and if it is not possible to view the information conveniently (including where access to the offices of MKC is not possible), please use the details for Lichfields above or liaise with the planning team at MKC for further assistance.

7.3 All comments on the ES (and planning application) should be issued to MKC directly.

9.0 Abbreviations and Glossary of Key Terms

- Applicant (the) - St James Group Limited (part of the Berkeley Group) who has commissioned the EIA and is submitting the application for the Proposed Development
- CEMP - Construction Environmental Management Plan (a plan that will manage the environmental effects arising from the construction of the Proposed Development)
- CLP - Construction Logistics Plan (a plan that will manage the transport effects arising from the construction of the Proposed Development)
- Development Site (the) – the site within which the Proposed Development will come forward and as shown on Figure 2.1
- EIA – Environmental Impact Assessment (a formal process of assessment covered by the Town and Country Planning (EIA) Regulations 2017)
- ES – Environmental Statement (the document setting out the findings from the EIA)
- GHG - greenhouse gas
- HIF – Housing Infrastructure Fund (a Government capital grant programme aiming to unlock new homes by helping to fund necessary infrastructure in areas of housing need)
- LEMP - Landscape and Ecological Management Plan (a plan to manage the successful implementation and management of new landscape and ecology features)
- Mitigation – measures that can reduce adverse environmental effects (these may be 'embedded' or built into a scheme design or otherwise identified in an EIA)
- MKC - Milton Keynes Council
- MKE – Milton Keynes East
- MKMMM - Milton Keynes Multi-Modal Model (a traffic model used to generate anticipated traffic flows in the future and therefore to allow an assessment of the impact of development)
- parameter – a maximum built or landscaping 'envelope' that has been tested as part of the EIA
- Plan:MK – Milton Keynes Council's Local Plan for the period 2016-2031
- Proposed Development (the) – the development being brought forward by the applicant
- redway – a system of shared pedestrian and cycle routes that exist across Milton Keynes
- SPD – Supplementary Planning Document (for this statement referring to the Milton Keynes East SPD adopted in March 2020 that provides information on how the site should be brought forward)
- wider Strategic Allocation – encompassing both the Development Site which is the subject of this EIA and other land that together comprise 'Milton Keynes East' (as set out in Policy SD12 of Plan:MK)
- worst case scenario – a precautionary method of assessment that seeks to identify the worst possible outcome and mitigate this as far as is possible; usually the actual outcome will be less than that identified as a result and this is therefore considered a robust approach
- Zone of Visual Influence – an area in which the site could theoretically be viewed taking into account matters such as local topography and vegetation

Types of Impact Identified

- Major/Substantial – considerable impacts due to their extent, duration or magnitude; are of more than local significance; or (for adverse effects) breach particular standards
- Moderate – limited effects which may be significant (for example if a particular receptor affected is particularly sensitive)
- Minor – slight, very short or highly localised effects
- Negligible – barely perceptible effects
- None/Nil – no effects anticipated
- Adverse – the effect is worse than that currently experienced
- Beneficial – the effect is better than that currently experienced

10.0 Illustrative Masterplan

[See Figure 10.1 overleaf]

Figure 10.1 MKE Illustrative Masterplan - identifying one way in which the Proposed Development may look after 2048

Source: JTP, not to scale