

STATEMENT OF COMMUNITY INVOLVEMENT MILTON KEYNES EAST MARCH 2021



Milton Keynes East Statement of Community Involvement

Hybrid Planning Application

St James Group Limited

March 2021

LICHFIELDS

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Contents

1.0	Introduction	1
2.0	Background	4
	The allocation site	4
	The Local Plan allocation	4
	The landowners	5
3.0	Policy and Guidance on Consultation	6
	National Planning Policy Framework (2019) and guidance	6
	Milton Keynes East Strategic Urban Extension: Development Framework SPD (2020)	6
4.0	Proposed Development	8
5.0	Process of Engagement	9
	Development Plan consultation	9
	Pre-Application ‘PPA’ Meetings	11
	Meetings with MKC Cabinet	12
	Meetings with Councillors	12
	Meetings with town and parish councils	12
	Local stakeholder groups, forums, and education institutions	13
	Meeting with Key Stakeholders	13
	Public Engagement	13
	Future public engagement strategy	16
6.0	Analysis of Feedback	17
	Development Framework SPD feedback	17
	Application public consultation feedback	18
7.0	Response to Engagement	23
8.0	Summary	29

1.0 Introduction

- 1.1 This Statement of Community Involvement ('SCI') has been prepared by Lichfields and St James Group Limited ('St James') in support of St James's hybrid planning application for a strategic urban extension to Milton Keynes at the allocated Milton Keynes East ('MKE') site.
- 1.2 St James, part of the Berkeley Group, build new homes and neighbourhoods across London, Birmingham and the wider South of England. Berkeley's approach is highly collaborative, seeking to work with councils and communities to create shared visions for the developments they deliver. This helps to unlock social, environmental and economic value for all stakeholders in the areas within which Berkeley builds. Berkeley's passion for quality and design underpins their overall approach.
- 1.3 St James is committed to adopting a collaborative approach and maintaining an open and inclusive line of dialogue with local stakeholders and the local community on the proposals at MKE. This encompasses the consultation undertaken in advance of this hybrid planning application being submitted, but also a wider commitment to future consultation that will occur both throughout determination of the hybrid application, as part of design code consultations, and beyond ahead of future reserved matters applications for each and every phase of development. The consultation undertaken to date therefore represents the beginning of a long-term commitment to inclusive and meaningful dialogue.

Milton Keynes East

- 1.4 MKE is a strategic urban extension to Milton Keynes, east of the M1 and south of Newport Pagnell allocated in the adopted Local Plan 'Plan:MK' (2019) (Policy SD12). The allocation itself was considered from the initial scoping of Plan:MK in 2014 and consulted upon throughout the plan's preparation and examination. The whole allocation envisages a development of around 5,000 new homes, around 105 hectares of a mix of employment land, and associated infrastructure including primary and secondary education, health facilities, and community uses. Key to the delivery of MKE is the provision of necessary strategic infrastructure including a new bridge over the M1 motorway and early delivery of a new school and health hub. This infrastructure was subject to a successful bid to the Government's 'Housing Infrastructure Fund' by Milton Keynes Council ('MKC') – in partnership with St James – announced in March 2020.
- 1.5 In order to bring about the development of MKE in a strategic and comprehensive manner, the Council has adopted the 'Milton Keynes East Strategic Urban Extension: Development Framework SPD' (March 2020). This Development Framework underwent significant public consultation before its adoption. Milton Keynes Council established the MKE Local Stakeholders Group to enable the local community representatives to inform the preparation of the Development Framework SPD. The Local Stakeholder Group ran from July 2018 to March 2019 and influenced the fundamental principles established in the Development Framework. The Development Framework establishes the vision for the urban extension; the location and character of different land uses; general development principles; and infrastructure requirements to ensure delivery of a comprehensive new neighbourhood. The Development Framework has guided how St James' proposals for the scheme have evolved.
- 1.6 This hybrid application, submitted on behalf of St James Group Limited, encompasses the majority of development allocated for MKE. Importantly, the application includes the Government funded infrastructure that must be developed to enable the wider allocation to come forward.

- 1.7 The application timeline has been determined by conditions attached to the funding for this infrastructure. There is a risk that were these timescales not met, the Council could lose the funding rendering the MKE allocation undeliverable. The need to meet a submission deadline of the 31st March has informed the application strategy and correspondingly the engagement strategy; for example, the application includes the key highways works funded by Government in detail with the majority of built development in outline with all matters reserved. The key details of much of the development – including how the development will look and feel – will therefore be left for future consideration in collaboration with local stakeholders, residents, and other consultees.

COVID-19

- 1.8 The COVID-19 pandemic and its associated effects have forced major changes in the way planning applications are consulted on with the public and consultees both ahead of and after formal submission. As detailed in this statement, St James has made every effort to ensure that an as open and inclusive engagement process as possible has been undertaken ahead of submission despite national and local lockdown restrictions. The main period of consultation was scheduled for, and undertaken during, early 2021 (in order to meet the submission deadline) when England was under strict lockdown conditions. Despite these restrictions, St James has sought to positively respond to these constraints via its wide-reaching community involvement strategy using innovative approaches.
- 1.9 In these current circumstances, the majority of consultation material has been either been presented online (for example via the development's own website and via online meetings) or by mail delivery. However, as aforementioned this application only represents the beginning of a long-term commitment to consultation on development at MKE. When the easing of restrictions allow, St James will undertake more conventional consultation methods with in-person meetings and consultation events for future reserved matters applications and design code consultations.

Purpose and structure of statement

- 1.10 The purpose of this SCI is to provide a summary of the engagement and consultation process that has been undertaken by St James, and its project team, with relevant stakeholders and local residents in developing the proposals for this hybrid planning application.
- 1.11 MKC's adopted Statement of Community Involvement (July 2019) highlights the importance of engagement and consultation on planning proposals within Milton Keynes. This is so that everyone has the opportunity to be involved in and influence decisions that are made through the planning process. MKE as a development proposal has been consulted upon extensively as part of the local plan process through which it was allocated for development, the process in adopting the Development Framework, and more recently in advance of the submission of this hybrid planning application.
- 1.12 This statement details the approach taken to consultation ahead of submission of this hybrid planning application and the nature of the comments received. It is structured as follows:
- **Section 2.0** provides background information on the Site Allocation;
 - **Section 3.0** summarises the relevant planning policy and guidance on public consultation;
 - **Section 4.0** summarises the proposed development;
 - **Section 5.0** provides an overview of the engagement that has taken place to date in respect of the application;
 - **Section 6.0** details the feedback received;

- **Section 7.0** provides our responses to the feedback received; and
- **Section 8.0** provides our conclusions.

2.0 Background

The allocation site

- 2.1 The MKE Site Allocation comprises land to the east of the M1 and to the south of Newport Pagnell. It is predominately free of development and is in the main agricultural fields. It is located in the triangle formed by the H3 Monks Way/A422 and M1 motorway, straddling the A509 which runs north to south through the site linking to Junction 14 of the M1. It is one of several allocated strategic urban extensions to the city of Milton Keynes; others including Whitehouse on the western flank of the city and South East Milton Keynes near Wavendon.
- 2.2 The surrounding area is split between the east and west of the M1. To the west of the M1 is the current urban edge of Milton Keynes. These eastern areas of the city (specifically the grid squares at Tongwell, Willen, Pineham and Broughton) are characterised variously by low rise housing estates and employment uses. To the west of the M1 (and north of the site) is the town of Newport Pagnell. To the east of the site is the village of Moulsoe (and beyond Cranfield).
- 2.3 St James has had a long involvement with the allocation site, first proposing a vision for an employment-led scheme on the land around Junction 14 of the M1 in 2011. Since then St James has continued to evolve its proposals for Milton Keynes East, leading to its allocation within Plan:MK (2019).

The Local Plan allocation

- 2.4 Plan:MK was adopted by MKC in March 2019 and forms part of the borough's Development Plan. The first consultation stage undertaken in the preparation of Plan:MK was in September 2014. This consultation used a series of topic papers to explore the issues the plan would need to consider. One topic paper published was the 'The Way Forward Strategy Topic Paper' (September 2014) which identifies MKE as a 'potential site within the MKC boundary' for development (see figure 1).
- 2.5 Following this initial consultation, plan preparation continued until a draft Plan:MK underwent consultation (Regulation 19) held between November and December 2017. Next, the plan was submitted for examination to the Secretary of State in March 2018 with main modifications consulted upon in October 2018. The Inspector's final report was issued in February 2019 ahead of the Plan's formal adoption in March 2019.
- 2.6 The MKE urban extension is now allocated in 'Plan:MK' (2019) under Policy SD12 for around 5,000 homes (1,475 of which are expected to be delivered in the plan-period to 2031). MKE underpins Milton Keynes Councils ability to meet its housing targets both within and beyond the Plan:MK plan period on a site that meets its own infrastructure needs. It therefore makes unplanned and speculative development that may not be supported by necessary on-site infrastructure less likely.
- 2.7 The Policy also requires the development proposals deliver the following:
- Around 105 ha of land for a mix of employment uses;
 - Associated infrastructure including primary and secondary education, community facilities, health, retail and local services and a hotel. This includes a requirement for at least one district centre and/or local centres commensurate to meet the future needs of the new community while not adversely affecting the vitality of Newport Pagnell;
 - The phased introduction of a comprehensive network of transport infrastructure (including a new and/or enhanced vehicular crossing of the M1);

- A corridor of safeguarded land for a fast mass-transit system;
- A network of segregated, and where appropriate grade-separated, new and enhanced footpaths, cycleways and bridleways;
- A strategic green infrastructure framework and network of green spaces; and
- The creation of a linear park through the site that broadly correlates with the River Ouzel floodplain.

- 2.8 As required by Plan:MK (2019) Policy SD10, the Council prepared and adopted the ‘Milton Keynes East Strategic Urban Extension: Development Framework SPD’ in March 2020 (‘the Development Framework’). This Development Framework is a material consideration for all future MKE planning applications. Section 1.5 of the Development Framework sets out how the community was engaged during the preparation of the SPD. This included two workshops and a further meeting held by a Local Stakeholder Group set up by the Council. This Local Stakeholder Group influenced the fundamental principles established in the Development Framework. A formal consultation was also carried out between August and October 2019 ahead of its formal adoption in March 2020.
- 2.9 Overall, the principle of developing MKE for an urban extension (including key highways infrastructure) has been established. The potential for a development on the site has been consulted upon since 2014 and is now formalised in both Plan:MK (2019) and the Development Framework (2020). Both these documents were widely consulted upon with local stakeholders and are both material considerations for the current hybrid planning application which has been heavily influenced by both. The St James application is just the next step in formalising the allocation into a deliverable and implementable scheme for which most elements will be in outline. Consequently, there will be many future consultations on the detailed design of each phase of development.

The landowners

- 2.10 The site allocation is formed of several ownerships and developers. St James is the largest of these within the MKE allocation (c.80%), and this application, and its associated consultation, has related just to St James’ part of the overall allocation area.
- 2.11 The other landownerships within the allocation area are:
- Bloor Homes (c.42ha) who are proposing a housing development on their parcel of land (up to 800 homes) East of Willen Road;
 - Newlands (c.18ha) who are proposing a warehousing development on their parcel of land West of Willen Road; and
 - Milton Keynes Council who own some land adjacent to the River Ouzel and further parcel of land (c.16ha) at the northern edge of the allocation provisionally identified for a park and ride facility and new homes.
- 2.12 Separate applications will be submitted by these landowners for development on their respective sites. In accordance with the principles of infrastructure before expansion, Bloor Homes are due to submit a planning application once this St James’s hybrid application has been submitted.
- 2.13 St James, Bloor Homes and Milton Keynes Council – whose land interests form the main area where the new neighbourhoods will be located – have worked collaboratively to bring about a coherently masterplanned and sustainable development. A formal collaboration agreement between the parties is being drafted to provide further reassurance a masterplanned development can be delivered in a strategic and comprehensive manner in accordance with relevant policy and guidance (SD10).

3.0 Policy and Guidance on Consultation

National Planning Policy Framework (2019) and guidance

3.1 The National Planning Policy Framework ('NPPF') (2019) sets out the overarching policy priorities for the planning system against which planning policy documents will be prepared and development management decisions made.

3.2 The NPPF sets out the benefits of pre-application engagement and front loading, in the context of local decision-making (paragraphs. 39-46). It highlights that early engagement has significant potential to improve the efficiency and effectiveness of the planning application process for all parties. The NPPF sets out that Local Planning Authorities ('LPAs') and statutory consultees should encourage developers to engage with them and provide advice in a timely manner through the pre-application process before applications are submitted.

3.3 It also identifies that LPAs have a key role in encouraging all applicants to engage with the local community before submitting their applications. Significantly, in relation to design the NPPF states that applications which have been the subject of effective engagement, and where feedback is incorporated, should be viewed positively:

"Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot." (Paragraph 128)

3.4 In addition to the NPPF, the Localism Act 2011 introduced new legislation requiring developers to consult on certain developments; to respond to, and report on consultation.

3.5 Government's planning practice guidance ('PPG') also sets out the positive value of pre-application engagement by prospective applicants, setting out that applicants can help improve outcomes by engaging collaboratively with other parties at pre-application stage, including the Local Planning Authority, statutory and non-statutory consultees, elected members and local people. Guidance sets out that pre-application community consultation is not compulsory (except in very specific circumstances), but *"is encouraged where it will add value to the process and outcome"* (PPG ID: 20-009).

3.6 Whilst not forming government planning policy the publication RTPI Good Practice Note 1: Guidelines on Effective Community Involvement and Consultation (November 2005) provides further guidance on key aspects of community involvement. This document states:

"Effective consultation enables such decisions and plans to be approved in the knowledge that stakeholders and the public generally have had the full opportunity to express their views and make representations in a genuine and transparent dialogue."

Milton Keynes East Strategic Urban Extension: Development Framework SPD (2020)

3.7 In respect of consultation and engagement, the Development Framework (2020) sets out that Milton Keynes Council encourage developers at MKE to engage in *"early dialogue on pre-application proposals"*. It sets out that a stakeholder group has been set up from the MKE development and that developers *"should utilise this group to engage with the local community and other stakeholders."*

Milton Keynes Statement of Community Involvement 2019

- 3.8 MKC adopted its Statement of Community Involvement in July 2019. It reflects the most up-to-date processes and procedures that will be used by the Council in carrying out its statutory planning role.
- 3.9 Section 3.0 of the Statement of Community Involvement details how MKC will deal with the consultation of planning applications. This is split up into principally two key stages as summarised below:
- 1 **Pre-Application stage:** This section details the framework of the Council’s pre-application services which aims to front-load consultation and engagement in the development management process. This is mainly to explore and address planning issues raised ahead of a formal planning submission. For larger scale planning applications, the pre-application processes and timescales can be agreed as part of a Planning Performance Agreement (‘PPA’); and
 - 2 **Planning Application stage:** This section details how the Council will consult more widely with members of the community once a planning application has been submitted. This includes the posting of relevant notices, notifying internal and external statutory consultees, and for larger applications the process of determination via Development Control Committee.
- 3.10 The Statement of Community Involvement (2019) has been updated recently with the addition of Annex A ‘Planning Policy Consolutions during COVID-19’.

4.0 Proposed Development

4.1 As noted in Section 2.0, the site is allocated Plan:MK (2019) with further detail provided as part of the adopted Development Framework SPD (2020). This hybrid application, submitted on behalf of St James Group Limited, comprises most of the development allocated for MKE.

4.2 This application includes around 4,000 (up to a maximum of 4,600) new homes, three primary schools, a secondary school and a new community hub; all for which outline planning permission is sought. The detailed aspects of the application relate to the necessary strategic highway infrastructure including the Eastern Link grid road and a Western Link grid road that includes a new dual carriageway overbridge over the M1 motorway. The description of development is:

“Hybrid planning application encompassing:

(i) outline element (with all matters reserved) for a large-scale mixed-use urban extension (several new Milton Keynes grid squares) comprising: residential development; employment including business, general industry and storage/distribution uses; a secondary school and three primary schools; a community hub containing a range of commercial and community uses including shops, offices, health centre, nursery, retail services and community space; a new linear park along the River Ouzel corridor; open space, allotments, play provision, recreation space, outdoor sports, burial space, and linked amenities; new redways, access roads and associated highways improvements; associated utilities, engineering, sustainable drainage and structural landscaping works; and

(ii) detailed element for strategic highway infrastructure, including: new grid roads; a new bridge 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, lighting, earthworks and drainage works.”

5.0 Process of Engagement

- 5.1 This section summarises the scope of consultation and engagement which has informed the design of our proposed development and the preparation of our hybrid planning application.
- 5.2 Due to COVID-19 restrictions, the proposed pre-application submission consultation strategy was significantly altered during the application's preparation to ensure that as many people as possible could view and comment on the proposals whilst complying with necessary rules around public meetings, social distancing and essential travel. Consequently, engagement has almost entirely been undertaken through channels not involving in-person contact.
- 5.3 It should also be stated that the engagement undertaken for this hybrid application is also neither the start nor end of the engagement process on MKE, it is just one step within the ongoing evolution of proposals for the development. In reality, consultation for the development began during the preparation of current adopted Development Plan documents. These rounds of consultation have informed the pre-application discussions and design of the current application. Therefore, this section starts with a summary of the initial development plan consultation process through to the public engagement ahead of the current application submission.

Development Plan consultation

Plan:MK (2019)

- 5.4 The principle of a Sustainable Urban Extension of around 5,000 homes, 105ha of employment uses, and strategic highways infrastructure at MKE was extensively consulted upon as part of the development of the Local Plan. The allocation of MKE was consulted upon by MKC during the following periods:
- September 2014 as part of a 'Development Strategy' topic paper;
 - January 2016 for 12-weeks as part of the 'Strategic Development Directions Consultation' where feedback was sought on the principle of, among other things, expansion east of the M1;
 - March 2017 for 12-weeks as part of the Draft Plan:MK preferred options consultation;
 - November 2017 for 6-weeks as part of the Proposed Submission Plan:MK which included MKE as a draft allocation; and
 - October 2018 for 6-weeks when main modification to Plan:MK, including modifications to the MKE allocation, were consulted upon.
- 5.5 In the run-up to the examination of the Local Plan, Berkeley Group and Milton Keynes Council jointly prepared a Milton Keynes East Development Statement (June 2018) which was adopted as a statement of common ground for the purpose of Plan:MK's examination by a Planning Inspector.¹ This document, worked up jointly between Berkeley and MKC, sought to present an initial masterplan concept for the MKE allocation, as well as information on the baseline conditions and principles for the delivery of development, to illustrate how the allocation might come forward.

¹ Milton Keynes East Development Statement (June 2018) Milton Keynes Council and Berkeley: available here: <https://www.milton-keynes.gov.uk/assets/attach/53181/SoCG1-Appendix.pdf>

- 5.6 Finally, it should also be noted that MKC Cabinet agreed to develop a business case for a bid to the Government Housing Infrastructure Fund on the 2nd October 2018².³ The bid was prepared by the Council jointly with St James in full knowledge of the public. The announcement that the Council was successfully was widely publicised locally (including on the MKCitizen and MKFM)

Development Framework SPD (2020) consultation

- 5.7 As part of the preparation and adoption of the Council's MKE Development Framework SPD (2020), MKC undertook extensive consultation on the proposed overarching masterplan framework and development principles. This included MKC consulting with St James as main landowner, various other stakeholders and the local community. This is set out in sections 1.5 and 1.6 of the Development Framework which was adopted in March 2020. The below key consultees were also all contacted as part of the Development Framework's preparation by MKC:
- MKC Education in relation to primary and secondary place provision;
 - MKC Highways and Transport Policy in relation to highways, public transport, cycling, walking and wider mobility issues;
 - MKC Housing and Adult and Children Services in relation to the need and demand for affordable and specialist types of housing;
 - MKC Flood and Water Management in relation to flood risk management;
 - MKC Burial Services in relation to the need for burial space within the area;
 - MKC Archaeology in relation to potential archaeology within the site and the approach to mitigating any possible impacts;
 - MKC Waste Management in relation to the potential need for new waste management infrastructure within the allocation;
 - Highways England in relation to their strategic road network and the proposition of a new highway bridge across the M1;
 - Anglian Water in relation to Cotton Valley Waste Water Treatment Works and water supply;
 - Environment Agency and Internal Drainage Board in relation to flood risk management, potential highway bridges across the floodplain, and the water framework directive;
 - Western Power Networks in relation to electrical power supply infrastructure;
 - Gas and telecommunications providers;
 - Parks Trust in relation to the new linear park and other green infrastructure matters within and beyond the allocation; and
 - MK Clinical Commissioning Group in relation to the need for a Health Centre within the allocation, and the form this should take.
- 5.8 Appendix C to the Development Framework SPD details a 52-page summary of all the representations received.

² <https://milton-keynes.cmis.uk.com/milton-keynes/Calendar/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/5924/Committee/1210/SelectedTab/Documents/Default.aspx>

³ <https://milton-keynes.cmis.uk.com/milton-keynes/Calendar/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/5924/Committee/1210/SelectedTab/Documents/Default.aspx>

Summary

- 5.9 Overall, it is clear that ahead of this planning application the notion that MKE will be developed has been widely consulted upon and agreed through the Local Plan process. Then, a framework for how a development could come forward has been consulted upon and agreed via the adopted Development Framework (2020). The Council also made a publicly known bid for Government funding for the project which was successful. All of this consultation work has informed the overall pre-application engagement with the Council as part of this planning application submission. This application is therefore just the next step to formalise what is envisaged at MKE (in both Plan:MK and the Development Framework) into a deliverable permission. It therefore represents just the start of a new process of ongoing engagement on future design codes and reserved matters submissions.

Pre-Application ‘PPA’ Meetings

- 5.10 A series of pre-application meetings have taken place with MKC officers across a range of departments and disciplines, focusing on different masterplanning, design, placemaking and other issues relating to the hybrid application. These were part of a Planning Performance Agreement (PPA) between St James and MKC agreed in May 2020. A total of 14 formal pre-application meetings have been undertaken as follows:
- 1 **28th May 2020** – meeting to discuss validation checklist and flooding/ecology/landscape and the blue/green nature recovery network;
 - 2 **11th August 2020** – meeting to discuss the parking strategy, the public transport strategy and public rights of way within the site; and also discuss the masterplan and urban design;
 - 3 **27th August 2020** – meeting to discuss heritage, landscape strategy, visual impact and drainage/flooding strategy;
 - 4 **8th September 2020** – meeting to discuss masterplanning (including healthy placemaking, schools, and character areas/density) and highways/transport;
 - 5 **22nd September 2020** – meeting to discuss environmental health;
 - 6 **10th November 2020** – meeting to discuss landscape strategy (including open space and play) and ecology;
 - 7 **24th November 2020** – meeting to discuss masterplanning (including the Design & Access statement, emerging parameter plans, and playing field provision);
 - 8 **30th November 2020** – meeting to discuss the design principles and standards for the highways;
 - 9 **11th December 2020** – meeting to discuss housing mix;
 - 10 **16th January 2021** – meeting to discuss community infrastructure provision (retail, community hub, health and education) and to update on the open space and play strategy.
 - 11 **26th January 2021** – meeting to discuss retail impact, assumptions on floorspace for the health hub, the open space and play space strategy and a master planning update, with particular focus on the community hub;
 - 12 **4th February 2021** – meeting to discuss an update on the built heritage baseline assessment, as well as the views included in the LVIA assessment. An update to the parameter plans was also discussed;
 - 13 **3rd March 2021** – meeting to discuss lighting and drainage strategy, as well as the options that have been explored for the crossing of the A509; and
 - 14 **9th March 2021** – meeting to discuss trees and the final draft set of parameter plans.

- 5.11 In parallel to this, a series of pre-application meetings has been undertaken with MKC as the highway authority. These have focussed on the transport modelling and the design and specification of the roads forming the detailed element to the planning application.

Meetings with MKC Cabinet

- 5.12 St James wrote to all seven Milton Keynes Council Cabinet members expressing our willingness to meet with them virtually (in line with COVID-19 restrictions) to discuss the proposals for this strategic site. St James met with the following MKC Cabinet members on a one-to-one basis:

- Cllr Peter Marland – Leader of Milton Keynes Council
- Cllr Robert Middleton – Cabinet Member for Resources
- Cllr Jennifer Wilson Marklew - Cabinet Member for Climate and Sustainability
- Cllr Emily Darlington – Cabinet Member for Public Realm
- Cllr Zoe Nolan - Cabinet Member for Children and Families
- Cllr Lauren Townsend – Cabinet Member for Community Safety
- Cllr Carole Baume – Cabinet Member for Economy and Culture

Meetings with Councillors

- 5.13 St James wrote to all the Ward Councillors in the three Wards surrounding Milton Keynes East, including Olney, Newport Pagnell and Broughton, expressing our willingness to meet with them virtually (in line with COVID-19 restrictions) to discuss the proposals for this strategic site. St James met with the following Ward Councillors:

Olney Ward:

- Councillor Peter Geary (Conservative)
- Councillor David Hosking (Conservative)
- Councillor Keith McLean (Conservative)

Newport Pagnell Ward:

- Councillor Douglas McCall (Liberal Democrats)
- Councillor Paul Alexander (Liberal Democrats)
- Councillor Jane Carr (Liberal Democrats)

Broughton Ward:

- Cllr John Bint (Conservative)
- Cllr Samuel Crooks (Liberal Democrats)
- Cllr Kerrie Bradburn (Liberal Democrats)

Monkston Ward:

Cllr Vanessa McPake (Liberal Democrat) Meetings with town and parish councils

- 5.14 Meetings have been held with the following town and parish Councils:

- Newport Pagnell Town Council;
- Moulsoe Parish Council;

- North Crawley Parish Council; and
- Great Linford Parish Council.

Local stakeholder groups, forums, and education institutions

- 5.15 St James has met with a range of local groups, forums and educational institutions.
- 5.16 This includes a presentation by St James (along with other team members) to the MKC Development Review Forum on the 1st February 2021. This was an open public event held online given COVID-19 restrictions at the time but was well attended. The presentation lasted roughly 15 minutes with a further half hour for stakeholders to present questions to the team. Coverage of this Development Review Form was subsequently covered in local media (see below under media coverage).
- 5.17 In addition, St James has met with:
- Milton Keynes Forum;
 - SEMLEP;
 - MK Development Partnership;
 - MK Cycling Forum;
 - Milton Keynes College;
 - Open University;
 - Cranfield University;
 - Local Tenant Farmers; and
 - Pym's Stables Residents.

Meeting with Key Stakeholders

- 5.18 Meetings/correspondence has also taken place with the following key stakeholders and statutory consultees:
- 1 Milton Keynes Parks Trust;
 - 2 Highways England;
 - 3 Milton Keynes Clinical Commissioning Group;
 - 4 Environment Agency;
 - 5 Anglian Water;
 - 6 Homes England; and
 - 7 Historic England.

Public Engagement

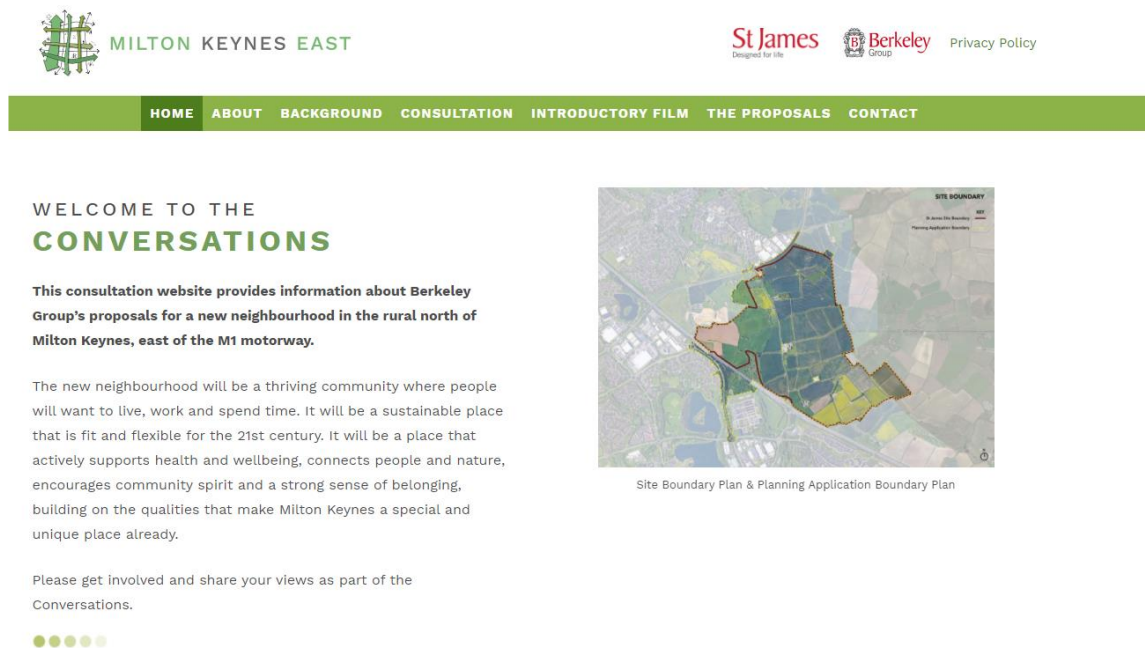
- 5.19 In accordance with the NPPF, the evolution of the planning application has also been informed through community consultation involving local residents and key local groups. As aforementioned, the pre-application submission public engagement strategy had to be significantly amended during the preparation of the hybrid planning application as a result of the ongoing COVID-19 pandemic.
- 5.20 The main period of public engagement was undertaken during a period of significant national and local COVID-19 restrictions. In order to both inform local residents and stakeholders about

the proposals at MKE and to ensure understand how to get involved in the consultation process and register their interest, a variety of communication methods were employed. All communication methods employed were in accordance with the relevant COVID-19 government restrictions at the time.

Consultation website and introductory film

5.21 A dedicated consultation website (www.miltonkeyneseast.co.uk) was launched in February 2021 to provide detailed information about the proposals, including background information about Milton Keynes East, details of the virtual consultation events, an Introductory Film and feedback section for consultees to share their views.

Figure 5.1 Consultation Website

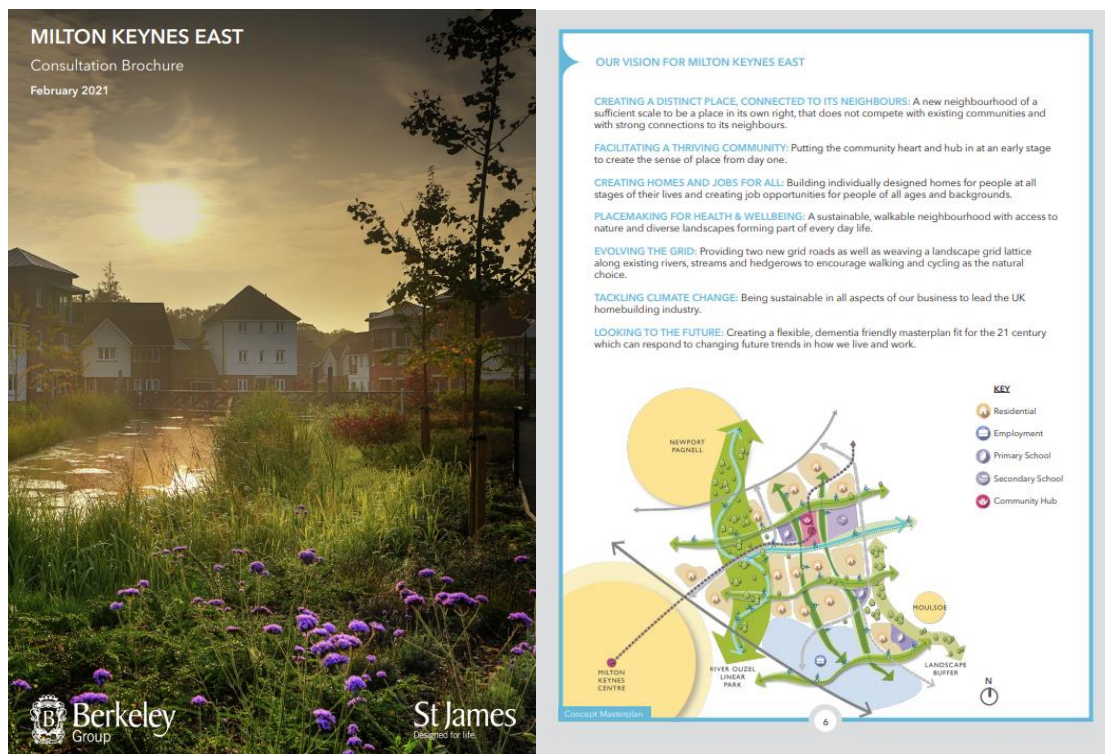


5.22 The 8-minute introductory film hosted on the website sets out St James' vision and ambition for the new neighbourhood at Milton Keynes East and has been shared with consultees.

Postal Communications

5.23 To involve and inform as many local residents and stakeholders as possible, St James distributed a detailed 20-page consultation brochure to over 26,500 households and businesses. This brochure was sent on in February 2021 . The consultation catchment area was agreed with Milton Keynes Council and included the three surrounding Milton Keynes Ward (Olney, Broughton and Newport Pagnell). The consultation brochure is appended to this Statement of Community Involvement (Appendix 2).

Figure 5.2 Consultation Brochure (example pages)



Email, phone and mail address

- 5.24 A dedicated consultation email (stjames.consultation@miltonkeyneseast.com) was registered in December 2020 to provide a digital communication channel with local residents and stakeholders. This email was published on the consultation website. The email is still live and actively monitored; responses are still being collated and responded to in a timely manner.
- 5.25 In addition, a phone number (020 3675 1502) and postal address (FAO Milton Keynes East, St James Group Limited, Berkeley House, 15b St George Wharf, London, SW8 2LE), managed directly by St James have been set up. These were both included in all Milton Keynes East consultation material, publications and online platforms. All phone enquiries were directed to dedicated St James employees who are directly involved in the project.

Media coverage

- 5.26 The development has been publicised in the local press. An article was published on the MK Citizen website on the 2nd February 2021 following the MKC Development Forum (1st February 2021)⁴. This publicised the application and noted the wider consultation efforts that were going to be undertaken.
- 5.27 On the 9th March 2021, MK Citizen published an online article on the scheme proposals, including a link to the development consultation brochure.⁵ This subsequently appeared as a front-page story on the MK Citizen newspaper dated 11th March 2021 (Figure 5.3).
- 5.28 Overall, it is considered despite the COVID-19 restrictions, the application and consultation has been exceptionally well publicised in the local media.

⁴ <https://www.miltonkeynes.co.uk/news/politics/council/developers-present-plans-their-part-5000-home-new-community-milton-keynes-east-3121656>

⁵ <https://www.miltonkeynes.co.uk/news/people/plans-afoot-to-build-new-town-almost-the-size-of-newport-pagnell-in-milton-keynes-with-5000-homes-and-five-schools-3158299>

Figure 5.3 MK Citizen 11th March 2021



Source: MK Citizen

Future public engagement strategy

- 5.29 The website, email, phone and postal address will remain open for the public to view the development proposals and provide further comment to St James during and beyond the determination of this planning application (until at least September 2021). The website will be updated as necessary through the application's determination and should it be necessary St James will undertake further postal communications. Until COVID-19 restrictions allow, public engagement will continue to be virtually or via post.
- 5.30 This application is however just the start of St James ongoing engagement with the community regarding its proposals at MKE. Apart from key Government funded highways infrastructure, the majority of development sought planning permission is on outline. Therefore, there will be continual meaningful opportunities for public engagement on the key detail of future proposals as they come forward through reserved matters. It is as these proposals come forward that St James will engage more widely with – subject to restrictions – face-to-face with the public on detailed proposals about how MKE will actually look and feel.
- 5.31 In addition, St James currently have consultation sessions diarised with the following:
- Ben Everitt MP;
 - Cllr Alex Walker;
 - Cranfield Parish Council; and
 - Cranfield and Marston Moretaine Ward Councillors.

6.0 Analysis of Feedback

6.1 This section summarises the feedback formal consultation processes regarding development at MKE.

Development Framework SPD feedback

6.2 The hybrid planning application in effect takes the development principles and overarching masterplan from the adopted Development Framework SPD (2020) and translates them into a deliverable scheme formalised through a hybrid planning permission. Many of the points raised during the consultation of the SPD are therefore equally applicable to this application. Table 6.1 below provides a brief summary of some key themes/comments raised during that consultation and how the SPD was amended in response.

Table 6.1 Feedback provided during the Development Framework SPD consultation

Theme of Response	Comments to SPD Consultation	SPD Response
M1 Bridge	No provision for pedestrians/cyclists traveling east/west across the M1.	Amended to include pedestrian/cycle bridge south of J14
Traffic / Active Travel	General concern regarding traffic generation from the new development.	Traffic modelling that supported the allocation shown with proposed mitigation the development would not have an unacceptable impact on highways network. Notes that a Transport Assessment will be required to determine impacts on transport.
	Concerns regarding bus stop provision.	Development Framework amended to include reference to bus stops being provided within 400m walking distance of each dwelling.
	Concerns regarding redway provision and general active travel provision.	Development Framework amended to show additional redway links into the existing redway network.
Air Quality	Concerns regarding nearby Sewage Works.	Framework amended to require Odour Assessment.
Ecology	Concerns regarding woodlands, hedgerows etc.	<p>Framework para 2.12 amended to state <i>“Existing woodlands should be retained for landscape structuring, ecological, historical and recreational purposes unless the reasons for removal can be fully justified.”</i></p> <p>Also amended to state <i>“Existing hedgerows should be retained and strengthened where possible.”</i> and para 4.2.4 to state <i>“In order to create developable land parcels and provide road access, it may not always be possible to retain every hedgerow in its entirety. However, every effort should be made to ensure existing hedges are retained, improved, where necessary, and incorporated into the development.”</i></p>

Theme of Response	Comments to SPD Consultation	SPD Response
Open Space	Natural England commented that the linear park should provide a wildlife corridor and extended into the site.	Development Framework Site Context section amended to state that linear park will be extended into the site
	Concerns regarding open space management.	Development Framework amended to state that the Council's preference is that open space should be offered to the Parks Trust.
Sports Pitch's	Any new sports provision within the MK East development should take account of the findings of the emerging Playing Pitch Strategy.	Development Framework amended to ensure development proposals should take account of the most up-to-date version of the Playing Pitch Strategy and for dual use of secondary school pitches.
Community Hub	Street arraignments for the Community Hub.	Development Framework amended to include revised layout for the High Street, showing vehicles going around the centre which will be accessed by pedestrians/cyclists and the mass rapid transit.
Climate Change	SPD should mention of the climate change and visioning goals.	Development Framework amended to include reference to the Council's commitment to climate change action in the Council Plan and Council motion on the climate emergency.

Source: MKE Development Framework SPD (2020) Appendix C, Lichfields Analysis

Application public consultation feedback

- 6.3 As of writing, a total of 45 responses and/or engagements were received via our public consultation in the run up to the submission of this hybrid application. It should be noted that some of the email responses received were from respondents who also provided feedback via the leaflet or website. This includes:
- 2 written letters; and
 - 43 responses via the consultation email.
- 6.4 The consultation remains open for comment and will be so until at least September 2021. We therefore expect that we will receive many more consultation responses during the application's determination.
- 6.5 Direct feedback received during a dedicated virtual consultation event were also received from the following community groups:
- 1 MK Cycling Forum;
 - 2 Pym's Stables; and
 - 3 MK Forum.
- 6.6 The MK Cycling Form have asked St James to explore a cycle connection that will allow movement across the M1 without going through Junction 14.

Analysis of public feedback

- 6.7 The responses from the ongoing public consultation received thus far are summarised below.

- 1 **Community Infrastructure:** Concerns about the pressure that the new residents of MKE will place on existing social infrastructure such as Milton Keynes University Hospital, Doctors Surgeries, Gyms etc.;
- 2 **Flooding:** General concerns that MKE will increase downstream flooding at neighbouring communities such as Newport Pagnell. Concerns that the flood mitigation measures will lead to the flooding of homes and businesses that haven't experienced flooding previously. Also, comments regarding whether the Linear Park will have sufficient capacity to store water from extreme climate events.;
- 3 **Sustainability / Climate Change:** Interest in the sustainability credentials of MKE and the sustainable measures that will be incorporated in the development to make MKE as self-sufficient as possible.;
- 4 **Highways Infrastructure:** General concerns about the pressure the development would place on the existing highways network and the impact on noise pollution and road safety. Concerns have been raised about the traffic congestion at M1 Junction 14 as a result of the development. Local residents also concerned that the new highways infrastructure would lead to rat running through the Willen estate.;
- 5 **Scepticism:** Views that development shouldn't be coming forward on green fields rather underutilised, brownfield sites. A lack of trust in the homebuilding sector given residents recent experiences with the volume homebuilders in other expansion areas across Milton Keynes; especially in relation to the quality of new homes..

6.8 Other responses included:

- **Consultation:** Concerns about the speed of the consultation process and the lack of influence the local residents can have on shaping the submitted proposals;
- **Landscape Screening:** Local residents from Pym's Stables and Moulsoe village have requested ecological buffers to screen the MKE development from their properties;
- **Cotton Valley Sewage Works:** Concerns that the sewage works is already operating at capacity and that MKE will place additional pressure on the works resulting in the odours becoming worse for the local residents;
- **Independent Businesses:** An aspiration for local, independent businesses to be included within the community hub rather than large national chains; and
- **Pressure on Schools:** Concerns that the provision of the additional primary schools putting pressure on existing primary schools, in particular budget and resource pressures and competition between schools.

6.9 Feedback from the Parish/Town Councils and Councillor sessions is summarised in Table 6.2.

Table 6.2 Summary of Parish/Town Council and Councillor Feedback

<p>Flooding</p> <ul style="list-style-type: none"> Concerns raised by many regarding the implications the development will have on flooding downstream (i.e. in Newport Pagnell). Questions regarding the linear parks ability to store water during extreme flooding / climate events. Councillors encouraged that the proposals included an extensive Linear Park and no development in the main flood plain.
<p>Transport</p> <ul style="list-style-type: none"> Queries about what party was responsible for the delivery of the future Mass Rapid Transit System. However, overall encouragement that the MKE proposals are future proofed to facilitate the MKC ambitions for the Mass Rapid Transit system. Concerns expressed about increased traffic across junction 14 with the new infrastructure, and increases in HGV travelling via Junction 14 to nearby villages. Some Cllrs of the view that the grid roads should be fully dual carriageways to alleviate pressure on the existing highways networks. Suggestion also the new bridge should be dual carriageways as well. Concerns about the pressure on the highways network and the risk of rat running. Concerns that if the proposals would increase traffic in nearby villages. Transport / connectivity to other centres including MKC is key to the evolution of the masterplan, the quantum of dwellings and the distribution across the masterplan.
<p>Redways / Active Travel</p> <ul style="list-style-type: none"> Many stressed the importance for allow a sufficient amount of space to accommodate proper redways and that the redways should be linked to the wider MK highways network. Parish/Town Council's keen to undertake an active travel session with St James and the highways consultants to ensure the walking and cycling routes connect nearby villages into the new neighbourhood. Cllrs expressed concerns that the redways run along dual carriageways with little green infrastructure to buffer the two transport corridors. Supportive of the concept of the 15 minute neighbourhood where walking and cycling is the natural choice.
<p>Principle of Development</p> <ul style="list-style-type: none"> Split opinion from some Parish Council's as to the expansion of Milton Keynes eastwards beyond the M1 Motorway, that many view as the physical barrier between MK and the surrounding communities. Noted that Milton Keynes is famous for its growth and expansion. As such the general principle of growth and expansion, assuming it is done well, is supported and accepted by residents in Milton Keynes.
<p>Social Infrastructure</p> <ul style="list-style-type: none"> Cllrs delighted MKE would deliver 4 schools, including 3 primary schools and 1 secondary school. They were keen St James engage with the governors at Ousedale School to explore a partnership / affiliation to the secondary school at MKE. Cllrs encouraged the dual uses of community assets in the community health hub and the schools. Cllrs encouraged that Berkeley will be delivering the infrastructure and community heart early to establish the sense of place from day one.
<p>Employment Uses / Jobs</p> <ul style="list-style-type: none"> Concerns about the numbers of employment opportunities deriving from the employment zone if all 85 hectares occupied by logistic companies. Cllrs felt the number of jobs would be reduced if logistics was the primary use in the employment zone.

<ul style="list-style-type: none"> • Cllrs interested to understand Berkeley strategy for attracting green tech companies to the employment zone but were supportive of our ambitions to solidify MK positioning at the epicentre of the Oxford Cambridge Arc. • Encouraged to hear about the employment opportunities at Milton Keynes East both during the construction phase and once the development is completed.
<p>Coordination Between Landowners</p> <ul style="list-style-type: none"> • Coordination with Bloor Homes and MKC is going to be crucial to the comprehensiveness of the wider MKE masterplan. More clarity required on the relationship between St James land and Bloor Homes land. Consultees will want the wider MKE masterplan to come forward in a holistic and comprehensive manner.
<p>Application timeline</p> <ul style="list-style-type: none"> • Concerns that the planning timescales for the application given the opportunities and the constraints presented by the Housing Infrastructure Funding and the cliff edge in March 2024.
<p>Community Hub</p> <ul style="list-style-type: none"> • Cllrs stressed the importance of ensuring the community hub and commercial offering will be of a sufficient scale to support the new neighbourhood without compromising the vitality of the existing communities in Newport Pagnell.
<p>Sustainability</p> <ul style="list-style-type: none"> • General support for the environmental aspirations of St James. • Cllrs keen that St James utilise local supply chains during the construction phase. St James to engage with MK College on the apprentice opportunities at Milton Keynes East. • Cllrs would like St James to aspire to deliver homes with a positive carbon footprint. Noted the importance of considering the energy efficiency of homes and to include sustainable features such as air source heat pumps, insulation, PV panels, roofing material etc. • Cllrs keen that the industrial warehouses be built to high sustainability standards and encouraged the use of PV panels on the roofs. Good sustainability credentials will also encourage environmental conscious / green tech companies to invest in the new employment zone.
<p>Open Space / Landscaping / Leisure uses</p> <ul style="list-style-type: none"> • Interest in what body / organisation St James will hand over the future management liability of the landscaping over to. Encouraged to consider the Parks Trust for the Linear Park and the Parish Councils for the community orchards and the allotments. • Important St James include green landscaping features such as big bushes and hedges are incorporated into the masterplan to act as a buffer between the redways, pavements and grid roads. • Important to create leisure and recreational facilities and amenities that are fit and flexible for the 21 century and that encourage people of all ages and from all backgrounds to become fit and active. • The landscape lattice and wildlife corridors are noted as being a really positive attribute to the neighbourhood. • Cllrs positive about the community allotments and orchards.
<p>Consultation</p> <ul style="list-style-type: none"> • Concerns about the MKE consultation catchment area. • Some Cllrs Complementary about the Milton Keynes East introductory film and the consultation newsletter.
<p>Housing and Design</p> <ul style="list-style-type: none"> • Important for Milton Keynes East to deliver a mix of house types and tenures that cater for people from all walks of life. • Cllrs positive that St James are working with MKC to establish where the local housing need is and particularly respective to the idea of including homes that would cater for the older, more vulnerable residents of Milton Keynes that might require a degree of assisted care / living.

- Desire for St James to provide more detail on the housing typologies, architectural language and character areas of the houses that will be delivered as part of the new neighbourhood at Milton Keynes East.
- Important that MKE masterplan is fit and flexible to respond to the significant structural changes a post COVID-19 world presents. i.e. additional space to accommodate working from home, fast broadband, access to green open space, intergenerational living etc.

Environment

- From a net-biodiversity gain perspective Cllrs noted it is important to consider the types and species of the trees. Strongly encouraged to consider native tree species and also tree species that will thrive with the changing climate, that contribute to the wider ecology and biodiversity of Milton Keynes.
- Important that the redevelopment of the site enriches the existing rivers and streams and positively contributes towards the local water sources.
- Important to incorporate significant sound buffers along the strategic infrastructure routes to mitigate the noise pollution.

6.10 Our response to the key issues raised is included in Section 7.0.

7.0 **Response to Engagement**

7.1 The following section details how the scheme responds to, and has evolved to address, the main points raised during the public consultation.

Principle of development

7.2 There have been concerns raised about development on greenfield land beyond the M1, rather than underutilised brownfield sites within Milton Keynes.

7.3 Plan:MK (2019) Policy SD12 allocates the development of MKE for development. It is one of a number of expansion areas to Milton Keynes within which are a number of allocated brownfield developments. The development of MKE is allocated given the need to support a growing population, support economic growth, and deliver key social infrastructure. It also includes highways infrastructure – such as a new bridge over the M1 – to ensure it is deliverable given it is on the eastern side of the M1. The principle of development on the land is therefore established.

Housing and employment

Housing design

7.4 A number of respondents as well as Councillors, Parish/Town Councils have sought further detail regarding the design, housing typologies, and architecture of the future built development. At this stage, only highways infrastructure and some landscaping are in detail with all other uses in the outline element of the scheme (with all matters reserved). However, the DAS (Chapter 7 – Placemaking) illustrates the proposed character areas for the housing as well as illustrative designs for the public realm and detail regarding the employment hub design features.

7.5 At this stage, all the built form designs are illustrative but local stakeholders and local residents will have the opportunity to input into future as design codes and future reserved matters submissions are consulted upon.

7.6 One other point raised in respect of housing design is that with changing trends and shifts in the way we work; it would be important to ensure residents are able to effectively work from their homes. Berkeley Group are conducting wider research into the future needs of residents and how these can be accommodated in its future housing design. At the time the residential development comes forward, it will be demonstrated how changing work patterns can be accommodated through reserved matters submissions.

Housing quality

7.7 Concerns have been raised regarding the quality of homes built in other expansions to Milton Keynes.

7.8 While St James cannot comment on the quality of these developments, St James as part of the wider Berkeley Group are a design-conscious developer. The aim is to create attractive developments whose design not only creates desirable places to live, but also has a positive impact on the environment. St James' commitment to the quality and design of the buildings is matched by a commitment to making a vital contribution to the landscape, to the communities the company helps create, and to the environment as a whole. Overall, there is a clear commitment from St James to deliver a high-quality development and the fruition of this is evident from its own and the wider Berkeley groups track record.

Employment provision

- 7.9 Councillors and Town/Parish Councils have supported the employment proposals given the creation of new jobs and economic benefits. There is concern however regarding the likely number of jobs that will be generated depending on what types of uses are eventually developed. For example, the development could support far fewer jobs if a less employment dense uses were built out.
- 7.10 The application seeks planning permission for a range of uses which are set are relevant maximum floorspace figures. These are required to provide a for a range of uses within the development to meet wider market needs. Assuming the full employment floorspace is built out the whole St James development (including the Community will support c.5,900 to c.7,260 operational jobs (direct gross) depending on differing employment floorspace scenarios (as per the Chapter M in the Environmental Statement). Clearly, while differing mixes of employment floorspace will deliver different levels of employment provision, the overall number of operational jobs is still significantly beneficial.

Community infrastructure and community hub

Pressure on existing services

- 7.11 Some responses were concerned regarding how the additional pressure of the development will be met by existing doctors' surgeries, the hospital, and other social infrastructure.
- 7.12 MKE is a development which is designed to – in the main – meet its own infrastructure needs. This includes the provision of nurseries, three primary schools, a secondary school, and a health hub. These are sized to meet the needs of the new community and could also meet wider needs as well. Therefore, the impact on overall community services will be negated.
- 7.13 There was also a concern regarding the potential for competition between new and existing primary schools surrounding MKE. St James are unable to comment regarding the catchment of new primary schools as this is a matter for the Council; however, the new schools are sized to meet the needs of the new community based on local child yield rates. In total, the new schools will provide up to c.3,500 places.

Community hub

- 7.14 A key concern of local Councillors and Town/Parish Councils is the impact of the Community Hub on the nearby local centre of Newport Pagnell. A retail statement has been submitted as part of the application which confirms that a combination of expected expenditure growth in Newport Pagnell and a proposed planning condition (limiting the amount of floorspace to be occupied with the amount of housing development occupied) will ensure no adverse impacts on any designated existing retail centre.

Active travel, highways and infrastructure

Junction 14, M1

- 7.15 Most comments to the consultation and from local groups were regarding the impact to Junction 14 of the M1. Concerns relate mainly to increased levels of congestion that may be experienced associated with the new community.
- 7.16 The detailed element of the proposals seek permission for the main highways infrastructure needed to support the development. This includes a new Grid Road network and a new bridge over the M1 that are all designed to a layout, standard and principle of alleviating the traffic

impacts on Junction 14 by separating local traffic crossing the junction (who will now use the new bridge) from motorway traffic using the junction to access the M1. The transport impacts of the development have been considered within the accompanying Transport Assessment.

Redway network

- 7.17 Some respondents commented that the development needs to incorporate a redway network that connects to Milton Keynes. In accordance with Policy SD12 and the adopted MKE Development Framework SPD (2020), a comprehensive redway network as well as a supporting pedestrian/cycle routes will be provided as part of the development. This will include connections to Milton Keynes. The submitted 'Movement and Access Parameter Plan' provides more detail as to the proposed redway (and other pedestrian/cycle) network.

General traffic concerns

- 7.18 Many respondents as well as local Councillors and Town/Parish Councils raised wider traffic concerns. These ranged from the potential for rat running, increased traffic levels in nearby villages, to concerns regarding whether all grid roads should be dual carriageways.
- 7.19 As aforementioned, the transport impacts of the development have been considered as part of Chapter D (Transport) of the Environmental Statement (including relevant appendices such as the Transport Assessment). The road network proposed has been designed to be sufficient to meet the needs of the development and a wider suite of measures will be implemented that aim to reduce the reliance of future residents on personal car travel. This includes providing safe and convenient active travel routes, public transport provision, and safeguarding land for a future mass rapid transit system.
- 7.20 Overall, the Transport Assessment concludes and confirms that the scale of traffic generated by the proposal is appropriate for the function and standard of the roads serving the area. Once the new network and appropriate mitigation are implemented, the wider highway network can accommodate the additional traffic associated with the Proposed Development and the impact to nearby villages and Milton Keynes will be negligible.

Cotton Valley Sewage Treatment Works

- 7.21 Concerns have been raised regarding the capacity at the Cotton Valley Sewage Treatment Works. The submitted Utilities Services Assessment confirms that Anglian Water has identified Cotton Valley Sewage Treatment Works as the most appropriate location to meet the needs of the development.
- 7.22 In addition, comments were made concerning whether the odours will become worse at the treatment works as a result of the development. An Odour Assessment (appended to Chapter G (Air Quality) of the Environmental Statement) also confirms that odour impacts from the works on the proposed development will not adversely affect future occupiers. In particular the masterplan design has sought to mitigate any impacts by locating homes away from the Wastewater Treatment works and using employment areas as spatial buffer.

Environment, landscape and open space

Ecological/landscape buffers

- 7.23 Comments received asked for ecological and landscape buffers to be incorporated to limit landscape and visual impacts; particularly from local residents in Moulsoe.

7.24 The submitted Green Infrastructure Parameter Plan details the proposed strategy and layout of green infrastructure throughout the site. The DAS and its illustrative masterplan also shows how these parameters could be interpreted and implemented to create well-designed landscaped areas that conserve and enhance local landscape; minimising visual impact. The development will inevitably extend the character of Milton Keynes into the Site. New landscape features will include the extension of the Ouzel Valley linear park through the Site and the creation of Moulsoe Community Woodland on the Site's north-eastern edge. The majority of boundary planting including the Community Wood will be planted at the beginning of the construction phases to ensure its early establishment. This planting will help screen and soften views of development particularly in views from Moulsoe and the wider countryside.

Retention of hedges

7.25 A concern has been raised regarding the retention of existing mature hedges within the site as part of the overall masterplan. The submitted Green Infrastructure Parameter Plan details the existing hedgerows to be retained and incorporated into a landscape lattice across the development. In total, 15km of hedgerows will be retained.

Future management of open spaces

7.26 Some Councillors raised queries regarding how the open space will be managed and maintained in the future. As set out in the DAS (Chapter 9), in order to ensure the expansive provision of green infrastructure is managed effectively St James take a long-term view on the future management and stewardship of all its neighbourhoods. St James has already been engaging with Milton Keynes Parks Trust about the future management of the new linear park and publicly accessible open space. The Parks Trust already own the area of the site south of the M1 and the area identified for an enhanced Pineham Nature Reserve.

Noise and air pollution from traffic

7.27 Concerns have been raised regarding the noise and air pollution impacts associated with new motor vehicle traffic, as well as existing sources of such pollution (i.e. the M1).

7.28 In respect of noise pollution, road traffic noise can be addressed via a proposed mitigation including noise barriers and/or noise bunds along the most sensitive parts of the site, such as alongside the M1 and along the Grid Roads. These are complemented with set-backs from proposed new Grid Roads for development parcels and proposed landscape planting.

7.29 In respect of air quality associated with vehicle traffic, it is expected that the implementation of active travel measures, the integrated support for electric vehicles, and public transport provision will negate the main impacts of air quality associated with vehicle traffic. Some specific measures may also be included for certain residential units; this will be determined as reserved matters come forward. These are also complemented with set-backs from proposed new Grid Roads for development parcels and proposed landscape planting.

Flooding

General flood risk and accounting for climate change

7.30 One of the most common concerns raised relates to the potential for the development to increase flood risk elsewhere given the allocation includes part of the River Ouzel floodplain.

7.31 The areas of the site most at risk of flooding – falling in Flood Zones 3a (high probability of flooding) and 3b (functional flood plain) – are principally retained as open space; such as the proposed River Ouzel linear park which will be designed to accommodate flood events (much

like existing other linear parks in MK). The only built development in these areas are highway works. All other uses – such as housing, the community hub, and employment uses – are located within flood risk zones where the use is appropriate to that level of flood risk (i.e. Flood Zone 1 and Flood Zone 2).

- 7.32 The accompanying Environmental Statement includes a ‘Water Environment & Drainage’ Chapter (Chapter L). This is supported by a ‘Sustainable Urban Drainage System Strategy’ report. These assessments demonstrate that the development proposals can be accommodated without increasing flood risk within the locality. This is as a result of proposed temporary mitigation during construction and the incorporation SuDS and other similar measures incorporated into both the detailed highways infrastructure (detailed element) and as part of future built development (outline element). Therefore, the development should not increase flood risk elsewhere and more detail will be provided through reserved matters submissions
- 7.33 Comments were also raised as to whether the proposed flood risk mitigation accounted for climate change.
- 7.34 The assessment of flood risk has been made to account for climate change and the proposed mitigation designed to accommodate the impacts of a changing climate. For example, as set out in the Environmental Statement to ensure that future residents and users of the development are not at risk of fluvial flooding, each of the development parcels which are adjacent to the River Ouzel floodplain are to be raised 600mm above the 1 in 100 year plus 35% climate change flood level. These platform levels remain above the sensitivity design threshold of the 1 in 100 year plus 65% climate change flood level along with the 1 in 1,000-year flood level.
- 7.35 Overall, the proposals will not increase the flooding risk downstream at neighbouring communities and have been designed to withstand a once in 100-year climate change event in line with national guidance. Furthermore, to ensure maximum resilience for the community and its neighbours in the future, the proposals have been designed to allow for an additional layer of contingency (i.e. 1 in 100 year plus 65% climate change) above national policy requirements. As proposals for each phase come forward through reserved matters, there will be further assessment of potential future flooding against the latest information on extreme weather events at the time to ensure maximum resilience.

Climate change/Sustainability

- 7.36 A number of respondents were interested in the sustainability credentials of the proposed development. This includes the energy efficiency of new homes and the sustainability standards of new employment uses.
- 7.37 In respect of housing development, St James are committed to delivering sustainable homes that are high-quality, energy efficient, and use high quality materials (including recycled materials). Most homes will be built after 2025 from which they will need to meet the proposed Future Homes Standard. In order to achieve the Future Homes Standards, a fabric first approach, likely with air source heat pumps, and may also include mechanical ventilation, improved construction detailing for thermal bridging, with a focus on passive design (i.e. glazing orientations and external shading). There is also the potential to include solar panels to further reduce carbon emissions for residential development whilst any residual carbon emissions. Further detail will be provided as part of future reserved matters submissions.
- 7.38 In respect of commercial development, all commercial non-residential floorspace will target achieving a ‘Very Good’ rating as a minimum. Again, further detail will be provided as part of future reserved matters submissions.

Coordination with landowners

7.39 Some Councillors were concerned regarding how the urban extension can be brought forward in a comprehensive manner with other landowners. St James and the other landowners (including MKC) are working on a Collaboration Agreement that will ensure the development comes forward in a comprehensive and holistic way.

Limited time for consultation / application timeline

7.40 Concerns have been raised about the timing of the consultation and the lack of influence local residents can have in shaping the submitted proposals.

7.41 As set out earlier in the report, the ongoing restrictions in place ahead of the applications submission greatly changed how the consultation was to be undertaken. These restrictions in combination with the need to submit the application by the 31st March 2021 have limited the amount of time available to consult upon the submitted proposals. However, this submission is just the start of a wider programme of consultation

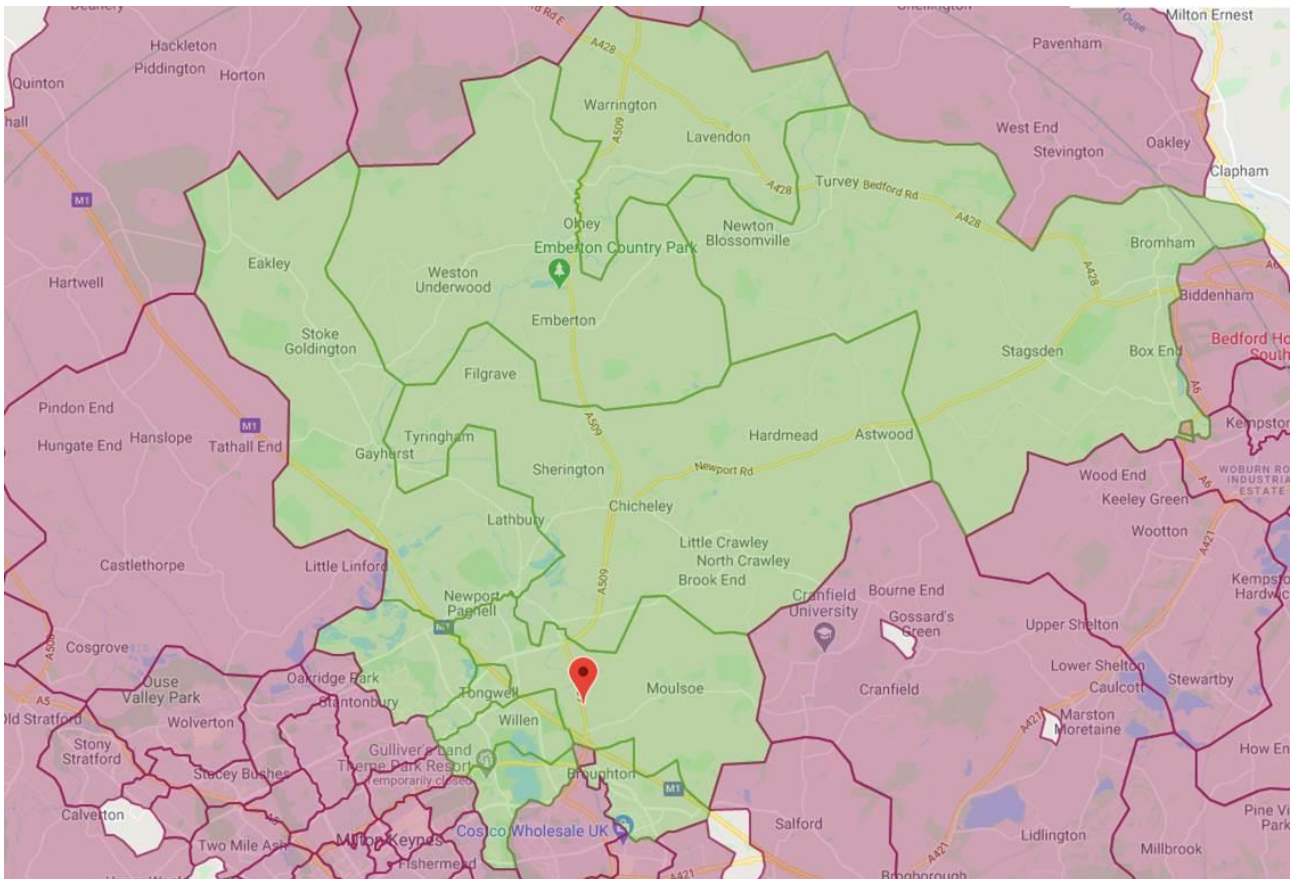
- The allocation of MKE was widely consulted upon during the preparation of Plan:MK (2019) and the Development Framework SPD (2020) was also widely consulted with local residents and stakeholders. The proposals in effect take the principles set out in the Development Framework SPD (2020) and convert them into a deliverable planning permission with a set of parameter plans upon which future reserved matters application will come forward alongside detailed highways infrastructure.
- The existing St James consultation website will remain open to comments until at least September. Therefore, there will be ample opportunity to comment on the submitted proposals throughout the determination process either through St James or the Council's own portal.
- Given most development is in outline, local stakeholders and residents will be able to influence the detailed design proposals associated with future reserved matters submissions and as part of future design codes. It is as future proposals come forward that St James will engage more widely and – subject to restrictions – conduct face-to-face meetings with the public on detailed proposals.

7.42 Consultation in effect began on this development in 2014 (as part of Plan:MK's preparation) and this development may complete in 2048 (after a potential 26-year build period). It is therefore clear that this application is just the start of the next phase of consultations with local stakeholders, through which they will have the opportunity to shape how MKE will actually look and feel.

8.0 Summary

- 8.1 The entire consultation process undertaken to date has been instrumental in developing the hybrid planning submission for St James's proposals at MKE. The consultation process in effect started during the preparation and examination of Plan:MK (2019); next it was consulted on as part of preparation of the MKE Development Framework SPD (2020); and then a new phase of consultation began as part of the preparation of this planning application.
- 8.2 The Milton Keynes East proposals are the product of a lengthy, detailed and responsive pre-application design development process with the MKC, Highways England, Homes England, Environment Agency, Milton Keynes Parks Trust, Anglian Water (inc. all statutory consultees) and the local community. The scheme has been amended and refined to address the issues raised. The consultation undertaken confirmed that the principle of mixed-use development is supported by officers.
- 8.3 In the run up to the submission of the planning application, national restrictions severely limited St James's ability to consult in a normal way with the local community ahead of a submission deadline (a date agreed as part of the HIF funding). However, as set out in this Statement St James has sought to consult as widely as possible through a website, film, and brochure. This Statement has also set out the main responses to the public and local stakeholder consultation and explains how these have been addressed in the planning submission. St James will continue to consider and respond to future consultation responses as part of the formal planning application process – and to its own consultation website – for this hybrid planning submission.
- 8.4 This application is however just the start of a new phase of consultations. Future consultations on design codes and reserved matters submissions will provide the opportunity to the community to shape how the development will actually look and feel. St James is committed to conducting more conventional face-to-face consultation events on these subject to restrictions. The existing website will also be updated as necessary to keep local residents up to date as the proposals evolve and more consultations are organised.

Appendix 1 Consultation Brochure Catchment Area



The catchment area is shown above in green. This area covers over 26,500 residential and business addressees.

Appendix 2 Consultation Brochure

MILTON KEYNES EAST

Consultation Brochure

February 2021



Milton Keynes East

INTRODUCTION

This consultation brochure provides an introduction to the proposed new neighbourhood in the rural north of Milton Keynes, east of the M1 motorway, ahead of an Outline planning application for the housing and employment and a Detailed planning application for new highways infrastructure in Spring 2021. Consultation will remain open for comment until September 2021, with further consultation ahead of each and every phase in the coming years.

The site (red line) is adjacent to Newport Pagnell, Moulsoe, Willen, Pineham and bound to the west by the M1 motorway.

In Plan:MK the development area is known as Milton Keynes East Strategic Urban Extension (MKESUE), and was allocated within Milton Keynes Council's Local Plan 'Plan:MK' (adopted March 2019) for provision of approximately 5,000 new homes, 105 hectares (259 acres) of employment land, estimated to be capable of providing at least 5,000 new job opportunities, together with essential infrastructure and strategic open space.

The new neighbourhood will be a thriving community where people want to live, work and spend time. It will be 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.



Site Location Plan

BERKELEY GROUP AND ST JAMES GROUP

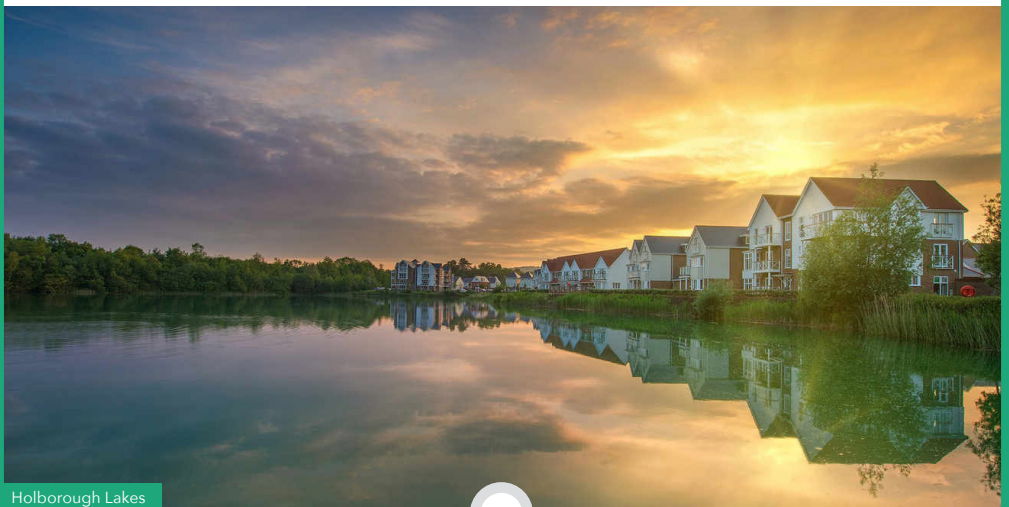
The Berkeley Group builds homes and neighbourhoods across London, Birmingham and the South of England, creating welcoming, sustainable and nature-rich places where communities thrive and where people of all ages and backgrounds enjoy a great quality of life. Over the last 5 years Berkeley Group have delivered more than 19,200 mixed tenure homes.

St James Group, a member of the Berkeley Group, are bringing forward proposals to create a new neighbourhood in the rural north of Milton Keynes, east of the M1 motorway, which builds upon and strengthens the qualities that have made Milton Keynes the special and unique place that it is today. St James will be the principal developer for approximately 80 percent of the land allocated for development east of the M1 in Plan:MK. With Bloor Homes, Milton Keynes Council and Newlands delivering the balance. Split proportionately it is envisaged that St James will deliver approximately 4,000 new mixed-tenure homes and 85 hectares of land for employment, with capacity for at least 4,000 new job opportunities.

St James are committed to Milton Keynes for the long term. We are still in the early stages of the journey and are conscious that there are many conversations to be had with all of the interested parties about the detail along the way and look forward to working in partnership and engaging with the local community collaboratively on all aspects of the plans.

St James are not a volume homebuilder. St James are passionate about design quality and believe good placemaking and placekeeping is fundamental to creating well-designed, high quality, safe and sustainable places which will be thriving communities long into the future. St James are really excited about creating a new neighbourhood for Milton Keynes and are passionate about:

- Creating places and spaces that are landscape led, and connect people and nature;
- Doing so in a sustainable manner which leads our industry in our approach to climate change action;
- Delivering the community heart and infrastructure early to create the place from day one; and
- Facilitating thriving communities where people want to live, work and spend time, which are flexible, healthy and fit for the 21 Century.



Holborough Lakes

Milton Keynes East

HOUSING INFRASTRUCTURE FUNDING

The Housing Infrastructure Fund (HIF) is a £5.5 billion fund allocated by Central Government to support infrastructure projects that will unlock the delivery of up to 650,000 homes nationally.

In partnership with St James, Milton Keynes Council bid for £94.6 million of Housing Infrastructure Funding, which was successful in March 2020. The proposals, subject to planning permission being granted, will utilise Central Government Housing Infrastructure Funding to deliver essential early improvements to local infrastructure to facilitate the development.

These will include a community health hub, the first new primary school and a dual carriageway over the M1 motorway to improve access to Central Milton Keynes and alleviate pressure on the existing highways network. Subject to securing a planning permission, construction of the enabling infrastructure will commence in summer 2022 with the housing and employment commencing in summer 2024.



Woodhurst Park Primary School - Berkeley Group



Pedestrian Bridge at Horsham - Berkeley Group

DELIVERING THE LOCAL PLAN ALLOCATION

Milton Keynes East was allocated within Plan:MK, upon its adoption in March 2019. The new neighbourhood will deliver new homes, employment opportunities, significant early improvements to local infrastructure, including a community health hub, four new primary schools and a large new secondary school, a dual carriageway bridge over the M1 motorway, strategic open space including a new linear park and sports and recreational provision in line with the site allocation within Plan:MK.

Under the planning policy in Plan:MK, development can come forward once funding for the necessary enabling infrastructure is in place and this is being delivered. The Housing Infrastructure Funding provides an opportunity to facilitate early delivery of this infrastructure and expedite the delivery of new homes and new jobs within Milton Keynes.

Milton Keynes Council and other stakeholders will deliver the remaining 1,000 new homes and 20 hectares of employment land. It is anticipated that Bloor Homes will deliver new homes, one primary school alongside additional sports and recreational provision. Council owned land will deliver new housing and a Park and Ride and Newlands will deliver approximately 20 hectares of employment land.






















St James will enter into a collaboration agreement with the other parties to ensure the site allocation comes forward in a coordinated and comprehensive manner. In accordance with the principles of infrastructure before expansion, Bloor Homes are due to submit a planning application once St James have submitted a planning application for the necessary highways infrastructure in spring 2021.

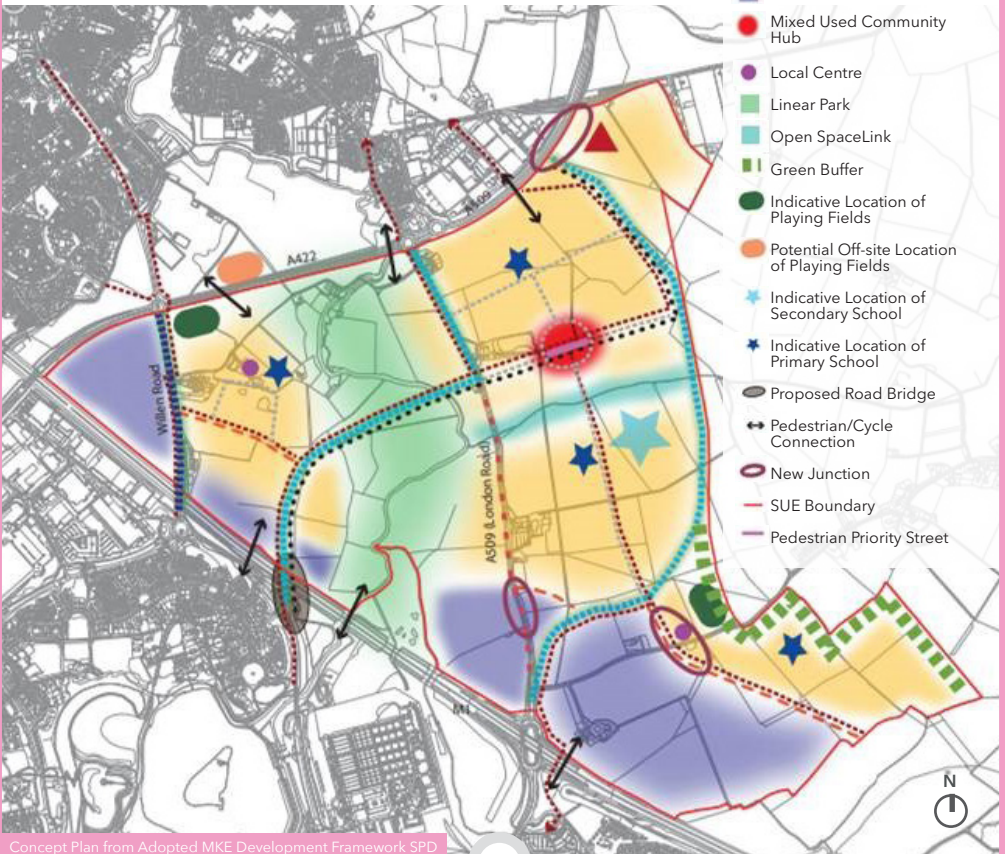
MKE DEVELOPMENT FRAMEWORK SPD

Milton Keynes Council established the MKE Local Stakeholder Group to enable the local community representatives to inform the preparation of the Development Framework. The Local Stakeholder Group ran from July 2018 to March 2019 and influenced the fundamental principles established in the Development Framework.

In March 2020, the Milton Keynes East Development Framework Supplementary Planning Document was adopted by Milton Keynes Council. This established the vision, disposition of the land uses, development principles and infrastructure requirements to ensure delivery of a comprehensive new neighbourhood. The Development Framework has helped shape the fundamental principles of the masterplan.

KEY

-  Grid Road
-  Existing Road to be Retained & Upgraded to Grid Road
-  Local Distributor Road
-  Fast Mass Transit
-  Primary Residential Street
-  London Road to be Downgraded
-  Redway
-  Park and Ride
-  Housing
-  Employment
-  Mixed Used Community Hub
-  Local Centre
-  Linear Park
-  Open SpaceLink
-  Green Buffer
-  Indicative Location of Playing Fields
-  Potential Off-site Location of Playing Fields
-  Indicative Location of Secondary School
-  Indicative Location of Primary School
-  Proposed Road Bridge
-  Pedestrian/Cycle Connection
-  New Junction
-  SUE Boundary
-  Pedestrian Priority Street



Milton Keynes East

OUR VISION FOR MILTON KEYNES EAST

CREATING A DISTINCT PLACE, CONNECTED TO ITS NEIGHBOURS: A new neighbourhood of a sufficient scale to be a place in its own right, that does not compete with existing communities and with strong connections to its neighbours.

FACILITATING A THRIVING COMMUNITY: Putting the community heart and hub in at an early stage to create the sense of place from day one.

CREATING HOMES AND JOBS FOR ALL: Building individually designed homes for people at all stages of their lives and creating job opportunities for people of all ages and backgrounds.

PLACEMAKING FOR HEALTH & WELLBEING: A sustainable, walkable neighbourhood with access to nature and diverse landscapes forming part of every day life.

EVOLVING THE GRID: Providing two new grid roads as well as weaving a landscape grid lattice along existing rivers, streams and hedgerows to encourage walking and cycling as the natural choice.

TACKLING CLIMATE CHANGE: Being sustainable in all aspects of our business to lead the UK homebuilding industry.

LOOKING TO THE FUTURE: Creating a flexible, dementia friendly masterplan fit for the 21 century which can respond to changing future trends in how we live and work.



POST-PANDEMIC

The Covid-19 pandemic has had a huge impact on all aspects of life and highlighted the importance of healthy placemaking.

The masterplan will incorporate a number of fundamental principles that have been brought to the forefront during the COVID-19 pandemic.

Exposure to nature reduces risk of serious depressive disorders by more than:

5%

People who live in highly green areas or with easy access to nature are:

3x

more likely to be physically active

LEARNING FROM THE PANDEMIC - SPACE TO BREATHE



Safe Transport

Support walking and cycling with alternative sustainable modes of public and demand responsive transport to serve the new community



The right uses in the right places

Clustering mixed uses in the right places to ensure neighbourhoods are walkable and cycle friendly, connected by accessible and safe routes for ease of movement



Adaptable homes for future living

Provide homes that can adapt to changing needs of owners over time, providing flexible spaces within an energy efficient envelope. Support homes with alternative flexible spaces for working.



Carbon Footprint Conscious

Make cycling and walking the natural choice for travel, whilst also providing essential amenities and facilities within the new neighbourhood to reduce longer journeys. Improve self-awareness of the impact every day activities have on the environment.



Access to open space

Provide a rich variety of landscapes close to homes, that are connected, to allow people to move freely within the landscape. A contrast of wide, wild open spaces to small, intimate and calm spaces.



Protecting people's wellbeing

In addition to access to open spaces, provide opportunities to socialise safely and feel part of a community, and a sense of belonging. Provide space and facilities for exercise as part of every day activity.

Milton Keynes East



LANDSCAPE AND BIODIVERSITY LED MASTERPLAN

St James are firm believers in connecting people and nature and the health and wellbeing benefits that it brings. The proposals will be truly landscape led, delivering over 90 hectares (222 acres) of new publically accessible open space, including a new 45 hectares (111 acres) District Park.

The inclusion of new wetland habitats, species rich planting and a significant new woodland on the edge of Moulsoe will ensure that the new neighbourhood achieves a net biodiversity gain.

The proposals will weave a landscape lattice through the new neighbourhood resulting in over 13km of nature enriched spaces on peoples doorsteps, including over 3km of retained hedgerows and 3km of retained rivers and streams.

The proposals will include a district scale children's play space and visitor centre, playing fields for sports, areas for recreational activities and a new community orchard and allotments.

St James take a long term view on the future management and stewardship of all its neighbourhoods. St James are engaging with Milton Keynes Park Trust about the future management of the new linear park and publically accessible open space.



Net Biodiversity Gain



To include a new 45 hectares (111 acres) District park



New woodland and species rich planting



New community orchard, allotments, sports provision

EVOLVING THE GRID FOR PEOPLE AND NATURE









The city of Milton Keynes is identifiable by its network of beautiful green spaces, parks and lakes and the connectivity of its grid roads and redways. Whilst the masterplan provides two new grid road corridors and redway networks, the masterplan is also organised around the concept of a landscape lattice, which is a series of interconnected green corridors. The landscape lattice will encourage east west connectivity and integrate the new and existing communities with the new Linear Park to the west and countryside to the east.

The structure of these green corridors has been informed by existing field patterns so that the hedgerows, trees belts and other existing landscape features can be embedded into the design, where feasible, for the benefit of both people and nature.

This lattice also provides green cycle and walking routes across the neighbourhood, connecting the schools, play spaces and other social amenities.

The proposals will connect the site into the wider green wildlife network and provide green routes to the surrounding communities in Moulsoe, Willen and Newport Pagnell, linking in to existing bridge ways and public rights of ways on the eastern perimeter of the neighbourhood. The landscape lattice will also provide additional connectivity for ramblers, mountain bikers and horse riders.

KEY

-  Linear park
-  Primary corridor
-  Secondary corridor
-  Tertiary corridor
-  Grid road corridor
-  Green buffer
-  Village Green
-  Local play
-  Play
-  Woodland
-  Ecological buffer



Milton Keynes East



Woodhurst Park - Berkeley Group

New Homes for All

The new neighbourhood will deliver a mix of approximately 4,000 individually designed homes (including market and affordable) which are tenure blind for people at all stages of their lives. Milton Keynes East will provide a mix of homes for people of all ages and backgrounds to enjoy a great quality of life. The proposals will be predominantly housing led, with the potential for other housing typologies, including apartments and urban houses along the new linear park and around the public transport nodes and community hub. There is also the potential for intergenerational housing typologies, along with the provision of housing for older and vulnerable people.

Subject to securing a planning permission, the first St James homes will be occupied in 2025.

Approximately
4,000
New Homes (including
market and affordable)

1st Homes Occupied in
2025

BUILD A THRIVING COMMUNITY; WITH A COMMUNITY HUB AT ITS HEART

The proposals will deliver a comprehensively planned new neighbourhood with a community hub at its heart, running alongside the Moulsoe stream and existing woodland. The community hub will be a hive of activity centred around a primary and secondary school, a community health hub, a sports pavilion and playing fields and a transport hub which could accommodate a Mass Rapid Transit Pick Up in the future. St James recognise the importance of culture and the arts and will work with local stakeholders to integrate a cultural strategy into the new neighbourhood.

The essential early infrastructure, including the new community health hub and new primary school will be delivered ahead of the homes and employment space. St James are exploring with stakeholders whether an all-through school, with the primary school and secondary school linked by the community health and civic space, would be beneficial for the local community.

The proposals will also include an appropriately scaled mix of everyday uses, such as a convenience store, a café, a gym and an early years nursery. The uses will be appropriately sized to support the new neighbourhood, with easy and convenient walking and cycling routes, whilst not competing with the vitality of neighbouring local centres, such as Newport Pagnell.

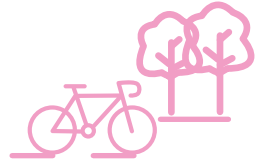
The proposals will be for a sustainable 15 minute neighbourhood where walking and cycling is the natural choice. The new neighbourhood will be a place that actively supports health and wellbeing, encourages community spirit and a strong sense of belonging.



Majority of homes within 15 minutes walk to a community hub



All homes within 12 minutes walk of a primary school



Village greens as focal points and social spaces



Milton Keynes East

CONNECTING PEOPLE AND NATURE

St James are passionate about creating places and spaces that are landscape led. We are firm believers in connecting people and nature and the health and wellbeing benefits that it brings.

In 2017 Berkeley Group became the first UK homebuilder to commit to enhancing nature on every site, irrespective of the lands previous use. We work in partnership with local Wildlife Trusts to create nature-rich places and engage local communities in their growth and stewardship.

The proposals will deliver a net gain for biodiversity, through the enhancement of riparian habitats and creation of new meadow grasslands, woodlands, scrubs and wetlands. The proposals will also include new ponds, swales, tree belts and new habitats alongside spaces for people to relax and dwell.

Opportunities will be provided within the neighbourhood to encourage day-to-day interaction between the public and wildlife. In addition, the above measures will provide new habitats of high wildlife value in their own right that will also benefit local populations of notable species including bats, reptiles, great crested newts and invertebrates.

The proposals will be environmentally resilient to climate change, incorporating SuDS and wetlands to mitigate flooding, whilst also protecting native species and habitats.



New Community Orchard

CLIMATE CHANGE ACTION



The Berkeley Group aspire to be at the forefront of tackling climate change in the UK homebuilding industry. In December 2020, Berkeley adopted a science based approach for reducing our greenhouse gas emissions over the coming decades to ensure we play our part in limiting global warming to 1.5°C above pre-industrial levels. Berkeley are one of 553 companies worldwide to be 1.5°C aligned (in accordance with the Paris Agreement 2016) showing our continued leadership in sustainable homebuilding. Berkeley Group are committed to working with Milton Keynes Council to support them on their strategy of becoming carbon neutral by 2030.

Berkeley Group's climate action targets consist of:

1. Reducing emissions from our direct operations by 50% between 2019 and 2030;
2. Reducing the carbon impact of the materials and services we use by 40% between 2019 and 2030; and
3. Reducing the in-use emissions of the homes we build by 40% between 2019 and 2030.

Berkeley Group's strategy is to tackle Climate Change through the way we build our homes and the way our customers live in our homes. Berkeley Group are committed to creating low carbon and resilient homes. Berkeley's aim is to build a responsible and constructive supply chain; one that is productive, practical, sustainable, ethical and dependable. One of Berkeley's key goals is to use Modern Methods of Construction, advanced manufacturing and digital technology to achieve higher standards of quality, safety and sustainability. Berkeley Group have opened a modular factory in Northfleet, Kent to meet this ambition.

FLOOD RESILIENCE



River Ouzel and Wetlands

Milton Keynes has experienced extreme weather conditions in recent years, including flood episodes from the River Great Ouse and River Ouzel in winter 2020. The proposals will not increase flooding downstream at neighbouring communities and have been designed to withstand a once in 100 year climate change event in line with national guidance. To ensure maximum resilience for the community and its neighbours in the future, the proposals have been further designed to allow for an additional layer of flood contingency above national policy. The proposals for each phase of housing will be further assessed in the future against the latest information on extreme weather events at that time to ensure maximum resilience.

MAJOR HIGHWAY IMPROVEMENTS

St James are expanding the grid road network east of the M1 motorway with two new grid roads and redways. The A509 will now split into two new grid roads, increasing transport capacity and resilience.

St James are building a new bridge over the M1 motorway, which will provide a fast, direct route into Central Milton Keynes, taking traffic away from Junction 14 at peak times. The new M1 bridge will be over 30 metres in width allowing it to accommodate a future Mass Rapid Transit system. The proposals also include dualling the carriageway along Tongwell Street to Pineham roundabout. A new Carlton Gate roundabout will allow Willen residents convenient access to the highway into and out of Central Milton Keynes. These works need to be commenced in 2022 and completed in 2024 in order to utilise the Central Government HIF funding.

St James will prepare a construction environmental management plan prior to commencing any works, that will include a provision to stop heavy construction vehicles driving through small villages such as Moulsoe to the east of the site. St James are also exploring measures to dissuade any rat running through Willen, should this arise.

The proposals will be flexible to accommodate the transport systems of today and the future. The proposals assume an appropriate level of car parking for the housing and employment without Mass Rapid Transit. However, St James are developing a public transport strategy for the homes and employment zone to encourage reduced reliance on the car, so cars can be left at home. Providing short, convenient, green walking and cycling routes to the transport hub (in the community health hub) will further facilitate this.

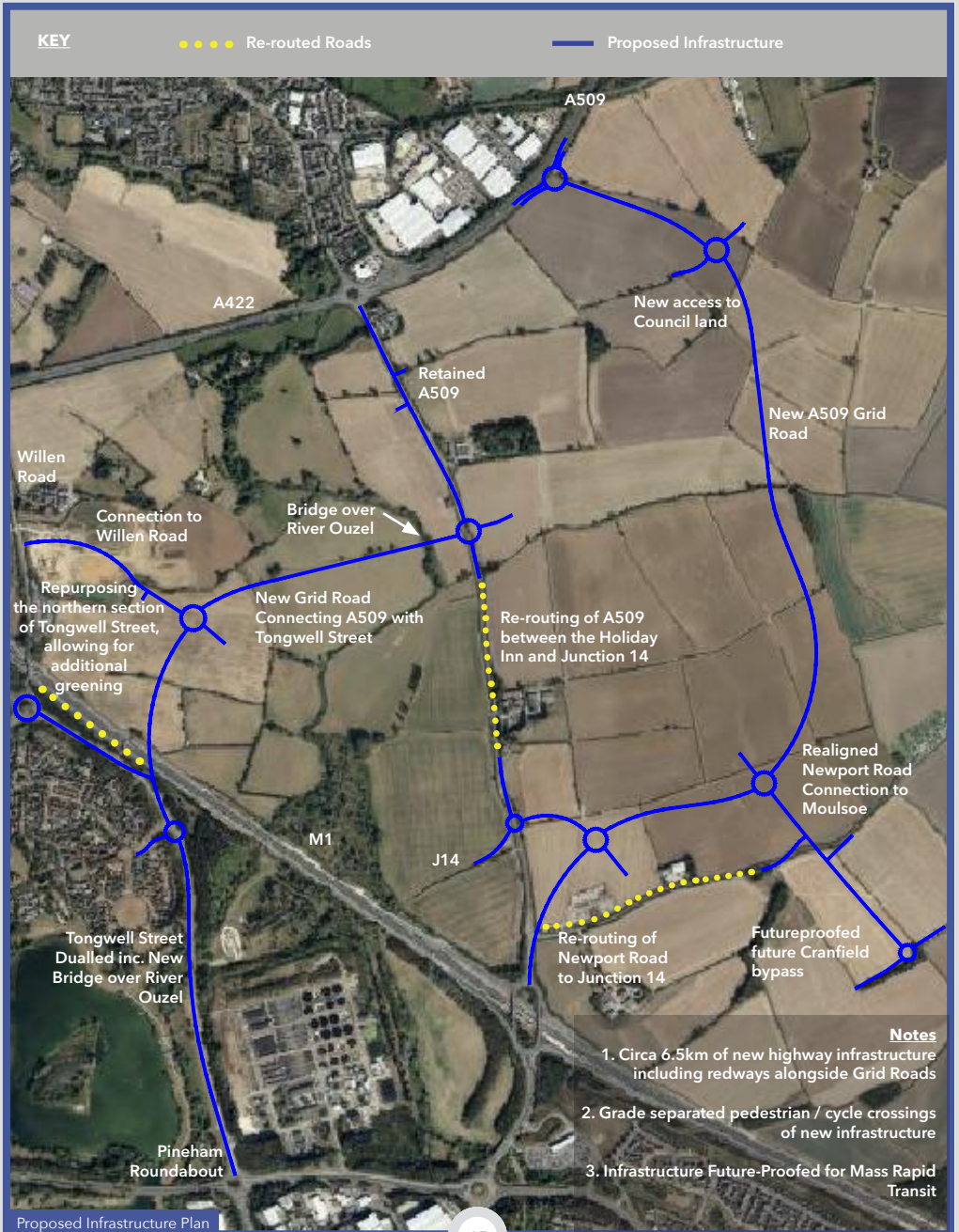
St James have futureproofed a future Cranfield bypass to the edge of the development parcel which could loop around the village of Moulsoe, so that it could be delivered in the future should the Highways Authorities require it.

The proposals will include:

- 6.5km of new highways infrastructure including two new grid road;
- Three new bridges including M1 overbridge, River Ouzel and Tongwell Street;
- New A509 bypass grid road;
- New connection from A509 to Willen Road;
- St James have futureproofed an access into the Milton Keynes Council land in the north east corner of the site;
- Futureproofed future Cranfield bypass;
- Dualling of Tongwell Street and Tongwell Bridge;
- Re-routing of A509 between the Holiday Inn and Junction 14;
- Re-routing of Newport Road to Junction 14;
- Repurposing the northern section of Tongwell Street, allowing additional greening of Tongwell Street; and
- Infrastructure futureproofed in width for future mass rapid transit.

New Highways and Sustainable Transport will include:

- Car Clubs;
- Future proofing for mass rapid transit system;
- New redways for fast cycle connections;
- Grade separated crossings, including overpasses and underpasses, to new grid road to provide safe pedestrian and cycle connections;
- New green corridor routes for recreational walking and cycling; and
- New grade separated crossings over the A509 / A422 to provide safe pedestrian and cycle connections to Newport Pagnell to the north.



Milton Keynes East

ILLUSTRATIVE MASTERPLAN

For Berkeley Group, building homes and neighbourhoods is all about people. We believe working in partnership helps create locally inspired places and builds thriving communities.

The proposals will deliver a comprehensively planned new neighbourhood with a community hub at its heart and of a scale that is sufficient to support the delivery of a wide mix of homes to meet the needs of a diverse and growing community. A series of characterful neighbourhoods will be planned, with density and mixed uses in the right places to support the sustainable public transport system. The character areas will all promote the integration of streets designed for people before cars. Streets that are safe and encourage activity, social interaction and neighbourliness.

The masterplan will deliver a mix of uses to support the new and existing communities. The new homes and community heart will be set within a substantial landscape lattice, providing the new and existing communities with convenient walking and cycling routes to the community hub, district park, new schools and recreational facilities. The character areas will respond to their proximity to the community hub and the existing and proposed diverse landscape within which they sit, respecting sensitive edges and the wider context.

The new neighbourhood will be a place which evolves over time and contributes positively to the growth of Milton Keynes, delivering the community hub and highways infrastructure from the outset to create a place from day one.

The proposals will pilot Milton Keynes' first dementia friendly masterplan. The new neighbourhood will be a dementia friendly place with a legible, distinct and familiar environment that is safe, accessible and comfortable to be in, helping people living with dementia to stay active and live well for longer.





Illustrative Masterplan

Milton Keynes East



Magna Park

EMPLOYMENT AND JOBS

Around Junction 14 there will be a new employment zone of approximately 4 million ft², with capacity for at least 4,000 new job opportunities (as a minimum) in logistics, manufacturing, technology and start-ups, equating to at least one job opportunity per home.

St James are exploring partnership opportunities with local industries and higher educational institutions, including the Open University, Cranfield University and Milton Keynes University.

St James believe the employment zone represents a good opportunity to further solidify Milton Keynes' strategic positioning at the epicentre of the Oxford Cambridge Arc.

CONSTRUCTION AND TRAINING

All St James Group sites are registered with the Considerate Constructors Scheme. As a result, our developments are monitored by an experienced industry professional to assess their performance against the Code of Considerate Practice.

St James adopt a collaborative and transparent approach to engagement with the local community throughout the whole construction process.

St James will support training, apprenticeships and employment opportunities for local people to develop an exemplar skills base within the construction industry as the new neighbourhood grows. St James are exploring the opportunity of developing a construction skills academy that will provide local young people with employment and training opportunities.

5 percent of the Berkeley Group workforce, both direct employees and our supply chain, are on a structured apprenticeship programme. St James are also exploring partnership opportunities with local educational institutions such as Milton Keynes College.



The Berkeley Construction Skills Academy

PROGRAMME AND NEXT STEPS

Subject to planning permission being granted, St James propose the construction of the infrastructure to commence in summer 2022, with the construction of the first homes and employment spaces commencing in 2024. It is envisaged that the first homes and employment space on the St James neighbourhood will be occupied in 2025. A more detailed programme is provided below:

Milestone	Date
Submission of Planning Application	Spring 2021
Planning Permission Granted	Autumn / Winter 2021
Highway and Social Infrastructure Works Commence	Summer 2022
Consultation on the Designs for the First Phases of Housing and Employment	Spring / Summer 2023
Employment and Residential Build Commences	Summer 2024
First Homes and Employment Space Complete	Summer 2025

CONTACT US

Please get involved and share your views as part of the conversations.

Please visit the Milton Keynes East Conversations consultation website at:
www.miltonkeyneseast.co.uk

To contact us with any questions or send feedback please use the details below:

Consultation email: StJames.Consultation@MiltonKeynesEast.com

Post: FAO Milton Keynes East, St James Group Limited, Berkeley House, 15b St George Wharf, London, SW8 2LE

Phone: 020 3675 1502

In the current restrictions we are happy to meet all interested parties virtually to discuss the proposals or in person once the current COVID-19 restrictions are lifted.

Consultation will remain open until September 2021.



Proud to be a member of the Berkeley Group of companies



St James
Designed for life

