

Air Quality (Pollution) levels in Olney – MKC Study Summaries/Reports

1. MKC's Air Quality Management Assessments (AQMA) for Olney have consistently recorded above average levels of Nitrogen Oxide.
Some eighteen AQMA reports over the last 16 years conclude that target levels for NO₂ emissions in Olney are not being met.
The latest report dated 2015 again records a failure to meet air quality objectives for Olney
2. In 2009 a report by The Transport Research Laboratory and commissioned by MKC, put forward recommendations for reducing NO₂ levels. These included a) a complete ban on HGV's entering Olney (*thereby reducing NO₂'s by 50%!*) and b) reducing HGV traffic by introducing restriction controls.
This latter proposal could be implemented by placing a weight restriction on the bridge approaching the town.

None of these proposals have [been pursued by MKC

Olney New Homes Development Plan - Statutory Development clauses ignored by MKC

- 1 The Local Air Quality Report (LAQM) issued in 2014 states that Planning Permission will be refused where:-
D1(1) Additional traffic generation would overload existing road networks.
D1(V) traffic pollution levels in the air would reach unacceptable levels.
- 2 In approving the New Homes plan for Olney, MKC have not complied with Development Regulation clause SA5 to:
a) Reduce exposure to harmful emissions in the air
b) Reduce pollution from traffic
c) Support specific recommendations designated by AQMA and LAQM recommendations.
- 3 Milton Core Strategy (Chapter 7 Transport) states:-
Planning Permission for development will be refused where it is likely to generate Motor Traffic which a) exceeds the environmental capacity of the local road network and b) causes significant disturbance, pollution etc.,.

5 . Task A4: Developing the SA Framework

Ref	Draft SA Objective	Illustrative Sub-Objectives Will the Site Allocations Plan...	(SEA) Topic
		<ul style="list-style-type: none"> Develop land with the least environmental/amenity value? Support the efficient use of space? 	
SA5	Continue to maintain and improve local air quality and limit noise, soil and light pollution	<ul style="list-style-type: none"> Ensure that communities are not exposed to greater levels of noise? Minimise light pollution? Reduce exposure to harmful emissions in the air? Reduce pollution from traffic? Support specific actions in the designated AQMA? 	Air Soil Human Health
SA6	Encourage the use of more sustainable modes of travel	<ul style="list-style-type: none"> Support the role of public transport? Locate development so as to reduce the need to own/travel by car? Provide opportunities and infrastructure that make the use of walking, cycling and public transport more attractive? Minimise the need to travel? Reduce the reliance on, and the consumption of, finite fossil fuels and emissions from transport? 	Human Health Climatic Factors Transport Social
SA7	Conserve and enhance the Borough's biodiversity and landscape character	<ul style="list-style-type: none"> Protect the species and habitats identified in the Biodiversity Action Plan? Prevent habitat fragmentation and increase connectivity through habitat corridors? Promote biodiversity and create new habitats? Maintain a high quality visual environment, and promote reinforcement of landscape character? Avoid adverse impacts upon the landscape resulting from new development? 	Landscape and Townscape Quality Biodiversity Flora and Fauna
SA8	Conserve and enhance the Borough's heritage and cultural assets, and the character of the built environment	<ul style="list-style-type: none"> Conserve, enhance and revitalise the character of towns and villages? Conserve and enhance the Borough's conservation areas, listed buildings and other designated and non-designated heritage assets, and their settings? 	Material Assets Cultural Heritage Landscape and Townscape Quality
SA9	Maintain and improve the Borough's water quality and reduce the risk of flooding	<ul style="list-style-type: none"> Help to prevent pollution of local water courses? Ensure there is sufficient water supply and sewage facilities in the Borough? Limit the prospect of residents or key infrastructure being exposed to flooding? Avoid development in areas at risk from flooding? Maintain water quality? Ensure water consumption and water sources can accommodate future development? 	Water and Flooding Material Assets Energy and resource efficiency

Appendix B . Schedule of Baseline Information relevant to the Plan

SEA Topic and SA Objective	Indicator (source)	Local Data	Comparative Data	Trend/Target
SA5 Air Human Health	Number of Air Quality Management Areas (AQMA)	2008 – 1 AQMA 2009 – 1 AQMA 2010 – 1 AQMA 2011 - 1 AQMA AQMA in Bridge Street and High Street South, Olney	No comparable data	An AQMA has been in force in this location since December 2008, after monitoring data showed that the annual mean nitrogen dioxide figures were exceeding the annual mean acceptable concentration level of 40 micrograms per m3. Further monitoring has shown no evidence of a downward trend in nitrogen oxide concentration over the last five years. The noise maps have been produced by Defra to meet the requirements of the Environmental Noise (England) Regulations 2006, and are intended to inform the production of noise action plans for large urban areas, major transport sources, and significant industrial sites in England. Currently the maps do not cover Milton Keynes.
SA5 Human Health	Noise pollution	No data available for Milton Keynes.	No comparable data	
SA5 Human Health	Noise complaints <i>MKC Neighbourhood Complaints</i>	2004/5 - 6 complaints per 1000 population; 2012/13 8.9 complaints per 1000 population Guidance suggests that noise hotspots are expected around isolated noise generators such as railway lines and airports.	2000/01 - 9.3 2001/02 - 8.3 2002/03 - 8.2 2003/04 - 7.1 2004/05 - 6 2012/13 - 8.9	
SA5 Landscape	Light pollution <i>Light pollution mapping</i> (21)		For comparison please see the light pollution map	