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NEWPORT PAGNELL · MILTON KEYNES

ENVIRONMENTAL STATEMENT

NON-TECHNICAL SUMMARY

JULY 2021

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1.0 INTRODUCTION

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1.0 INTRODUCTION

1.1 This Environmental Statement (ES) has been prepared by a specialist consultancy team on behalf on Newlands Developments Limited, in support of a planning application for the development of an employment site.

1.2 The site comprises land at Caldecote Farm, Newport Pagnell, in Milton Keynes.

1.3 The application seeks to develop the site for a high quality employment park of up to 78,429 sqm of floor space, alongside improvement works to Marsh End Roundabout; the upgrading of Willen Road, including the provision of a Redway; a new access junction into the site; and landscaping.

Environmental Impact Assessment Process

1.4 This document provides a summary of the ES and should be read together with the ES and other supporting material submitted with the application. Likely significant environmental effects have been examined as part of the Environmental Impact Assessment (EIA) of the proposed development. Effective mitigation measures have, where appropriate, been identified and assessed.

1.5 Milton Keynes Council is the Local Planning Authority for the application site.

1.6 The EIA process, undertaken and outlined in the ES and in the summary below, involved the following steps:

- Identifying features of the existing environment likely to be affected;
- undertaking a consultation process;
- identifying and incorporating design, mitigation and enhancement measures as an integral part of the scheme; and
- assessing and determining the likely significant environmental effects of the development.

1.7 The ES is accompanied by a Competent Persons Statement in accordance with the 2017 EIA Regulations that demonstrates that the ES has been prepared by competent experts.

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2.0 DEVELOPMENT PROPOSALS

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2.0 DEVELOPMENT PROPOSALS

2.1 The planning application is described as:

> Outline application for development of storage and distribution (Use Class B8) floorspace, with ancillary offices and associated infrastructure, including access, parking, servicing and landscaping.

2.2 The full and detailed description of development is set out in Chapter 2, but for the purposes of this Chapter a summary of the description of the development is set out below. This should be read in conjunction with the Parameters Plan and the highways plans and Chapter 2 should be referred to for the full description.

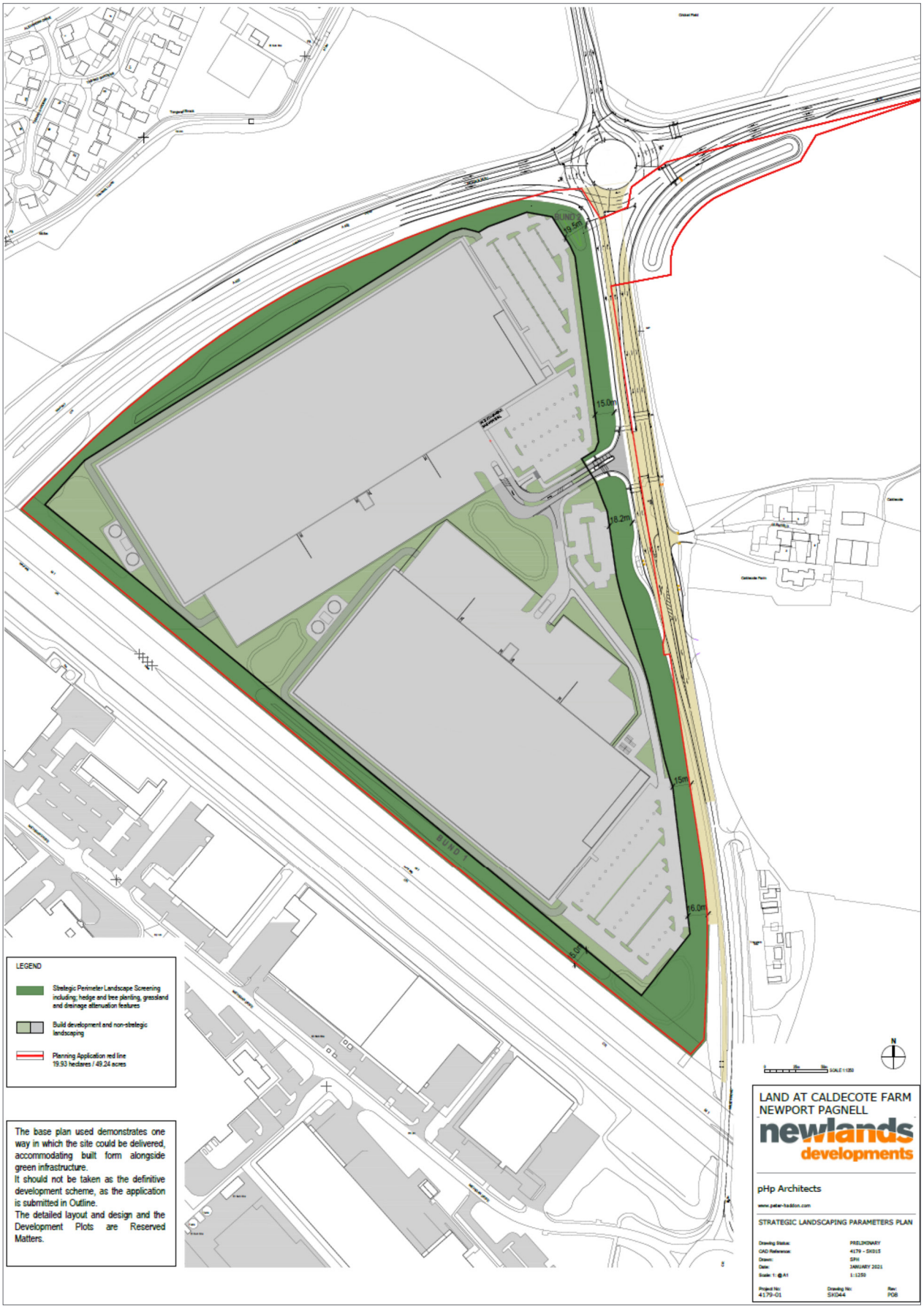
Parameters Table

Minimum Finished Floor Level	59.30m (AOD)
Maximum Finished Floor Level	60.70m (AOD)
Maximum building height	21 metres
Maximum floorspace	78,429 sqm

- Improvement works to Marsh End roundabout (with associated highway surface water drainage).
- Improvement works to Willen Road, including road widening to accommodate a redway.
- The delivery of a new junction on Willen Road to serve the application site and the adjacent allocated housing area.
- The development of up to 78,429 sqm of storage and distribution floorspace, with a maximum building height of 21 metres.
- Service yards and trailer parking, with staff car parking, disabled parking bays, motorcycle parking and bike shelters.
- Strategic landscaping to filter views of the development and deliver biodiversity opportunities.
- Provision of surface water attenuation features.

2.3 A copy of the Landscape Parameters Plan for the development is contained overleaf for reference.

Parameters Plan



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3.0 PLANNING POLICY

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3.0 PLANNING POLICY

3.1 Relevant Development Plan policies, national planning policies and other material planning considerations are identified in Chapter 3 of the Environmental Statement. A more detailed appraisal of the application is contained in the Planning Statement.

3.2 The Planning Statement describes the findings of an assessment of the planning application against the relevant policies.

3.3 It is concluded that the development fully accords with the adopted Local Plan (Plan:MK) and the Milton Keynes East Strategic Urban Extension Development Framework Supplementary Planning Document, alongside the relevant policies of the NPPF and aligns with the ambitions and aspirations of the South East Midlands Local Industrial Strategy.

3.4 There are therefore no planning reasons why planning permission should not be granted.

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4.0 SOCIO- ECONOMIC CONSIDERATIONS

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4.0 SOCIO-ECONOMIC CONSIDERATIONS

4.1 The application site is within a wider area of land allocated by Milton Keynes Council as a Strategic Urban Extension, delivering significant new housing and employment. Within this context, the application site itself is specifically allocated for employment development.

4.2 There is no official Government guidance setting out the methodology to use in assessing the potential socio-economic effects of development proposals. However, there are a number of methodological guides which cover key elements of the assessment, such as employment generation and economic additionality; these have been drawn upon as appropriate throughout the Chapter.

4.3 The approach used to assess the likely significant effects of the Proposed Development is as follows:

a) Identifying the Study Geography
b) Identifying Key Factors of relevance (commonly referred to as 'Receptors')
c) Establishing the Baseline position
d) Assessing the Effects of the Proposed Development on the Baseline position.

4.4 The study areas used in assessing the effects of the Proposed Development are:

- The 'Local Area' (the area immediately surrounding the Proposed Development which relates primarily to Newport Pagnell and Willen)
- Milton Keynes' (the District in which the Proposed Development is located).

4.5 Key assessment factors are identified which are considered relevant in understanding the key potential effects of the Proposed Development, these are: employment; labour force; economic productivity; commercial floorspace; and business rate revenue. These factors were used to establish the baseline conditions for each study area.

4.6 The assessment concludes that the Proposed Development would have positive benefits through the creation of jobs during both the construction and operational phases of the development, alongside the increase in economic activity for the area which would provide additional revenue for Milton Keynes Council.

4.7 Overall, no adverse socio-economic impacts have been identified as a result of the Proposed Development and therefore no mitigation measures are required and the overall impact of the development is considered to be one of major positive.

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5.0 LANDSCAPE AND VISUAL EFFECTS

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5.0 LANDSCAPE AND VISUAL EFFECTS

5.1 The application site occupies a parcel of land which is well contained and heavily influenced by the surrounding infrastructure. The site is largely flat and contains some peripheral vegetation.

5.1.1 To the north the site borders the A422 (Monks Way) dual carriageway, which extends across to the M1, which forms the site's south-western boundary. To the east the site boundary is formed by the single carriageway Willen Road, which similarly extends to the M1, forming the site's triangular shape.

5.1.2 The site has previously been subject to sand and gravel extraction. The site consists predominantly of species-poor grassland interspersed with tall ruderal species and scattered scrub.

Landscape and Visual Issues and Considerations

5.2 There are a number of important considerations that are relevant to the Proposed Development and its resultant effects, these are:

- Potential effects upon the landscape character and features.
- Potential effects upon Public Rights of Way (PRoW) in the vicinity of the application site.
- Potential impacts on nearby receptors, including residential properties, commercial properties, PRoW users, road users and Listed Buildings

Landscape and Visual Effects

5.3 The local landscape of the study area is varied in character encompassing built up areas on the edges of Milton Keynes and Newport Pagnell including large scale employment units, the Tongwell Industrial Estate and nearby residential areas. The landscape to the east of the M1 includes the River Ouzel Valley floodplain together with agricultural land, formerly worked and reclaimed land and ongoing sand and gravel extraction. It is generally a broad river valley landscape with gently undulating valley slopes rising up to higher ground in the east. Existing built development on the edges of Milton Keynes and Newport Pagnell occupies relatively low-lying land - at a similar elevation to the site - immediately to the west of the M1 and north of Monks Way.

5.4 The landscape within and surrounding the site is considered to be a landscape of low/medium landscape value and one that is capable of substitution, landscape improvement and creation.

5.5 It is considered that the site has the potential to tolerate change in the form of well planned development, yet it is recognised that the masterplanning response needs to take into account the site's relationship with the adjoining M1, the nearby settlement edges and the wider landscape to the east, including the River Ouzel Wildlife Corridor and rising farmland to the east of the A509.

5.6 Whilst the development of the site will inevitably introduce change into the landscape, resulting in the loss of the existing openness, the inclusion of a significant Green Infrastructure framework around the perimeter of the site, which includes the retention and enhancement of established perimeter hedgerows where possible, will significantly reduce and mitigate these specific effects.

5.7 The development proposals, including the landscaping proposals, have been carefully considered and assessed in the context of the published local landscape assessments.

5.8 The nature and scale of the Proposed Development has been an important factor which has informed the landscape strategy. Good quality landscaping forms an essential requirement of the overall strategy approach, which will filter through into the subsequent detailed design and landscape proposals.

5.9 A summary of the landscape and visual effects is included in the tables below:

Summary of landscape effects

LANDSCAPE RECEPTOR AND REFERENCE	CONSTRUCTION EFFECTS Level of Significance	OPERATION EFFECTS Level of Significance	RESIDUAL EFFECTS Level of Significance
Natural England, National Character Area Profile (NCA) 88: Bedfordshire and Cambridgeshire Claylands	Negligible – Minor Adverse	Negligible – Minor Adverse	Negligible
Milton Keynes Landscape Character Assessment Ouzel North Urban River Valley Landscape Character Area (LCA 2d)	Minor – Moderate Adverse	Minor – Minor/Moderate Adverse	Minor Adverse
Milton Keynes Landscape Character Assessment North Crawley Clay Plateau Farmland with Tributaries (LCA 3a) and Broughton to Tickford Clay Lowland Farmland (LCA 4a)	Negligible – Minor Adverse	Negligible – Minor Adverse	Negligible
Site and Immediate Context	Moderate/ Major Adverse	Moderate Adverse	Minor/Moderate Adverse
Site Landscape Features Landform	Minor - Moderate Adverse	Minor Adverse	Minor Adverse
Site Landscape Features Woodland, Trees, Hedgerows and Vegetation	Moderate Adverse	Moderate Adverse	Minor – Moderate Adverse
Site Landscape Features Water Features and Watercourses	Negligible	Minor Beneficial	Minor Beneficial

Summary of Visual Effects

VISUAL RECEPTOR (REPRESENTATIVE VIEWPOINT)	CONSTRUCTION EFFECTS Level of Significance	OPERATION EFFECTS Level of Significance	RESIDUAL EFFECTS Level of Significance
Settlement, Residential and Place of work Receptors			
A. Residential properties on the southern edge of Newport Pagnell fronting onto Dulwich Close, Tabard Gardens, and Ranelagh Gardens (VP.6)	None - Moderate Adverse	None -Minor/Moderate Adverse	None – Minor Adverse
B. Employment Units fronting onto Michigan Drive, Tongwell Industrial Estate - approx. 6 Units (VP. 14)	Negligible - Moderate Adverse	Negligible - Moderate Adverse	Negligible – Minor Adverse
C. Properties and locations at Willen	None – Minor Adverse	None – Minor Adverse	None - Negligible
D. Travellers Site east of Willen Road	Moderate Adverse	Minor - Moderate Adverse	Minor Adverse
E. Caldecote Farm (ca 6 properties)	Moderate/ Major Adverse	Moderate Adverse	Minor – Moderate Adverse
F. Nos. 27 and 29 London Road, Newport Pagnell (2 dwellings) (VP.16)	Minor Adverse	Minor Adverse	Negligible
G. Holiday Inn Milton Keynes East M1, Jct.14 (VP. 15)	Negligible – Minor/Moderate Adverse	Negligible – Minor/Moderate Adverse	Minor Adverse
H. Properties on western edge of Moulsoe (ca 20 properties on Newport Road) (VP. 17)	Negligible – Minor/ Moderate Adverse	Negligible – Minor/ Moderate Adverse	Negligible - Minor Adverse
Public Rights of Way (PRoW)			
I. Users of Public Footpath (Ref. Moulsoe FP 014) east of Willen Road (VPs. 1, 10 and 11)	Moderate – Major Adverse	Moderate Adverse	Minor – Moderate Adverse
J. Users of Public Footpath (Ref. Newport Pagnell FP 007) (VP.3)	Moderate - Moderate/ Major Adverse	Moderate Adverse	Minor - Moderate Adverse
K. Users of Public Footpath (Ref. Newport Pagnell FP 008) (VPs. 2 and 4)	Minor – Moderate/Major Adverse	Minor - Moderate Adverse	Minor - Moderate Adverse

VISUAL RECEPTOR (REPRESENTATIVE VIEWPOINT)	CONSTRUCTION EFFECTS Level of Significance	OPERATION EFFECTS Level of Significance	RESIDUAL EFFECTS Level of Significance
Roads			
L. M1 Motorway (motorists)	Minor – Moderate/Major Adverse	Minor – Moderate Adverse	Minor – Moderate Adverse
M. H3 Monks Way (motorists)	Moderate – Moderate/Major Adverse	Moderate Adverse	Minor – Moderate Adverse
N. Users of A422 (predominantly motorists)	Moderate Adverse	Minor - Moderate Adverse	Minor – Moderate Adverse
O. Willen Road (predominantly motorists)	Moderate – Moderate/Major Adverse	Moderate Adverse	Minor - Moderate Adverse
P. Users of A509 (predominantly motorists) VPs. 15 and 16	Minor Adverse	Minor Adverse	Negligible

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6.0 ECOLOGY AND NATURE CONSERVATION

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6.0 LANDSCAPE AND VISUAL EFFECTS

6.1 In order to establish the ecological baseline, a series of ecological surveys were completed by experienced personnel, with the appropriate licences, as required. All methodologies followed published guidelines as accepted by statutory and non-statutory agencies, including Natural England.

6.2 The Chapter assesses the likely significant effects of the Proposed Development in terms of ecology and nature conservation and is based on both existing information regarding the site, ascertained through desk study information and through undertaking habitat and species surveys, as identified above.

6.3 The site is formed by a single poor semi-improved grassland compartment, a short section of highway and part of an arable field compartment.

6.4 Additional habitats are limited to the site's boundaries, which include broadleaved plantation woodland (highway planting), hedgerows with associated trees and poor semi-improved margins.

6.5 No statutory designated sites are located within the search area. One non-statutory designated site of local importance, the M1 Motorway Road Wildlife Corridor is located at the west boundary of the site and a further two statutory sites of county importance are located within 1km of the site.

6.6 The majority of the site is generally of restricted value due to the predominance of poor semi-improved grassland, with features of increased nature conservation value limited to broadleaved plantation woodland, native hedgerows and associated mature tree forming the boundary habitats.

6.7 Species of note recorded within the application site and survey extents include badger (which may use the site as occasional foraging/sheltering habitat); eight species/species groups of bat, including Noctule and soprano pipistrelle (which use the linear habitats at low levels for foraging and commuting); and an assemblage of open grassland birds which include skylark and meadow pipit.

6.8 Whilst the proposals will result in the loss of some habitat, they include the provision of a Green Infrastructure framework which will provide a broad and continuous habitat corridor around the site. Additionally, it will incorporate the retained habitats, including approximately half of the hedgerow resource, all of the mature trees and half of the woodland resource whilst incorporating new areas of species-rich native hedgerows.

6.9 Following the provision of the compensatory and mitigation measures it is considered that there would be no significant adverse impacts overall and there would be long-term positive effects on the M1 Motorway Road Wildlife Corridor; commuting and foraging bats; and the general bird assemblage (including a number of Species of Principal Importance) through the habitat creation proposals.

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7.0 GEOLOGY, SOILS AND GROUNDWATER

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7.0 GEOLOGY, SOILS AND GROUNDWATER

7.1 An assessment of the potential environmental impacts of the Proposed Development upon geology, soils and groundwater beneath the site has been undertaken.

7.2 A Geotechnical and Geo-environmental Ground Investigation was undertaken in 2015 and a Phase 2 Geotechnical and Geo-environmental Ground Investigation was undertaken in 2018.

7.3 These reports were utilised to inform the baseline conditions for the site.

7.4 The site is within a 'Nitrate Vulnerable Zone'. The site remained relatively undeveloped until 2012, except for an addition of a drainage ditch extending into the centre in 1971.

7.5 In 2012, signs of quarrying and ground works were identified within the northern and central region and from 2014, excavations, tracks and setting ponds were mapped to the south, with excavations in the north were mapped as backfilled.

7.6 Surrounding land uses included a sewage works, allotment gardens and the M1 motorway to the west.

7.7 Ground conditions encountered during the intrusive ground investigation comprised a varying thickness of Made Ground over the Felmersham Member and/or Glacial Deposits, overlying the Kellaways Formation and/or Peterborough Member. Topsoil was recorded within all but two intrusive locations.

7.8 Groundwater was encountered within six locations within the Made Ground and in one location within the Felmersham Member. Groundwater was encountered in the majority of the boreholes during the post investigation monitoring period, recorded predominantly within the Made Ground. Groundwater flow was indicated to be in a northerly direction towards Tongwell Brook.

7.9 Low levels of carbon dioxide were recorded. Methane was not recorded.

7.10 No evidence of contamination was recorded during the ground investigation. No significant pollutant linkages were identified in the context of soil contamination in the context of a commercial development. Trace Asbestos was recorded in only one location, therefore the risk to human health was considered negligible and specific mitigation measures were not considered to be required.

7.11 Leachate and groundwater analysis did not identify the presence of significant concentrations of contaminants and it was considered that the risk to controlled waters is low to negligible.

7.12 With effective mitigation the assessment concludes that there is unlikely to be significant residual effects on receptors for the construction phase of the development.

7.13 The assessment assumes that as part of the construction phase any unanticipated contamination encountered as part of the site works will have been mitigated and remediated in line with the Proposed Development.

7.14 With regard to residual impacts, doe the construction phase the assessment considers that there is likely to be direct, temporary, short term, insignificant effects on receptors following the implementation of mitigation measures.

7.15 For the operational phase, there is likely to be a direct, permanent beneficial effect to controlled waters as the proposed development will reduce rainfall infiltration and inhibit unforeseen leachate from leaching into groundwater and mitigating towards the identified receptors.

7.16 The overall conclusions of the assessment consider that the risks associated with the Proposed Development during both the construction and operational phases are not significant.

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8.0 FLOOD RISK AND DRAINAGE

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8.0 FLOOD RISK AND DRAINAGE

8.1 With regard to water resources and flood risk the baseline conditions assessment for the site identified that:

- The site is within Flood Zone 1, meaning that it is land classified with a low probability of flooding.
- There are number of Main Rivers in the area, with the closest being the Tongwell Brook, located approximately 120m to the north of the site.
- The River Ouzel or Lovat is located approximately 600m to the east of the site.
- There are a series of watercourses located beyond the eastern boundary of the site, which all flow away from the site, towards the River Ouzel or Lovat.

8.2 The site is located on an area of high ground between the Tongwell Brook and the River Ouzel or Lovat, and it is significantly elevated above the potential fluvial floodplain. Therefore, the risk of groundwater flooding is considered to be low.

8.3 The site is shown to be located partially within the potential failure floodplain of Tongwell Lake, a large waterbody which is located approximately 245m east of the site. Tongwell Lake is shown to be under the ownership and management of Anglian Water. Mapped flood depths are generally below 0.3m in the site, but they are shown to exceed 0.3m on the northern boundary.

8.4 The site is not currently served by foul and surface water drainage infrastructure.

8.5 With regard to residual impacts the flood risk is considered to be negligible during the construction and operational phases of the development, following the implementation of appropriate mitigation. However, the drainage strategy is anticipated to have an overall minor beneficial impact.

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9.0 NOISE AND VIBRATION

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9.0 NOISE AND VIBRATION

9.1 An assessment has been undertaken to consider the potential effects of noise and vibration impacts associated with the construction and operational phases of the Proposed Development, as well as assessing the suitability of the site for the Proposed Development.

9.2 The Proposed Development has the potential to generate noise from the following sources:

- The construction of the Proposed Development.
- The change in road traffic flows on the road network surrounding the Proposed Development.
- Noise emission from operational activities within the site, including vehivles travelling on the internal access roads, HGV manoeveures and loading/unloading in the service yards.
- Mechanical services plant associated with the proposed warehousing.

9.3 With regard to vibration during construction it was understood that no piling is required to construct the Proposed Development. The other construction activities will not give rise to vibration which is likely to cause adverse effects at nearby receptors. Therefore, no assessment of construction vibration was undertaken.

9.4 No assessment of operational vibration effects has been undertaken as the operation of the Proposed Development should not give rise to any new sources of vibration.

9.5 The assessment of construction traffic noise indicates that there would be negligible impact and no adverse or significant adverse effects.

9.6 The assessment of construction noise has shown that there would be no significant adverse effects but there will be some adverse effects particularly during the earthworks. BPM measures would be implemented to mitigate and minimise as far as reasonably practicable the temporary adverse effects.

9.7 With regard to works taking place close to Willen Road, the assessment identifies that the predicted noise levels at the closest receptors on Willen Road, exceed the threshold level for a significant adverse effect. These levels, however, would only prevail for a short duration, therefore they would not result in a significant adverse effect but there would be an adverse effect. Specific mitigation in the form of a 2.4m hoarding along the site boundary has been proposed to mitigate and minimise this adverse effect.

9.8 Having specific regard to the change in road traffic noise associated with the Proposed Development, no significant adverse effects have been identified. Receptors located in proximity to Willen Road, generally experience a minor beneficial decrease in noise levels as a consequence of screening arising from screening of the Proposed Development and the decrease in the speed limit on this road. In some cases, the decrease is considered to be a significant beneficial effect.

9.9 With regard to noise from fixed plant prior to installation, it is proposed that details of the mechanical plant will be submitted to and approved by the relevant planning authority. As part of this process, sound from the proposed plant installations will be assessed and, if required, mitigated to demonstrate compliance with national and local noise policy. Such mitigation is typically of a standard type that can be relied upon to achieve the required level of noise attenuation.

9.10 The daytime and night-time impact of noise from HGVs manoeuvring and loading/unloading within the boundary of the development site has been assessed. No adverse or significant adverse impacts or effects are identified. Consequently, there is no requirement for specific additional mitigation as a result of the operational HGV noise levels.

9.11 Furthermore, at all receptors, the maximum noise levels at night do not exceed the recommended guideline value. Therefore, no additional specific mitigation is required to reduce the maximum noise levels at night.

9.12 Overall, the assessment of noise and vibration associated with the Proposed Development has not identified any significant adverse effects.

9.13 The cumulative impacts of the Proposed Development in combination with other proposed or consented schemes have been considered. The main potential for cumulative impacts to arise is with regard to the proposed application for residential development to the east of Willen Road. This has been considered as a receptor in the assessment. With regard to other cumulative developments, the worst-case impacts and effects are considered to have already been identified and assessed.

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10.0 AIR QUALITY

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10.0 AIR QUALITY

10.1 An assessment has been undertaken of the impacts of the Proposed Development on local air quality. In particular the assessment considered the potential effects of construction phase dust and operational phase road traffic emissions on air quality at identified receptor locations.

10.2 No Air Quality Management Areas are declared within the close vicinity of the Application Site. Data from the UK-AIR indicates that background pollution concentrations at the Application Site are expected to be well below the key AQSs for NO2, PM10 and PM2.5.

10.3 The construction of the Proposed Development will give rise to emissions that could cause some dust soiling effects on adjacent uses. The effective implementation of the CEMP and Considerate Constructors Scheme will reduce emissions and their potential impacts so that there will be no significant effects.

10.4 A detailed dispersion model has been used to predict pollutant concentrations at receptors adjacent to roads during the operation where the greatest changes in traffic flows from the Proposed Development are expected for the construction and operational phases. The assessment shows that any NO2, PM10 or PM2.5 concentrations impacts during the construction and operational phases are anticipated to be negligible and not significant.

10.5 The Proposed Development is expected to comply with relevant national planning policies, with respect to air quality. In particular, it is expected to comply with the National Planning Policy Framework, as no new or existing receptors will be put at an unacceptable risk from polluted air as a result of the Proposed Development. Furthermore, the Proposed Development is considered to adhere to local policy.

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11.0 LIGHTING

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11.0 LIGHTING

11.1 A review of the potential impacts of the Proposed Development through the creation of new lighting has been undertaken.

11.2 Legislation, British Standard and good practice guidance indicate that the development requires new exterior lighting for purposes of vehicular and pedestrian safety.

11.3 The likely significant effects created by new lighting indicate that effective management of direct lighting effects can be achieved.

11.4 Whilst the Proposed Development will include external lighting which will have the potential to give rise to adverse effects, this is to be seen in the context of the existing conditions in the surrounding area, which already contains a significant amount of lighting.

11.5 A Lighting Strategy was prepared for the purposes of the assessment which demonstrates the potential operational lighting effects on sensitive receptors. The strategy will minimise light pollution in all its forms to appropriate levels.

11.6 The subsequent assessment found that no significant effects are likely, with the no effects exceeding minor adverse.

11.7 Mitigation during the construction phase of the development will be included within the site's Construction Environmental Management Plan, which will ensure that lighting effects are minimised.

11.8 For the operational phase, incorporating appropriate mitigation and design measures (embedded mitigation), in combination with the proposed landscape planting will limit any potential adverse lighting effects.

11.9 A detailed lighting strategy, including specific details on the position and type of lighting units to be used for the built (operational) lighting will be provided in response to planning conditions. The detailed strategy will conform with the assumptions and approach set out in the ES assessment, including the lighting strategy.

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12.0 TRANSPORT

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12.0 TRANSPORT

12.1 Guidelines state that environmental assessment should be undertaken at the year of opening or the first full year of its operation, or for phased development it may be necessary to consider the first year of each phase.

12.2 It is anticipated that construction will begin in 2022 and that the development would be complete in 2023. The Transport Chapter therefore adopts a 2023 assessment scenario.

12.3 The approach to assessing and establishing the baseline conditions was agreed with Highways England and Milton Keynes Council. The Chapter sets out the conclusions of the detailed Transport Assessment which forms the first appendix of Chapter 12.

12.4 The study area identified for the assessment comprises the following areas:

- A422/A509 (Tickford Roundabout)
- A422/Willen Road (Marsh End Roundabout)
- Willen Road/Dansteed Way (Tongwell Roundabout)
- 509/Tongwell Street/V11 (Pineham Roundabout)
- A509/H6 Childs Way/A5130 Fen Street (Northfield Roundabout)
- M1 Junction 14.

12.5 Beyond this study area the environmental conditions related to traffic and transport would not be materially changed.

12.6 The table below summarises the conclusions of Chapter 12:

Potential Effect	Nature of Effect (Permanent /Temporary)	Significance	Geographic Scale of Impact	Mitigation/ Enhancement Measures	Residual Effects
Construction					
Construction Traffic	Temporary	Minor adverse	Borough	Introduction of a construction management plan, containing a vehicle routing strategy, and management measures to limit vehicle movements in the peak hours and limit impacts including wheel washing.	Negligible
Operation					
Impacts on pedestrians, cyclists, and the community - Journey length and travel time	Permanent	Minor beneficial	Borough	None required	Minor beneficial
Impacts on pedestrians, cyclists, and the community - Amenity	Permanent	Minor beneficial	Borough	None required	Minor beneficial
Impacts on pedestrians, cyclists, and the community - Severance	Permanent	Minor beneficial	Borough	None required	Minor beneficial
Cumulative Effects					
No additional effects					

12.7 Overall, the environmental effects of the changing transport conditions as a result of the Proposed Development have been examined and are summarised in the above table. The cumulative effect of nearby committed development was also taken into account. Appropriate mitigation has been included and the Proposed Development will not have any significant effects on the receptors within the study area. The residual environmental impacts once the development is completed are identified as permanent in nature and minor beneficial.