ENVIRONMENTAL STATEMENT (ADDENDUM)

MILTON KEYNES EAST

SEPTEMBER 2021

Milton Keynes East
Environmental Statement Addendum

St James Group Ltd

September 2021

LICHFIELDS

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1.0 Introduction

Scope and Purpose of Document

1.1 This Environmental Statement Addendum ('ES Addendum (September 2021)') has been submitted on behalf of St James Group Ltd ('the Applicant'). It provides replacement information to the Milton Keynes East Environmental Statement ('the ES (March 2021)') relating to a proposed sustainable urban extension to Milton Keynes ('MKE' or the 'Proposed Development').

1.2 The ES (March 2021) accompanied a hybrid planning application submitted to Milton Keynes Council ('MKC') (ref. 21/00999/OUTEIS) on 31 March 2021.

1.3 Following the submission of the ES (March 2021), some minor updates and amendments have been made in relation to the proposed development. The purpose of this ES Addendum (September 2021) is to describe the amendments and their relationship to the form of development assessed as part of the Environmental Impact Assessment ('EIA') which was then reported in the ES (March 2021). This comparison is conducted to identify the potential for new or different potential significant environmental effects that were not identified in the ES (March 2021). Where such changes arise, any new or different mitigation or monitoring measures can then be identified.

1.4 In addition, information associated with ongoing work to refine archaeological investigations within the site, and analysis arising from those investigations are provided as part of this Addendum.

1.5 A replacement to Appendix L2 (Surface Water Drainage Strategy Technical Note), along with other supporting information, is also provided as part of this Addendum.

1.6 The methodological approach and processes used to identify the potential for significant effects associated in relation to the Proposed Development are identical to those used in conducting the original EIA. These processes are described in the ES (March 2021) and this ES Addendum (September 2021) should therefore be read in conjunction with the ES (March 2021).

1.7 Full details of the scheme changes are detailed in Section 2.0 below and Section 3.0 describes the relevance of the amendments to the technical aspects considered in the ES (March 2021). Sections 4.0 to 6.0 provides further supplementary information associated with transport, air quality and noise associated with some of the changes described in this ES Addendum where additional assessment is required.

Availability of Document

1.8 A paper or electronic (CD-ROM) copy of the full ES and ES Addendum can be obtained from:

- Lichfields, The Minster Building, 21 Mincing Lane, London, EC3R 7AG
- Tel: +44(0)20 7837 4477

1.9 Reasonable copying and printing charges will be applied.

1.10 Information on the planning application, the ES (March 2021) and the ES Addendum (September 2021) can also be viewed at http://milton-keynes.gov.uk/ or during the opening hours of MKC:-

- Milton Keynes Council, Civic Offices, 1 Saxon Gate East, Milton Keynes MK9 3EJ
- Tel: +44(0)1908 252 358

1.11 During the COVID 19 pandemic, it may not be possible to view this information at Milton Keynes Council offices. In such circumstances, and should you require a copy of the ES or ES Addendum, please use the details for Lichfields above or access the information via https://www.miltonkeynes.gov.uk or liaise with the planning team at MKC for further assistance. This is consistent with the Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020.

2.0 Development Amendments

The Site

2.1 The site red line boundary is identified on the plan at Appendix A1 of the ES (March 2021). It remains unchanged.

Updates to the Scheme

2.2 Chapter C of the ES (March 2021) includes a detailed description of the Proposed Development which is substantially unchanged. Notwithstanding, the following amendments have been made to respond to consultation responses and further analysis conducted over recent months.

Updates to Detailed Elements

2.3 The following amendments to plans and drawings for the detailed highway and infrastructure element of MKE are brought forward.

Amendment 1: Eastern Link Roundabout

2.4 The amendments to the Eastern Link Roundabout 3 relocate it c.50 metres southwards along the carriageway alignment, along with associated design and earthwork amendments. This has been considered necessary, in consultation with MKC Highways, in order to achieve an improved access geometry to the adjacent Milton Keynes Council land parcel to the north which is also contained within the MKE allocation (Policy SD12). It therefore accords with the overarching principles set out in Plan:MK for the whole allocation to come forward in a planned manner between the respective landowners.

2.5 The amendment does not alter the fundamental nature of the of the Eastern Link Road, which retains its alignment, albeit with the roundabout moved along it. However, this amendment does mean that the primary street that would serve the development from this roundabout is moved to the south of an existing hedgerow which is to be retained within a green corridor, and as such the layout of the outline element has been amended accordingly (see below).

Amendment 2: Moulsoe Stream Bridge

2.6 The Moulsoe Stream bridge plan has been amended and updated such that it accommodates a 4m clear width bridleway (with 1m margin each side against the stream bank and bridge abutment structure) to be delivered as part of the up-front infrastructure works. This will ensure enhanced east/west connectivity across the eastern link road for pedestrians and horse riders, linking into the wider network of existing public rights of way and the proposed network across MKE.

Amendment 3: Noise Barriers

2.7 The detailed drawings for the Grid Road corridors internal to the site (in particular the Moulsoe Stream Bridge structure) have been updated to remove the noise barriers (fences) shown as these were not deemed necessary following further review of the outcomes of the noise assessment provided in the ES (March 2021).

2.8 Such noise barriers are not a common feature of Grid Road corridors within Milton Keynes as the corridors themselves, and their broad landscaping, create a sufficient offset to homes and other uses to address any noise impacts; so this change is simply consistent with how the issue is approached across Milton Keynes. Noise barriers along the Tongwell Street Corridor where the road will be dualled are retained within the detailed plan. The potential to introduce noise

barriers alongside new residential development (including within the new Grid Road corridors where appropriate) is retained within the outline element and would come forward subject to detailed acoustic testing alongside any detailed layout for proposed new homes (or other uses) if required.

2.9 Further consideration of this issue is provided in Section 3.0 of this ES Addendum.

2.10 Noise barriers along the Tongwell Street Corridor, where the road will be dualled, are retained within the plan.

Amendment 4: Consequential Changes to Drainage Strategy

2.11 Any changes to the drainage strategy brought about by Amendments 1 to 3 have been provided and updated drawings provided (see under 'Water Environment' in Section 3.0 of this ES Addendum).

Amendment 5: Amendments to Tongwell Street

2.12 The ES (March 2021) described a new roundabout on Tongwell Street providing access to Willen at Carleton Gate and northbound running only along Tongwell Street between the proposed new M1 overbridge and Tongwell Roundabout. Amendments are now brought forward to remove the proposed Carleton Gate roundabout and the existing vehicular access to Willen at Carleton Gate; albeit with redway and emergency vehicle access retained This would facilitate, and go alongside, the reintroduction of the southbound link along Tongwell Street, which would run under the new M1 bridge link (using a new bespoke structure) and join up with the southbound lane. The amended road layout for Tongwell Street would remain within the existing grid road transport corridor, with a new noise barrier to be provided along the southern side of Tongwell Street.

2.13 These changes are being proposed in direct response to ongoing engagement with Willen residents/Broughton Ward Councillors and delivers several advantages. It would retain north and southbound running along Tongwell Street, maintaining the wider grid road structure in this location (and the benefits it provides to route options) whilst removing vehicle access to Carleton Gate would also prevent any potential for 'rat running' through the estate.

2.14 It will also be necessary to formally stop up the existing Tongwell Street underpass near Carteret Close as the revised arrangements described above do not retail an underpass in this location. A new underpass will be provided further east near the existing alignment of Carleton Gate (which will be closed). As such the existing underpass is proposed to be demolished and it will be necessary to formally extinguish parts of the highway rights of the footpath in this location. For clarity, access/connectivity from the Carteret Close redway would still be retained and linked to the new redway to run along the south side of Tongwell Street.

Additional Information

2.15 In addition to Amendments 1 to 5, a structural drawing has now been prepared to provide further information on the structural detail of the underpass beneath Link 101.

Updates to Outline Element

2.16 The following amendments to the parameter plans for the outline element of MKE are brought forward.

Amendment 1: Amendments to Layout

2.17 Where the Eastern Link Roundabout 3 has been moved, it has been necessary to amend to the layout of the proposals within the immediate vicinity to reflect the need to tie in the primary road into new roundabout location. This has necessitated amendments to the development parcels in this location. The main consequence of this is that it has been necessary to move the local play area in this location by approximately 50m, from south of the primary road to the north of the primary road. This maintains the overall network and distribution of play areas and the same play catchment coverage as previously, with only small areas beyond the 300m.

Amendment 2: Pyms Stables

2.18 Following consultation with the residents of Pyms Stables, a minimum offset between the existing residences at Pyms Stables and any new homes which will be located to the rear of them is now identified. This comprises a minimum 44m between habitable room windows in Pyms Stables and the new development. This offset is double the 22m back-to-back privacy distance between homes within the Milton Keynes New Residential Development Design Guide SPD (para 4.10.1) and will ensure that the residential amenity of those within Pyms Stables is maintained.

Amendment 3: Hermitage Stream

2.19 An amendment to the Green infrastructure parameter plan to allow for movement of the existing watercourse (Hermitage Stream) to any route within the proposed eastern employment zone, whilst maintaining the entry point (north) and exit point (south under the M1) of the existing watercourse. This retains the requirement for a 30m wide structural landscape zone around any realigned course.

Amendment 4: Safeguarding Zone for M1 Footbridge

2.20 A parameter has been provided on the access and movement plan to restrict the siting of any employment building within a specified zone to allow a new pedestrian footbridge over the M1 to 'land' should a proposal for a footbridge be brought forward in the future. There are no current proposals for a footbridge, and any such proposal would need to be designed, assessed and brought forward via a separate application process, but the parameter incorporated will ensure that any proposals that may emerge would not be prevented or fettered by the layout and arrangement of employment units that could come forward via later reserved matters applications within MKE. The 'landing' of the footbridge would only require a c.10m corridor into MKE and as such once a potential location is fixed and agreed, the remainder of the safeguarding would no longer be required.

Amendment 5: Extension to Redway Network

2.21 The access and movement plan includes an extension to the redway network to extend it from Tongwell Roundabout along Tongwell Street to the new M1 overbridge, providing a missing section of redway and ensuring a comprehensive redway network right across the eastern flank of Milton Keynes.

Amendment 6: Potential Additional Underpasses

2.22 Two locations which could provide additional underpasses have been identified within the eastern link road adjacent to the employment parcel. The locations are intended to provide increased flexibility to bring forward routes under the link road as the detailed design for MKE is brought forward. The road layout otherwise remains unchanged from that within the detailed component of the Proposed Development.

Amendment 7: Bat Roost

2.23 A location for a bat roost building has been specified on the Green Infrastructure parameter plan (Appendix 2 to this ES Addendum). This is located in the main green corridor (river ouzel linear park), east of the river but west of the employment parcel. It is in an area beyond the flood plain (flood zone 3), is far enough away from the motorway and with flexibility on precise location such that it can be sensitively placed to avoid impacts from external lighting that might be associated with nearby employment development. The bat roost was identified within the ecological assessment (ES (March 2021) as embedded mitigation, and specifically will be used as replacement bat habitat following the necessary demolition of farm structures associated with Hermitage Farm.

Amendment 8: Housing Mix

2.24 A revised position on the 'base' affordable housing mix has been provisionally agreed. This results in a slight reduction in 2 bed accommodation and a slight increase in 3 bed and 4 bed accommodation forming part of the affordable housing mix. The overall provision of affordable housing and the tenure split between different types of affordable housing remains unchanged to that described in Chapter C of the ES (March 2021).

2.25 For completeness Table 2.1 below sets out the revised 'base' affordable housing mix and should be read alongside information provided in Chapter C of the ES (March 2021):-

Table 2.1 'Base' Affordable Housing Mix

Home Type		Affordable Rent		Social Rent		Shared Ownership		Total	
Flats	1 bed	88	11%	0	0%	38	16%	126	10%
	1 bed extra care	0	0%	128	64%	0	0%	128	10%
	2 bed	80	10%	0	0%	58	24%	138	11%
	2 bed extra care	0	0%	32	16%	0	0%	32	3%
	3 bed	0	0%	0	0%	0	0%	0	0%
Houses	2 bed	289	36%	0	0%	100	42%	389	31%
	3 bed	322	40%	0	0%	44	18%	366	29%
	4 bed	22	3%	40	20%	0	0%	62	5%
	5 bed	0	0%	0	0%	0	0%	0	0%
Total		**800**		**200**		**240**		**1,240**	

Source: St James and MKC

Updated Drawing Schedules

2.26 Appendix 1 to this ES Addendum provides copies of all additional and replacement drawings relating to the updated detailed element of the Proposed Development. All other drawings are unchanged are provided in the ES (March 2021).

2.27 Table 2.2 below is a replacement of Table C3.1 of Chapter C of the ES (March 2021) and confirms the correct drawings on which the ES has been based in relation to the detailed element of the Proposed Development (Highways and infrastructure):-

Table 2.2 Detailed Infrastructure Drawings forming basis of assessment (Appendix C1, Volume 2 to the ES (March 2021) or at Appendix 1 to this ES Addendum)

Drawing Number	Title	Scale	Revision in ES (March 2021)	Current Revision No	Where provided
Highways					
MKE-WSP-ZZ-ZZ-C-DR-0010	Schematic Overview For Planning	1:5000	P02	P04	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0011	General Arrangement For Planning Sheet 1	1:1250	P03	P05	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0012	General Arrangement For Planning Sheet 2	1:1250	P03	P05	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0013	General Arrangement For Planning Sheet 3	1:1250	P03	P06	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0014	General Arrangement For Planning Sheet 4	1:1250	P03	P06	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0015	General Arrangement For Planning Sheet 5	1:1250	P03	P06	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0016	General Arrangement For Planning Sheet 6	1:1250	P03	P05	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0017	General Arrangement For Planning Sheet 7	1:1250	P03	P05	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0018	General Arrangement For Planning Sheet 8	1:1250	P03	P05	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0019	General Arrangement For Planning Sheet 9	1:1250	P03	P06	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0020	General Arrangement For Planning Sheet 10	1:1250	P03	P06	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-SK-2801	Link 101 Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2802	Link 102 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2803	Link 103 Long-Sections Sheet 1 of 3	1:500	P03	P04	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-SK-2804	Link 103 Long-Sections Sheet 2 of 3	1:500	P03	P04	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-SK-2805	Link 103 Long-Sections Sheet 3 of 3	1:500	P03	P04	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-SK-2806	Link 104 Long-Sections	1:500	P03	P04	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-SK-2807	Link 105 Long-Sections Sheet 1 of 4	1:500	P03	P04	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-SK-2808	Link 105 Long-Sections Sheet 2 of 4	1:500	P03	P04	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-SK-2809	Link 105 Long Sections Sheet 3 of 4 (previously Dwg Link 106 Long-Sections Sheet 1 of 2 provided in ES (March 2021))	1:500	P04	P05	Appendix 1 (ES Addendum)

Drawing Number	Title	Scale	Revision in ES (March 2021)	Current Revision No	Where provided
MKE-WSP-ZZ-ZZ-C-SK-2810	Link 105 Long Sections Sheet 3 of 4 (previously Dwg Link 106 Long-Sections Sheet 1 of 2 provided in ES (March 2021))	1:500	P03	P04	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-SK-2811	Link 107 Long-Sections Sheet 1 of 2	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2812	Link 107 Long-Sections Sheet 2 of 2	1:500	P03	P04	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-SK-2813	Link 108 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2815	Link 109 Long-Sections	1:500	P03	Withdrawn	
MKE-WSP-ZZ-ZZ-C-SK-2816	Link 110 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2817	Link 301 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2818	Link 302 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2819	Link 303 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2820	Link 304 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2821	Link 305 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2823	Link 501 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2824	Link 502 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2825	Link 503 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2826	Link 504 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2827	Link 505 Long-Sections	1:500	P03	P04	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-SK-2828	Link 506 Long-Sections	1:500	P03	Withdrawn	
MKE-WSP-ZZ-ZZ-C-SK-2829	Link 507 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2830	Link 508 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2831	Link 509 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2832	Link 510 Long-Sections	1:500	P03	No change	Appendix C1 (Main ES)

Drawing Number	Title	Scale	Revision in ES (March 2021)	Current Revision No	Where provided
MKE-WSP-ZZ-ZZ-C-SK-2833	Link 511 Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2834	Link 512 Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2835	Link 601 Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2836	BMX Track Private Access Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2837	New Parks Trust Private Access Long-Sections	1:500	P02	Withdrawn	
MKE-WSP-ZZ-ZZ-C-SK-2838	Tongwell Street Car Park Access Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2839	Carleton Gate Roundabout Long-Sections	1:500	P02	Withdrawn	
MKE-WSP-ZZ-ZZ-C-SK-2840	Willen Link Roundabout Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2841	A509 Roundabout 1 Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2842	Eastern link Roundabout 1 long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2843	A509 Roundabout 2 Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2844	Eastern Link Roundabout 2 Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2845	Cranfield Link Roundabout Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2846	Eastern Link Roundabout 3 Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2847	Eastern Link Roundabout 4 Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2848	Existing Pumping Station Access Long-Sections	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0101/2	Geometry Details of Indicative Cross Sections Sheets 1 and 2	1:250	P04	P06	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-SK-0103/4	Geometry Details of Indicative Cross Sections Sheet 3 and 4	1:250	P02	P04	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-SK-0105	Carriageway Construction Details	on plan	P02	No change	Appendix C1 (Main ES)

Drawing Number	Title	Scale	Revision in ES (March 2021)	Current Revision No	Where provided
MKE-WSP-ZZ-ZZ-C-SK-2849	Link 104 – A509 Long Section	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2850	A509 Dual Carriageway Long-Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2851	A509 – Link 104 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-2860	Link 109 Northbound Long Section	-	n/a new drawing	P01	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-SK-2861	Link 109 Southbound Long Section	-	n/a new drawing	P01	Appendix 1 (ES Addendum)
Bridges and Highway Structures					
ZZ-DR-BR-002	Highway Structures Location Plan	-	P03	P06	Appendix 1 (ES Addendum)
M1B-DR-BR-001	M1 Milton Keynes East Bridge Sheet 1	-	P05	No change	Appendix C1 (Main ES)
M1B-DR-BR-002	M1 Milton Keynes East Bridge Sheet 2	-	P01	No change	Appendix C1 (Main ES)
TSN-DR-BR-001	Tongwell Street Northbound Bridge	-	P05	P07	Appendix 1 (ES Addendum)
ROF-DR-BR-001	River Ouzel Floodplain Bridge	-	P04	No change	Appendix C1 (Main ES)
MSB-DR-BR-001	Moulsoe Stream Bridge	-	P02	P03	Appendix 1 (ES Addendum)
SW1-DR-BR-001	MKE Subway 1	-	P02	Withdrawn	
SW2-DR-BR-001	MKE Subway 2	-	P01	No change	Appendix C1 (Main ES)
SW457-DR-BR-001	MKE Subways 4, 5 &7 Sheet 1	-	P01	No change	Appendix C1 (Main ES)
SW457-DR-BR-002	MKE Subways 4, 5 &7 Sheet 2	-	P01	No change	Appendix C1 (Main ES)
FR-DR-BR-001	Flood Relief Culverts 1 & 2	-	P02	No change	Appendix C1 (Main ES)
C3-DR-BR-001	MKE Culvert 3	-	P02	No change	Appendix C1 (Main ES)
CGR-DR-BR-001	Carleton Gate Retaining Wall	-	P01	Withdrawn	
CBR-DR-BR-001	MKE Subway 8 Plan, Elevation and Sections	-	n/a new drawing	P01	Appendix 1 (ES Addendum)
MKE-WSP-CBR-VR2-DR-BR-001	Tongwell Street Link Structures Sheet 1	-	n/a new drawing	P02	Appendix 1 (ES Addendum)
MKE-WSP-CBR-VR2-DR-BR-002	Tongwell Street Link Structures Sheet 2	-	n/a new drawing	P02	Appendix 1 (ES Addendum)
MKE-WSP-CBR-VR2-DR-BR-003	Tongwell Street Link Structures Sheet 3	-	n/a new drawing	P02	Appendix 1 (ES Addendum)
MKE-WSP-CBR-VR2-DR-BR-004	Tongwell Street Link Structures Sheet 4	-	n/a new drawing	P02	Appendix 1 (ES Addendum)
Drainage					
Headwall Type A	Headwall Type A	NTS	P01	No change	Appendix C1

Drawing Number	Title	Scale	Revision in ES (March 2021)	Current Revision No	Where provided
					(Main ES)
Headwall Type B	Headwall Type B	NTS	P01	No change	Appendix C1 (Main ES)
Headwall Type C	Headwall Type C	NTS	P01	No change	Appendix C1 (Main ES)
Headwall Type D	Headwall Type D	NTS	P01	No change	Appendix C1 (Main ES)
Headwall Type E	Headwall Type E	NTS	P01	No change	Appendix C1 (Main ES)
Headwall Type F	Headwall Type F	NTS	P01	No change	Appendix C1 (Main ES)
Headwall Type G	Headwall Type G	NTS	P01	No change	Appendix C1 (Main ES)
Headwall Type H	Headwall Type H	NTS	P01	No change	Appendix C1 (Main ES)
MCHW Construction Details	MCHW Construction Standard Details	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0540	Pond 1 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0542	Pond 2 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0543	Pond 3 Long sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0544	Pond 5 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0545	Pond 9 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0546	Pond 14 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0547	Pond 15 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0548	Pond 16 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0549	Pond 18A-1 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0550	Pond 18A-2 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0551	Pond 18A-3 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0552	Pond 22 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0553	Pond 25 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0554	Pond 26 Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-	Pond 27A Long Sections	1:500	P01	No change	Appendix C1

Drawing Number	Title	Scale	Revision in ES (March 2021)	Current Revision No	Where provided
C-SK-0555					(Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0556	Pond 27B Long Sections	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0500	Tongwell Street Impermeable Area Plan	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0501	Drainage Plan sheet 1	1:500	P01	P02	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0502	Drainage Plan sheet 2	1:500	P01	P02	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0503	Drainage Plan sheet 3	1:500	P01	P02	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0504	Drainage Plan sheet 4	1:500	P01	P02	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0505	Drainage Plan sheet 5	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0506	Drainage Plan sheet 6	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0507	Drainage Plan sheet 7	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0508	Drainage Plan sheet 8	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0509	Drainage Plan sheet 9	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0510	Drainage Plan sheet 10	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0511	Drainage Plan sheet 11	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0512	Drainage Plan sheet 12	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0513	Drainage Plan sheet 13	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0514	Drainage Plan sheet 14	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0515	Drainage Plan sheet 15	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0516	Drainage Plan sheet 16	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0517	Drainage Plan sheet 17	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0518	Drainage Plan sheet 18	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0519	Drainage Plan sheet 19	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0520	Drainage Plan sheet 20	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0521	Drainage Plan sheet 21	1:500	P01	No change	Appendix C1 (Main ES)

Drawing Number	Title	Scale	Revision in ES (March 2021)	Current Revision No	Where provided
MKE-WSP-ZZ-ZZ-C-DR-0522	Drainage Plan sheet 22	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0523	Drainage Plan sheet 23	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0524	Drainage Plan sheet 24	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0525	Drainage Plan sheet 25	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0526	Drainage Plan sheet 26	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0527	Drainage Plan sheet 27	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0528	Drainage Plan sheet 28	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0529	Drainage Plan sheet 29	1:500	P01	P02	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0530	Drainage Plan sheet 30	1:500	P01	P02	Appendix 1 (ES Addendum)
MKE-WSP-ZZ-ZZ-C-DR-0531	Drainage Plan sheet 31	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0532	Drainage Plan sheet 32	1:500	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0533	Drainage Plan sheet 33	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0534	Drainage Plan sheet 34	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0535	Drainage Plan sheet 35	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0536	Drainage Plan sheet 36	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0537	Drainage Plan sheet 37	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0538	Drainage Plan sheet 38	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0539	Drainage Plan sheet 39	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0540	Drainage Plan sheet 40	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0541	Drainage Plan sheet 41	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0542	Drainage Plan sheet 42	1:500	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-DR-0594	Drainage Typical Cross Sections	NTS	P02	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 1	Drainage Long Section – Sheet 1	NTS	P01	No change	Appendix C1 (Main ES)

Drawing Number	Title	Scale	Revision in ES (March 2021)	Current Revision No	Where provided
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 2	Drainage Long Section – Sheet 2	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 3	Drainage Long Section – Sheet 3	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 4	Drainage Long Section – Sheet 4	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 5	Drainage Long Section – Sheet 5	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 6	Drainage Long Section – Sheet 6	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 7	Drainage Long Section – Sheet 7	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 8	Drainage Long Section – Sheet 8	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 9	Drainage Long Section – Sheet 9	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 10	Drainage Long Section – Sheet 10	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 11	Drainage Long Section – Sheet 11	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 12	Drainage Long Section – Sheet 12	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 13	Drainage Long Section – Sheet 13	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 14	Drainage Long Section – Sheet 14	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 15	Drainage Long Section – Sheet 15	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 16	Drainage Long Section – Sheet 16	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 17	Drainage Long Section – Sheet 17	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-	Drainage Long Section –	NTS	P01	No change	Appendix C1

Drawing Number	Title	Scale	Revision in ES (March 2021)	Current Revision No	Where provided
C-SK-0520-0530 - Sheet 18	Sheet 18				(Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 19	Drainage Long Section – Sheet 19	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 20	Drainage Long Section – Sheet 20	NTS	P01	No change	Appendix C1 (Main ES)
MKE-WSP-ZZ-ZZ-C-SK-0520-0530 - Sheet 21	Drainage Long Section – Sheet 21	NTS	P01	No change	Appendix C1 (Main ES)

2.28 Appendix 2 to this ES Addendum provides copies of all additional and replacement parameter plans relating to the updated outline element of the Proposed Development.

2.29 Table 2.3 below is a replacement of Table C3.2 of Chapter C of the ES (March 2021) and confirms the correct drawings on which the ES has been based in relation to the outline element of the development (parameters):-

Table 2.3 Outline Parameter Plans forming basis of assessment (replacement of Appendix C2, Volume 2 to the ES (March 2021))

Drawing Number	Title	Scale	Revision in ES (March 2021)	Current Revision No	Where provided
01312_PP_01	Land Use Parameter Plan	1:5000	P1	P2	Appendix 2 (ES Addendum)
01312_PP_02	Movement and Access Parameter Plan	1:5000	P1	P2	Appendix 2 (ES Addendum)
01312_PP_03	Green Infrastructure Parameter Plan	1:5000	P1	P2	Appendix 2 (ES Addendum)
01312_PP_04	Building Heights Parameter Plan	1:5000	P1	P3	Appendix 2 (ES Addendum)

3.0 Review of Need for Further Environmental Information

3.1 Consideration has been given to the extent to which the changes to the Proposed Development identified in Section 2.0 of this ES Addendum, in addition to other assessment work conducted in recent months, will affect the conclusions described in the ES (March 2021). This section provides a review of any effects on the conclusions of the ES (March 2021). Where Further environmental information is required, this is specified and provided in Sections 4.0 to 6.0 of this ES Addendum.

Transport

3.2 The amendments to the Eastern Link Roundabout have been considered alongside consultation responses received following submission of the ES (March 2021) in relation to modelling data forming the basis of assessment work reported in Chapter D. It has been concluded that neither the amendments nor the queries raised in consultation responses affect the conclusions of the transport assessment provided in the ES (March 2021). There will be a negligible impact on traffic flows and their distribution and additional modelling is not required in respect of the changes to the Eastern Link Roundabout.

3.3 Consideration has also been given to the amendments to the Tongwell Street and it has been determined that the scope and form of the changes are such that further technical analysis is required. The outcomes of that analysis is provided at Section 4.0 of this ES Addendum. The additional assessment is accompanied by the following two appendices:-

- Appendix 3 - Transport Assessment ('TA') Addendum (September 2021); and
- Appendix 4 - Schedule of Traffic Flows and Differences.

3.4 The information provided in Section 4.0 and Appendices 3 and 4 is supplementary to that provided in Chapter D of the ES (March 2021) and should be considered alongside the assessment provided in that document.

Landscape and Views

3.5 Clarification has been sought in consultation responses received to establish the timing for the photographs provided as part of Chapter E of the ES (March 2021). It has been confirmed that the photographs were taken in Winter 2020 representing the worst case scenario. Further updates may be necessary as work progresses in preparation of the detailed design of the Proposed Development but this can be achieved via a planning condition.

3.6 None of the amendments described in this ES Addendum otherwise affect the conclusions of Chapter E of the ES (March 2021).

Ecology

3.7 None of the amendments described in this ES Addendum affect the conclusions of Chapter F of the ES (March 2021) in relation to Ecology and Nature Conservation. Planning conditions are capable of securing the mitigation identified as part of that assessment including any ongoing surveys such as those relating to bats, badgers and otters to inform the future construction and operation of the Proposed Development. Additional information has been provided on the location of a bat roost as part of the green infrastructure parameters plan to provide additional certainty on the delivery of the embedded mitigation defined in Chapter F of the ES (March 2021).

Air Quality

3.8 There have been no representations in respect of the air quality assessment requiring supplementary information to Chapter G of the ES (March 2021).

3.9 As outlined above, it has been determined that the amendments to Tongwell Street are of a form that may give rise to changes in traffic flows; the changes to the Eastern Link Roundabout are not anticipated to give rise to changes in traffic flows. The additional assessment of traffic flows in respect of Tongwell Street have been assessed in respect of their potential to give rise to change in the conclusions of the air quality assessment reported in Chapter G of the ES (March 2021). The outcome of that assessment is provided in Section 5.0 of this ES Addendum. The information provided is supplementary to that provided in Chapter G of the ES (March 2021) and should be considered alongside the assessment provided in that document.

Noise and Vibration

3.10 The proposed amendments described in Section 2.0 of this ES Addendum include the removal of noise barriers identified as part of the detailed design of the Grid Roads. The inclusion of the barriers as part of the Proposed Development considered in the ES (March 2021) was to address an absolute worst case scenario that noise impacts would arise. However, the outcome of the noise assessment described in Chapter H confirms that these are not necessary for noise attenuation purposes. Such noise barriers are not a common feature of Grid Road corridors within Milton Keynes as the corridors themselves, and their broad landscaping, create a sufficient offset to homes and other uses to address any noise impacts; so this change is simply consistent with how the issue is approached across Milton Keynes. The removal of the noise barriers will therefore have no effect on the outcome of the assessment in Chapter H.

3.11 There have been no representations in respect of the noise assessment requiring supplementary information to Chapter H of the ES (March 2021).

3.12 As outlined above, it has been determined that the amendments to Tongwell Street are of a form that may give rise to changes in traffic flows; the changes to the Eastern Link Roundabout are not anticipated to give rise to changes in traffic flows. The additional assessment of traffic flows in respect of Tongwell Street have been assessed in respect of their potential to give rise to change in the conclusions of the noise assessment reported in Chapter H of the ES (March 2021). The outcome of that assessment is provided in Section 6.0 of this ES Addendum. The information provided is supplementary to that provided in Chapter H of the ES (March 2021) and should be considered alongside the assessment provided in that document.

Ground Conditions & Soils

3.13 None of the amendments described in this ES Addendum give rise to any effects on the assessment of ground conditions and soils as described in Chapter I of the ES (March 2021). There have also been no representations giving rise to a need to any updated assessment.

Historic Built Environment

3.14 None of the amendments described in this ES Addendum give rise to any effects on the assessment of the historic built environment as described in Chapter J of the ES (March 2021). The representations received have been considered and do not give rise to a need to update the assessment.

Archaeology

3.15 Extensive archaeological trial trenching and survey work has been continuing at the site as reported in Chapter K of the ES (March 2021) and the information will assist in satisfying planning conditions in respect of the Proposed Development. The scope of the assessment work has been considered in consultation with the Senior Archaeological Officer at Milton Keynes Council and has been reported in a series of Written Schemes of Investigation ('WSI'). Copies of the documents agreed are provided as part of this ES Addendum as follows:-

- Appendix 5 - WSI for an Archaeological Investigation: Earthwork Enclosure (March 2021);
- Appendix 6 - WSI for an Archaeological Investigation: A509 Roundabout North (March 2021);
- Appendix 7 - WSI for an Archaeological Investigation: Areas 15 and 16 (April 2021); and
- Appendix 8 - WSI for an Archaeological Investigation: Milton Keynes West at land north-east of Milton Keynes (May 2021).

3.16 In addition, and following the completion of part of the archaeological investigations during 2021, the following documents reporting on the outcomes are also provided as part of this ES Addendum as follows:-

- Appendix 9 - Archaeological Evaluation: Earthwork Enclosure in Area 7, Land north east of Milton Keynes (July 2021); and
- Appendix 10 - Archaeological Evaluation: Earthwork Enclosure in Areas 15 and 16, Land north east of Milton Keynes (July 2021).

3.17 The information provided is supplementary to that provided in Chapter K of the ES (March 2021) but do not affect the conclusions or outcomes of that assessment.

3.18 None of the amendments to the Proposed Development described in this ES Addendum give rise to any effects on the assessment of archaeology as described in Chapter K of the ES (March 2021). There have also been no representations giving rise to a need to any updated assessment that needs to be reported as part of this ES Addendum.

Water Environment and Drainage

3.19 Additional and replacement information is provided to the Chapter L of the ES (March 2021) as part of this ES Addendum as follows:-

- Appendix 11 – Surface Water Drainage Strategy Note – provided to replace and update the document provided at Appendix L2 of the ES (March 2021);
- Appendix 12 - Drainage Catchment Plan (Dwg MKE-WSP-ZZ-ZZ-C-DR-0591-P03) which is provided as supplemental and additional information to that provided in the ES (March 2021);
- Appendix 13 - Outline Integrated Drainage Strategy (Dwg MKW-WSP-ZZ-ZZ-C-DR-0592-P03) which is provided as supplemental and additional information to that provided in the ES (March 2021); and
- Appendix 14 - Drainage Technical Addendum (September 2021) which is supplementary to the information provided at Appendix 11 of this ES Addendum.

3.20 The information provided at Appendices 11 to 14 of this ES responds to consultation that has taken place with the Local Lead Flood Authority following completion of the ES in March 2021 and provides, where relevant, additional information requested. Specifically the strategy, drawings and calculations have been updated to provide:-

1 Clear annotation of pond referencing;

2 Identification of which attenuation ponds relate only to the highways works; which ponds accept development runoff combined with highways runoff; and which ponds form part of the detailed element of the site and will be constructed as part of the HIF funding;

3 Updated hydraulic calculations that tie in with points 1 and 2 above; and

4 Quantification of overall storage volumes associated with catchment boundaries.

3.21 None of the information provided in affects the outcomes of the assessment of the impact of the Proposed Development on the water environment and drainage as described in Chapter L of the ES (March 2021).

3.22 The amended drawings provided at Appendix 1 and 2 of this ES Addendum respond where necessary to the information provided at Appendices 11 and 14. None of the remaining changes established by those drawings affect any of the outcomes of the ES (March 2021) as described in March 2021.

Socio-Economics

3.23 None of the amendments described in this ES Addendum give rise to any effects on the assessment of socio-economics described in Chapter M of the ES (March 2021). Consideration has been given to the slight amendments to the proportions of 2, 3 and 4 bed accommodation forming part of the affordable housing provision. However as the overall proportion of affordable housing is unchanged this has no impact on the outcomes of the assessment as reported in Chapter M of the ES (March 2021).

3.24 There have also been no representations giving rise to a need to any updated assessment.

Climate Change and Resilience

3.25 None of the amendments described in this ES Addendum give rise to any effects on the assessment of climate change and resilience described in Chapter N of the ES (March 2021). There have also been no representations giving rise to a need to any updated assessment.

Waste

3.26 None of the amendments described in this ES Addendum give rise to any effects on the assessment of waste as described in Chapter O of the ES (March 2021). There have also been no representations giving rise to a need to any updated assessment.

4.0 Transport

4.1 This section considers the potential for new or altered conclusions in relation to transport to those described in the ES (March 2021) arising from changes to Tongwell Street described in Section 2.0 of this ES Addendum. The information provided in this section is supplementary to that provided in Chapter D of the ES (March 2021) and should be considered alongside the following appendices to this ES Addendum:-

- Appendix 3 - TA Addendum (September 2021)
- Appendix 4 - Schedule of Traffic Flows and Differences

4.2 This section has been prepared by WSP.

4.1 This section follows the structure set out in Chapter D of the ES (March 2021). However, it focuses only on the parts of the proposals (i.e. the changes to Tongwell Street) that are subject to the current updated transport analysis. Where the updated proposals do not affect the original findings, these are not repeated, with the reader referred to Chapter D and Appendix D1 (TA) of the ES (March 2021).

4.2 The proposed amendment is made to the detailed element of the application on Tongwell Street. It seeks to remove the Carleton Gate roundabout (and remove vehicular access to Willen in this location altogether) and maintain north and southbound lanes along Tongwell Street. The proposed changes to the Tongwell Street links will result in a different configuration to the existing southbound lane, with the proposals showing the southbound link coming under the new M1 bridge (the design of which remains unchanged) and tying into Tongwell Street further south.

Updated Policy Context

4.3 The policy review of the legislation and policy directly relevant to Chapter D of the ES (March 2021) remains valid. However, the National Planning Policy Framework (NPPF) has been updated in July 2021. It is considered that these changes, in terms of transport, are not material and do not change the outcomes of the assessment but are set out below for reference:-

4.4 The NPPF paragraph 10 mentions that:-

"so that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development."

4.5 Specifically, from a highways and transportation perspective, Chapter 9 (paragraphs 104 to 113) of the NPPF is entitled *Promoting Sustainable Transport*.

4.6 In paragraph 106, the NPPF states that:-

"Planning Policies should:

- *support an appropriate mix of uses across an area and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities, and;*
- *provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)."*

4.7 The NPPF discusses the parking requirements in paragraph 108, stating that:-

"Maximum parking standards for residential …development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network…"

4.8 It also states that the quality parking should be:-

"…convenient, safe and secure, alongside measures to promote accessibility for pedestrian and cyclists."

4.9 Paragraph 110 outlines the requirements for a development that should be considered during the assessment of the proposals stating:

"It should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c)) the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

4.10 Paragraph 112 considers that applications for development should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high-quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use" and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

4.11 Paragraph 113 requires that:-

"…All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

4.12 Importantly, NPPF states in paragraph 111 that:-

"…Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Updated Assessment Methodology and Significance Criteria

4.13 There are no updates to the assessment methodology and significance criteria detailed in Chapter D of the ES (March 2021). Due to the proposed changes, there are changes to the supporting modelling associated with the extent of the study area covering the Tongwell Street corridor.

Traffic Model Updates

4.14 As previously agreed with both MKC and Highways England, the use of a Strategic Transport model, combined with more detailed analysis tools, would be utilised to assess the scheme.

4.15 As such, the Milton Keynes Multi-Modal Model ('MKMMM') was previously used with updated information as the basis for the assessment of the scheme, as set out in the ES (March 2021) and TA (Appendix D1 of the ES (March 2021)). The rationale behind the MKMMM is set out in detail in Section D2.0 of Chapter D of the ES (March 2021).

4.16 Following submission of the ES (March 2021), and during 2021, WSP has (via AECOM as custodians of the MKMMM on MKC's behalf), modelled a series of network tests that include a southbound Tongwell Street connection and a limited turn junction at Carleton Gate (left in only).

4.17 Whilst it is acknowledged that this is not an exact representation of the proposed alterations to Tongwell Street and Carleton Gate, it is considered unnecessary to re-run the MKMMM as the changes in flow resulting from the changes are unlikely to warrant a material difference in highway operation.

4.18 It is considered that a viable test to the potential proposals comes from an option of the Tongwell Street southbound modelling assessment already undertaken, which is set out as follows:

- Tongwell Street Southbound Option:
  - a Includes the Tongwell St southbound link being coded into Tongwell Street (south of Carleton Gate)
  - b The Carleton Gate junction is coded as a left-in only

4.19 This assessment has been run within 2048 Do Something AM and PM models and, therefore, provides a useful tool in understanding the potential implications of the updated proposals.

4.20 As set out above, the additional post-submission modelling completed to date includes the Carleton Gate junction that is a left-in only; an assumption on the potential re-assignment is required to reflect the proposals.

4.21 The post-submission modelling has utilised the MKMMM and so picks up re-assignment and changes in travel patterns with the inclusion of the southbound Tongwell Street link.

4.22 The ability to access Carleton Gate is likely to have some influence on vehicle assignment and use of Tongwell Street.

4.23 It is considered fair to assume that any vehicles travelling Southbound across the new M1 bridge are unlikely to travel along Tongwell Street, perform a U-turn at Pineham Roundabout before accessing the left turn at Carleton Gate. Therefore, changes to Southbound traffic from the M1 Bridge or Tongwell Street southbound are considered unlikely.

4.24 The northbound direction is likely to represent travel to one of the access points where residents can return to the Willen Estate. As there is no connection between Carleton Gate through Willen to Dansteed Way within the model, rat-running or through-routing is not considered an issue. If Carleton Gate were to be closed, the other zone connectors/accesses would likely see a slight increase in movements balanced between them.

4.25 In the proposed scenario, no vehicular movements would be possible. As such, in terms of assessing the impacts for this section, an assumption is required on where the turning vehicles continue. For simplicity and robustness, it would be sensible to assume that all vehicles turning

left at Carleton Gate (under the post-submission outputs) continue northbound and then turn left at the Tongwell Roundabout. This would represent the next available access to the Willen Estate. The TA Addendum sets out the resulting implications of these flow changes within the junction modelling tests and associated appendices.

4.26 In reality, vehicles would dissipate and use multiple routes to the various accesses to the residential estate, resulting in less impact overall on the highway network. As such, assuming all vehicles then use the northern section of Tongwell Street represents a robust scenario.

4.27 WSP have previously discussed with MKC officers that the junction arrangement at Carleton Gate is not considered to be having a material impact on flows at the wider junctions, and changes are limited to the immediate local area.

4.28 It is considered that the proposed changes set out above would not result in significant differences in the wider highway network but could cause changes on the Tongwell Street corridor. Therefore, the assessment will review the potential changes and compare these against the 2048 Do Minimum (without the development) scenario.

Assessed Scenarios

4.29 The scenarios included in this section are as follows:

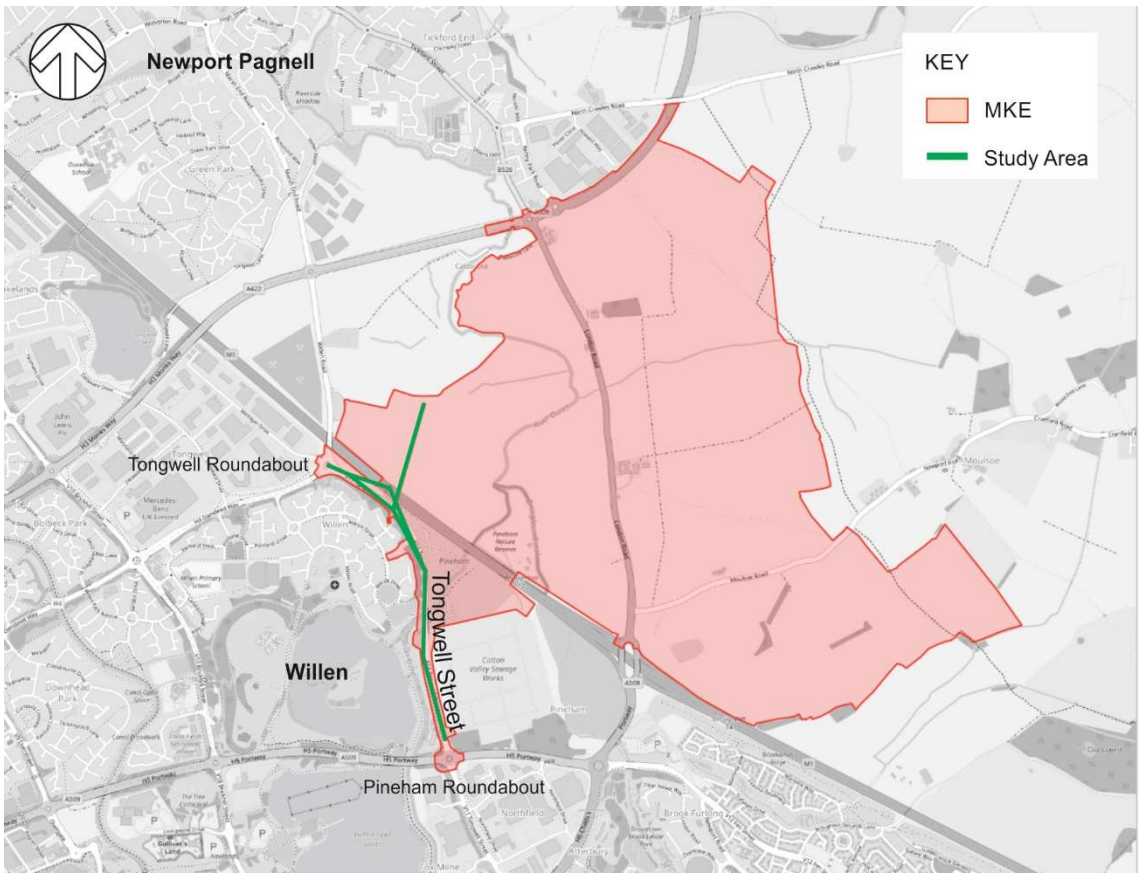
- 2048 Future year reference case – without the proposed development (built upon the 2031 reference case with additional growth and committed development up to 2048 applied, this includes, where possible, relevant strategic sites from other boroughs); and
- 2048 Future year with the proposed development with alternative Tongwell Street southbound option (2048 reference case scenario plus the fully built out development plus Tongwell Street southbound link).

Study Area

4.30 It was agreed with MKC during the TA Addendum scoping discussions (see Appendix A of the TA Addendum provided as Appendix 3 to this ES Addendum) associated with the proposed amendments that the extent of the assessment is to cover the Tongwell Street corridor only as the wider area would remain unaffected by the proposals.

4.31 The extent of the study area is illustrated in Figure 4.1 below:-

Figure 4.1 Study Area



Source: WSP

Consultation

4.32 WSP have engaged with MKC officers following submission of the ES (March 2021) in relation to the content of Chapter D and Appendix D1 (TA). The work reported in this ES Addendum was discussed and agreed through the submission of a TA Addendum Scoping Report, which was agreed by MKC on 18th August 2021 (Scoping Report at Appendix A of the TA Addendum provided at Appendix 3 of this ES Addendum).

Updated Baseline Conditions

4.33 There are no updates to the baseline conditions detailed in Chapter D: Transport of the ES (March 2021).

Updated Potential Effects

4.34 The assessment of the effects in this section resulting from the proposed amendments to the Tongwell Street corridor is considered during the Operational Phase only.

4.35 It is acknowledged that typically, the Construction Phase would be assessed as part of the ES. However, the assessment of the traffic movements generated during the construction phase of the overall development as set out in Section D4 of the ES Transport Chapter is equally applicable to the proposed changes to the Tongwell Street corridor. As such, there are no updates to the assessment during the Construction Phase.

Links Identified for Assessment (Operational Phase)

4.36 As set out in Section D3 of the ES (March 2021) Transport Chapter, a screening process using rules suggested by the IEMA Guidelines (i.e. Rule 1 and Rule 2) is to be applied to the links within the study area to identify those forming part of the detailed assessment. The screening rules are as follows:

- ***Rule 1****: include highway links where traffic flows will increase by more than 30% due to the proposed development (or the number of heavy goods vehicles will increase by more than 30%).*
- ***Rule 2****: include any other specifically sensitive areas where traffic flows will increase by 10% or more.*

4.37 The screening rules were applied to the new study area covering the Tongwell Street corridor. As a result of the analysis, several links have been identified for the detailed assessment in this section. The analysis of the links forming the study area is included in Appendix 4 of this ES Addendum.

4.38 As a result of the analysis, four links were identified for the detailed assessment in this section. It should be highlighted that all identified links were assessed as part of Chapter D of the ES (March 2021). Therefore, the same link IDs are used in this section for ease of reference. The links identified for the detailed assessment in this section are summarised in Table 4.1 below.

Table 4.1 Links Identified for Detailed Assessment

Link ID	Road Name / Location
13	Tongwell St between the entrance to BMX Racing Club and Pineham Roundabout
25	Tongwell Street from the entrance to BMX Racing Club towards Carleton Gate
26	Tongwell Street towards Carleton Gate
27	Tongwell St from the entrance to Carleton Gate leading to new M1 bridge[1]

Impact Assessment (Operational Phase)

4.39 The assessment presented in this section is only concerned about the links where the forecast traffic volumes exceed the rules (i.e. Rule 1 or Rule 2), as set out earlier. It should be reiterated that the links which do not satisfy Rule 1 or Rule 2 are not further discussed in this section.

4.40 The likely effects of the traffic associated with the operational phase (i.e. 'with development' scenario) are assessed against the 2048 Future Year Reference Case. First, the sensitivity and the magnitude of change are assigned to the identified links based on the criteria set out in the methodology section of the ES (March 2021) Transport Chapter (Section D3). Subsequently, the significance of the effect is determined using the matrix provided in Section D3 of the ES (March 2021) Transport Chapter.

Severance

4.41 A summary of the assessment of severance is provided for each of the identified links in Table 4.2 below.

[1] Link description has been updated to reflect the new arrangement. Please note that in the ES (March 2021) Transport Chapter, the link includes a junction, which has been replaced by an off/on-slips.

Table 4.2 Assessment of Severance

Link ID	Sensitivity		Magnitude of change		Significance
	Link type	Assigned sensitivity	Change in traffic volume	Assigned magnitude	
2048 Future Year + proposed development with alternative Tongwell Street southbound option					
13	Link in the semi-urban area connecting Fox Milne with Willen. Off-road pedestrian/cycle provision. An informal pedestrian crossing (with tactile paving) at the junction with access to the Anglian Water facility.	Medium	12.3% (PM peak)	Negligible	Neutral or Slight
25	Link in a semi-urban area. Off-road pedestrian/cycle provision.	Medium	14.4% (PM peak)	Negligible	Neutral or Slight
26	Link in a semi-urban area. No pedestrian/cycle provision or crossing points.	Medium	14.4% (PM peak)	Negligible	Neutral or Slight
27	Link in a semi-urban area. Off-road pedestrian/cycle provision.	Medium	26.8% (AM peak)	Negligible	Neutral or Slight

4.42 As outlined in Table 4.2 above, the significance of severance on the links within the study area was established as neutral or slight.

4.43 Based on the above, the significance of the effect on all assessed links in this scenario is **neutral** or **slight**, with the effects expected to be **long term**, **permanent** and **adverse**. The effects of the proposed development are considered to be **'not significant'** in EIA terms.

4.44 It should also be highlighted that even though the significance of the effect is neutral or slight and, therefore, not significant in EIA terms, several improvements to pedestrian/cyclists facilities (including crossing opportunities) are proposed as part of the proposals. These improvements further reducing any potential impacts are discussed in the Mitigation and Monitoring section of this section.

Driver / Bus Passenger Delay

4.45 A summary of the assessment of driver and bus passenger delay is provided for each of the identified links in Table 4.3 below.

Table 4.3 Assessment of Driver / Bus Passenger Delay

Link ID	Sensitivity		Magnitude of change*		Significance
	V/C (Highest)	Assigned sensitivity	Change in delay	Assigned magnitude	
2048 Future Year + proposed development with alternative Tongwell Street southbound option					
13	81.95	Medium	n/a	n/a	Neutral or Slight
25	98.50	High	674.20%	Significant effect	
26	96.44	High	2701.00%	Significant effect	
27	98.85	High	344.90%	Significant effect	

Note: Magnitude of change based on the percentage change in the delay is only applicable on links approaching or over their theoretical capacity (i.e. V/C above 90). V/C values below 90 indicate spare capacity, and the links/junctions operate satisfactorily without significant delays.

4.46 As outlined in Table 4.3 above, the V/C values modelled for the following links exceed 90, with the impact of the proposed development on driver/bus passenger delay is considered to be **'significant'** in EIA terms:

- Link 25 - Tongwell Street from the entrance to BMX Racing Club towards Carleton Gate;
- Link 26 - Tongwell Street towards Carleton Gate; and
- Link 27 - Tongwell St from the entrance to Carleton Gate leading to new M1 bridge.

4.47 Link 25, Link 26 and Link 27 form part of the transport corridor, providing one of the main accesses to the proposed development. The effects on these links are expected to be **long term**, **permanent** and **adverse**. This result indicates that mitigation would typically be required to reduce the significance of the effect.

Pedestrian Delay

4.48 A summary of the assessment of pedestrian delay is provided for each of the identified links in Table 4.4 below.

Table 4.4 Assessment of Pedestrian Delay

Link ID	Sensitivity		Magnitude of change		Significance
	Link type	Assigned sensitivity	Change in traffic volume	Assigned magnitude	
2048 Future Year + proposed development with alternative Tongwell Street southbound option					
13	Link in the semi-urban area connecting Fox Milne with Willen. Off-road pedestrian/cycle provision. An informal pedestrian crossing (with tactile paving) at the junction with access to the Anglian Water facility.	Medium	12.3% (PM peak)	Negligible	Neutral or Slight
25	Link in a semi-urban area. Off-road pedestrian/cycle provision.	Medium	14.4% (PM peak)	Negligible	Neutral or Slight
26	Link in a semi-urban area. No pedestrian/cycle provision or crossing points.	Medium	14.4% (PM peak)	Negligible	Neutral or Slight
27	Link in a semi-urban area. Off-road pedestrian/cycle provision.	Medium	26.8% (AM peak)	Negligible	Neutral or Slight

4.49 As outlined in Table 4.4 above, the significance of pedestrian delay on the links within the study area was established as **neutral** or **slight**.

4.50 Based on the above, the significance of the effect on all assessed links in this scenario is **neutral** or **slight**, with the effects expected to be **long term**, **permanent** and **adverse**. The effects of the proposed development are considered to be **'not significant'** in EIA terms.

4.51 It should also be highlighted that even though the significance of the effect is neutral or slight and, therefore, not significant in EIA terms, several improvements to pedestrian/cyclists facilities (including crossing opportunities) are proposed as part of the proposals. These improvements further reducing any potential impacts are discussed in the Mitigation and Monitoring section of this section.

Pedestrian / Cyclist Amenity

4.52 A summary of the assessment of pedestrian delay is provided for each of the identified links in Table 4.5 below.

Table 4.5 Assessment of Pedestrian / Cyclist Amenity

Link ID	Sensitivity		Magnitude of change		Significance
	Link type	Assigned sensitivity	Change in traffic volume	Assigned magnitude	
2048 Future Year + proposed development with alternative Tongwell Street southbound option					
13	Link in the semi-urban area connecting Fox Milne with Willen. Off-road pedestrian/cycle provision. An informal pedestrian crossing (with tactile paving) at the junction with access to the Anglian Water facility.	Medium	12.3% (PM peak)	Negligible	Neutral or Slight
25	Link in a semi-urban area. Off-road pedestrian/cycle provision.	Medium	14.4% (PM peak)	Negligible	Neutral or Slight
26	Link in a semi-urban area. No pedestrian/cycle provision or crossing points.	Medium	14.4% (PM peak)	Negligible	Neutral or Slight
27	Link in a semi-urban area. Off-road pedestrian/cycle provision.	Medium	26.8% (AM peak)	Negligible	Neutral or Slight

4.53 As outlined in Table 4.5 above, the significance of pedestrian delay on the links within the study area was established as **neutral** or **slight**.

4.54 Based on the above, the significance of the effect on all assessed links in this scenario is **neutral** or **slight**, with the effects expected to be **long term**, **permanent** and **adverse**. The effects of the proposed development are considered to be **'not significant'** in EIA terms.

4.55 It should also be highlighted that even though the significance of the effect is neutral or slight and, therefore, not significant in EIA terms, several improvements to pedestrian/cyclists facilities (including crossing opportunities) are proposed as part of the proposals. These improvements further reducing any potential impacts are discussed in the Mitigation and Monitoring section of this section.

Fear and Intimidation

4.56 A summary of the assessment of fear and intimidation is provided for each of the identified links in Table 4.6 below.

Table 4.6 Assessment of Pedestrian / Cyclist Amenity

Link ID	Sensitivity		Magnitude of change			Sign.
	Link type	Assigned sensitivity	Avg. hr. flow (18hr)	Tot. HGV flow (18hr)	Assign. magn.	
2048 Future Year + proposed development with alternative Tongwell Street southbound option						
13	Link in the semi-urban area connecting Fox Milne with Willen. Off-road pedestrian/cycle provision. An	Medium	1001	381	Minor	Slight

Link ID	Sensitivity		Magnitude of change			Sign.
	Link type	Assigned sensitivity	Avg. hr. flow (18hr)	Tot. HGV flow (18hr)	Assign. magn.	
	informal pedestrian crossing (with tactile paving) at the junction with access to the Anglian Water facility.					
25	Link in a semi-urban area. Off-road pedestrian/cycle provision.	Medium	1150	423	Minor	Slight
26	Link in a semi-urban area. No pedestrian/cycle provision or crossing points.	Medium	1097	181	Minor	Slight
27	Link in a semi-urban area. Off-road pedestrian/cycle provision.	Medium	1030	390	Minor	Slight

4.57 As outlined in Table 4.6 above, the significance of fear and intimidation on the links within the study area was established as **slight**, with the effects expected to be **long term**, **permanent** and **adverse**. The effects of the proposed development are considered to be **'not significant'** in EIA terms.

Accidents and Safety

4.58 A summary of the assessment of accidents and safety is provided for each of the identified links in Table 4.7 below.

Table 4.7 Assessment of Pedestrian / Cyclist Amenity

Link ID	Sensitivity		Magnitude of change			Significance
	No of PIA 2016 base (Actual/ Typical)	Assigned sensitivity	Number of accidents (5-year period)	Change in Traffic Flow (AADT)	Assigned magnitude	
2048 Future Year + proposed development with alternative Tongwell Street southbound option						
13	0/1	Low	0	6.2%	Negligible	Neutral or Slight
25	0/1	Low	0	12.6%	Negligible	Neutral or Slight
26	0/1	Low	1	9.3%	Negligible	Neutral or Slight
27	0/1	Low	0	22.1%	Negligible	Neutral or Slight

4.59 As outlined in Table 4.7 above, the significance of accidents and safety on the links within the study area was established as **neutral** or **slight**, with the effects expected to be **long term**, **permanent** and **adverse**. The effects of the proposed development are considered to be **'not significant'** in EIA terms.

Mitigation and Monitoring

4.60 Three links (Link 25, Link 26 and Link 27) were identified to experience significant effects resulting from the traffic associated with the proposed amendments to the Tongwell Street corridor.

4.61 Link 25, Link 26, and Link 27 links form part of the Tongwell Street corridor running from the existing BMX Racing Club entrance via the existing priority-controlled T-junction with Carleton Gate towards the proposed bridge over the M1 and the new off slip by the new access road and the northwest section of Tongwell Street.

4.62 It is acknowledged that the Tongwell Street corridor would provide one of the main access routes to the proposed development. Therefore, as part of the delivery of the overall development, it is proposed to upgrade the Tongwell Street corridor to a dual carriageway to accommodate the traffic to/from the site.

4.63 Traffic delays are generally witnessed at or near junctions and can therefore be determined through the analysis of junction capacity assessment results. Given the substantial changes proposed for Tongwell Street (i.e. upgrades to a dual carriageway), the existing junctions associated with the corridor, such as Pineham Roundabout, are also proposed to be upgraded to accommodate the new dual carriageway alignment. The TA Addendum provides further detailed information on the individual junction assessments and should be read in conjunction with this section.

4.64 Although none of the links identified in this assessment is directly connected to Pineham Roundabout, they are part of the corridor leading to the junction. The existing roundabout is proposed to be reconfigured to accommodate the dualled Tongwell Street arm. In addition to the improvements to the Tongwell Street arm of the roundabout, it is also deemed appropriate to re-introduce the existing signals and introduce new full-time traffic signals on the remaining arms/circulatory carriageway, except for the southern arm that would remain priority-controlled. This will ensure sufficient capacity for the roundabout and traffic to/from the roundabout utilising Link 25, Link 26 and Link 27 to the north of the junction.

4.65 The existing priority-controlled T-junction of Tongwell Street and Carleton Gate is to be removed as part of the proposals, with no vehicular access provided to Willen at this location, maintaining north and southbound lanes along Tongwell Street. The junction closure will effectively remove any vehicular interaction with pedestrians/cyclists. In addition, a Redway connection will be provided at its eastern end connecting with the Redway along the western side of Tongwell Street. This Redway connection through to Carleton Gate could also double up as an emergency vehicle access point.

4.66 A new Redway is proposed to run along the northern side of Tongwell Street between Tongwell Roundabout and to a point just east of the new M1 bridge where the Redway will pass beneath the M1 bridge via a new subway structure. From here, the Redway will tie into the existing parkland paths, which in turn provide connectivity to the new subway in the vicinity of Carleton Gate, thereby providing connectivity back to the continuous Redway running along the western side of Tongwell Street between the existing Redway link from Carteret Close and Pineham Roundabout, as well as to the Willen estate. This Redway will also tie into the accommodation bridge providing onward foot and cycle connections into MKE.

4.67 The upgrades to the existing and provision of the new high-quality infrastructure are expected to provide connections commensurate to the proposed MKE development scale and importance. The delivery of this infrastructure would mitigate the identified effects on driver/bus passenger delay, as well as further enhance pedestrian/cyclists connections and amenity in the area, minimising any severance and pedestrian/cyclist delay In combination with the other embedded mitigation, as set out in Section 6 of Chapter D of the ES (March 2021), the post-mitigation effect is expected to be **'not significant'** in EIA terms.

Updated Residual Effects

4.68 Given that all links identified in this section for the assessment were also considered as part of Chapter D of the ES (March 2021), and the considered mitigation measures remain equally valid for the amended Tongwell Street corridor, there are no updates to the description of residual effects.

Summary and Conclusions

4.69 In accordance with both IEMA Guidelines and DMRB guidance, the following effects have been assessed for all links in the study area associated with the amendments of the Tongwell Street corridor:

- severance;
- driver delay;
- pedestrian delay;
- pedestrian and cyclist amenity;
- fear and intimidation;
- accidents and safety; and
- bus passenger delay.

4.70 The MKC's traffic model (MKMMM) adjusted for the purposes of the assessment of the proposed amendments of the Tongwell Street corridor has informed the assessment set out in this section.

4.71 The analysis identified that four links were required to be considered on the criteria set out by the screening rules.

4.72 The assessment of the likely significant effects of the proposed development presented in this section Transport Chapter demonstrates that the delivery of the proposed development would not result in any transport-related significant environmental effects (post-mitigation where required).

4.73 A summary of the effects of the proposed development is provided in Table 4.8 below.

Table 4.8 Summary of Transport Effects associated with Tongwell Street Amendments

Effect	Link	Significance	Adverse / Beneficial	Duration	Permanence	Mitigation	Residual effect significance
2048 Future Year + proposed development with alternative Tongwell Street southbound option							
Severance	All identified links	Neutral or Slight	Adverse	Long term	Permanent	None required/RTP/WTP/Walking & Cycling Strategy/PROW Strategy	Neutral or Slight
Driver delay / Bus passenger delay	Link 13	Neutral or Slight	Adverse	Long term	Permanent	None required/RTP/WTP/Public Transport Strategy	Neutral or Slight
	Link 25	Significant	Adverse	Long term	Permanent	Dualling of the corridor, new Tongwell Street/Site Access junction, Pineham Roundabout upgrade/RTP/WTP/Public Transport Strategy	Slight
	Link 26	Significant	Adverse	Long term	Permanent	Dualling of the corridor, new Tongwell Street/Site Access junction, Pineham Roundabout upgrade/RTP/WTP/Public Transport Strategy	Slight
	Link 27	Significant	Adverse	Long term	Permanent	Dualling of the corridor, new Tongwell Street on/off slip arrangement, Carleton Gate junction removal, Pineham Roundabout upgrade/RTP/WTP/Public Transport Strategy	Slight
Pedestrian delay	All identified links	Neutral or Slight	Adverse	Long term	Permanent	None required/RTP/WTP/Walking & Cycling strategy/PROW Strategy	Neutral or Slight
Pedestrian and cyclist amenity	All identified links	Neutral or Slight	Adverse	Long term	Permanent	None required/RTP/WTP/Walking & Cycling strategy/PROW Strategy	Neutral or Slight
Fear and intimidation	All identified links	Slight	Adverse	Long term	Permanent	None required/RTP/WTP/Walking & Cycling strategy/PROW Strategy	Slight
Accidents and safety	All identified links	Neutral or Slight	Adverse	Long term	Permanent	None required/RTP/WTP/Walking & Cycling strategy/PROW Strategy/Public Transport strategy	Neutral or Slight

5.0 Air Quality

5.1 This section considers the potential for new or altered conclusions in relation to air quality to those described in the ES (March 2021) arising from changes to Tongwell Street described in Section 2.0 of this ES Addendum. The information provided in this section is supplementary to that provided in Chapter G of the ES (March 2021).

5.2 This section has been prepared by WSP.

5.3 This chapter reports the updated assessment of potential effects in relation to air quality impacts with the proposed amendments. As these amendments do not affect the MKE boundary, the potential effects during construction will be no different to those reported in Chapter G of the ES (March 2021) and have not been considered here. Therefore this section only reviews potential effects due to changes in traffic emissions.

Updated Policy Context

5.4 There are no updates to the planning policy context detailed in Chapter G of the ES (March 2021).

Updated Assessment Methodology and Significance Criteria

5.5 The potential effects in terms of road traffic impacts of the proposed amendments to the Tongwell Street corridor have been assessed in Section 4 of this ES Addendum. This was limited to consideration of traffic changes within the Tongwell Street corridor in 2048 without and with the full Proposed Development.

5.6 A qualitative assessment, using professional judgement, of the potential effects in terms of air quality impacts has been undertaken. This has been done with reference to the findings of the 'during operation' assessment presented in the ES Chapter G and the expected changes in traffic considered in Section 4 of this ES Addendum.

Updated Baseline Conditions

5.7 There are no updates to the baseline conditions detailed in Chapter G of the ES (March 2021).

Updated Potential Effects

During Construction

Construction Dust

5.8 There are no updates to the description of potential effects detailed in Chapter G of the ES (March 2021).

During Operation

Traffic Emissions

5.9 The air quality assessment, as presented in Chapter G of the ES (March 2021), predicted concentrations for 2048 with the Proposed Development to be well below the relevant air quality standards (AQS). The highest concentrations with the Proposed Development were predicted at receptor R1 (18 High Street South, Olney), where:

- annual mean NO_2 = 21.6µg/m^3 (AQS is 40µg/m^3);

- annual mean PM_{10} = 21.9µg/m^3 (AQS is 40µg/m^3);
- 24-hour mean PM_{10} = six exceedances of 50µg/m^3 (AQS allows no more than 35 exceedances per year); and
- annual mean $PM_{2.5}$ = 13.3µg/m^3 (AQS is 25µg/m^3).

5.10 This receptor is within 5m of the kerb on the A509 High Street South and opposite the junction with Weston Road.

5.11 The assessment for the ES was based on vehicle emissions factors and background pollutant concentrations for 2030, in the absence of Defra forecasts for later years. By 2048 it is expected that vehicle exhaust emissions and background pollutant concentrations will be lower, with higher proportions of zero emissions vehicles within the vehicle fleet than in 2030. The assessment presented in the ES is therefore considered to be conservative.

5.12 The proposed amendments to highways infrastructure will affect traffic flows on existing roads including Dansteed Way, Michigan Drive, Willen Road and Tongwell Street. All residential properties in the Willen area are set at least 28m back from the kerb on Dansteed Way and Tongwell Street and further away from Michigan Drive and Willen Road.

5.13 With the proposed amendments, traffic flow on Dansteed Way is expected to be higher than without. Previously, in the ES (March 2021), a small reduction in traffic was expected on this road. The proposed amendment would therefore result in increased pollutant concentrations at the nearest residential properties on Christian Court, Millington Gate and Wellfield Court, given that the nearest of these (on Wellfield Court). However, as the nearest property is approximately 28m from the kerb on Dansteed Way, it is very unlikely that pollutant concentrations would exceed the relevant AQS and be any higher than reported for receptor R1 in Chapter G of the ES (March 2021). It is considered that any impact at would be negligible.

5.14 With the proposed amendments, traffic flows on Tongwell Street are expected to be lower than without, between the Tongwell roundabout with and the new M1 overbridge, but higher between the new M1 overbridge and Pineham roundabout. The nearest residential property is on Carteret Close at approximately 36m from the kerb on Tongwell Street. It is highly unlikely that the proposed amendments would cause pollutant concentrations to exceed the relevant AQS and be any higher than reported for receptor R1 in Chapter G of the ES (March 2021). It is considered that any impact at would be negligible.

5.15 Elsewhere, the air quality impacts are very unlikely to be substantially different to those reported in the ES (March 2021).

Odour

5.16 There are no updates to the description of potential effects detailed in Chapter G of the ES (March 2021).

Additional Mitigation Measures

5.17 There are no updates to the mitigation measures detailed in Chapter G of the ES (March 2021).

Updated Residual Effects

5.18 There are no updates to the description of residual effects detailed in Chapter G of the ES (March 2021).

Summary and Conclusions

5.19 The consequences of the proposed amendments concerning Tongwell Street highways infrastructure on air quality have been considered qualitatively and discussed in this section of the ES Addendum. It is considered that pollutant concentrations would remain well below the relevant AQS and that all impacts would be negligible. The conclusions of the air quality assessment presented in Chapter G of the ES (March 2021) remain valid.

6.0 Noise

6.1 This section considers the potential for new or altered conclusions in relation to noise to those described in the ES (March 2021) arising from changes to Tongwell Street described in Section 2.0 of this ES Addendum. The information provided in this section is supplementary to that provided in Chapter H of the ES (March 2021).

6.2 This section has been prepared by WSP.

6.3 Given that the proposed design changes relate specifically to Tongwell Street, and the resulting study area is local to the area south of the M1, it is considered highly unlikely that there would be any significant noise impacts to future sensitive receptors within the Proposed Development, north of the M1. Consequently, the scope of this addendum is limited to road traffic noise impacts at the nearest existing sensitive receptors in Willen.

Updated Policy Context

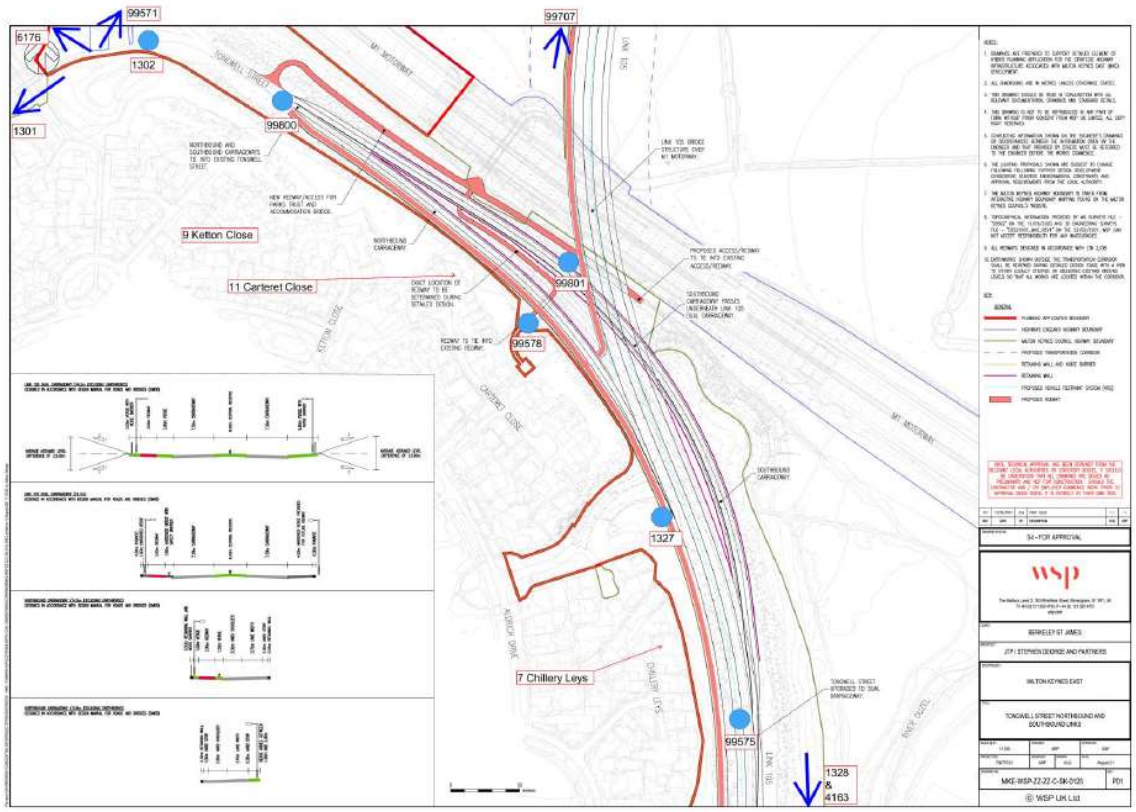
6.4 All legislation, national and local planning policy and professional guidance which have been referenced in the ES (March 2021) remains up to date and valid, with the exception of the National Planning Policy Framework (NPPF), which was updated in July 2021. It should be noted, however, that content with respect to noise in the updated NPPF has not changed from the previous version (i.e. the version which has been referenced in the ES (March 2021)).

6.5 In light of the above, the assessment approach and criteria which have been adopted in the ES (March 2021) ES remain valid.

Updated Assessment Methodology and Significance Criteria

6.6 Figure 6.1 identifies the receptor locations considered in respect of the noise assessment reported in this section of the ES Addendum. Also indicated are the road link IDs for the sections of road which are relevant to the assessment:-

Figure 6.1 The proposed scheme, road link IDs and sample receptor locations



Source: WSP, not to scale

Traffic Data

6.7 Updated traffic data has been supplied in respect of the amendments to Tongwell Street. Table 6.1 presents the updated links, the associated traffic flows which were used in the ES (March 2021), the updated traffic flows relating to the Tongwell Street amendments and the difference between the two sets of data. The location of these links is presented in Figure 6.1. The traffic flows are presented as Annual Average Weekday Traffic values over an 18-hour period, in accordance with the guidance in Calculation of Road Traffic Noise (CRTN)[2].

6.8 The percentage of HDVs and speeds for each of the road links should be taken from the data supplied in the ES (March 2021). For new links (i.e. those which comprise the southbound links between Tongwell roundabout and the main dual carriageway heading south to the Pineham roundabout), the HDV and speed data for the future year do-something scenario have been assumed based on the 'do minimum' scenario data for the existing southbound link on Tongwell Street (i.e. link 1302-99578), during the future year as presented in the ES (March 2021).

6.9 Link 1302-6176 is a road which leads into an industrial estate with no sensitive receptors nearby. Therefore, this link has not been considered in the ES (March 2021) and will not be considered in this assessment.

[2] Department of Transport Welsh Office (1988) Calculation of Road Traffic Noise

Table 6.1 Traffic flow data for the affected road links from the ES (March 2021) (data A and C) and for the proposed design changes to Tongwell Street (data B and D)

Northbound				**Southbound**			
Link ID	**A**	**B**	**B-A**	**Link ID**	**C**	**D**	**D-C**
	18hr AAWT 2048 'Do Something' Scenario (from the ES (March 2021))	**18hr AAWT 2048 'Do something' Scenario (for the proposed design changes**	**Difference in 18hr AAWT between '2048 Do Something Scenarios'**		**18hr AAWT 2048 'Do Something' Scenario (from the ES (March 2021))**	**18hr AAWT 2048 'Do something' Scenario (for the proposed design changes**	**Difference in 18hr AAWT between '2048 Do Something Scenarios'**
4163-1328	20454	18382	-2073	4163-1328	14560	17807	3247
1328-999575	20053	18243	-1811	1328-999575	18673	19183	637
99575-1327	15871	18151	2280	99575-1327	18673	19311	637
1327-99578	20089	18151	-1938	1327-99578	15358	19311	3953
99578-99707	10955	9462	-1493	99578-99707	15358	12119	-3239
99578-99800 (99578-1302)	6172	9615	3443	99578-99800 (99578-1302)	-	7959	7959
9980-1302 (99578-1302)	6172	9615	3443	9980-1302 (99578-1302)	-	7959	7959
1302-1301	5490	11143	5654	1302-1301	1920	8807	6887
1302-6176	4781	4678	-103	1302-6176	1599	2601	1002
1302-99571	3936	4262	326	1302-99571	5327	6190	863

Source: WSP

Updated Baseline Conditions

6.10 There are no updates to the baseline conditions detailed in Chapter G of the ES (March 2021).

Updated Potential Effects

Existing links subject to traffic flow changes only

6.11 A number of the road links for which updated traffic data have been supplied have not been subject to physical design changes (e.g. changes in alignment) but have been subject to changes in traffic flow as a result of the re-distribution of traffic on the local road network arising from the proposed design changes.

6.12 This allows for a direct comparison of the Basic Noise Levels (BNLs) for these links using the data supplied for the ES (March 2021) and the proposed design changes to predict whether there is likely to be a significant change in road traffic noise level.

6.13 Table 6.2 presents these road links, along with the calculated BNLs in the 2048 'do something' scenario for the data supplied for the ES (March 2021) and the updated data for the proposed design changes. The difference between the two BNLs is also provided. It is important to note that the BNLs provided do not reflect the noise levels incident upon the facades of the nearest sensitive receptors as they are a source term and do not account for environmental noise attenuation factors such as distance, ground absorption, reflection or screening. The road traffic noise assessment is concerned with the change in noise level at existing sensitive receptors, therefore, should all other factors remain the same, as is the case with the links in Table 6.2, the unpropagated BNLs are sufficient for this assessment.

Table 6.2 BNLs for road links affected by the proposed design changes, which have been subject to traffic flow changes, only

Link ID	A	B	B-A
	18hr AAWT 2048 'Do Something' Scenario (from the ES (March 2021))	18hr AAWT 2048 'Do something' Scenario (for the proposed design changes	Difference, dB
4163-1328	84.8	84.9	0.1
1328-99575	85.0	84.7	-0.2
99575-1327	83.8	84.2	0.4
1327-99578	83.9	83.9	0.0
99578-99707	82.3	81.5	-0.8
1302-1301	79.5	83.8	4.3
1302-99571	79.2	79.7	0.5

Source: WSP

6.14 It can be seen from Table 6.2 that there are two links where the BNL is predicted to decrease (links 1328-99575 and 99578-99707) by a margin of 0.2 to 0.8 dB. The BNLs for the remaining links, besides 1302-1301, are predicted to increase by a small margin, no greater than 0.5 dB.

6.15 For all of the links described above, the change in road traffic noise level from that which was reported in the ES (March 2021) is considered to be negligible.

6.16 For link 1302-1301, the predicted change in BNL between the 2048 do something scenario reported in the ES (March 2021) and the updated 2048 do something scenario is an increase of 4.3 dB. When added to the predicted long-term change in noise level assessed in the ES (March

2021) (i.e. the difference in predicted noise levels between the 2031 'do minimum' scenario and the 2048 'do something' scenario), the updated long-term change in noise level is predicted to be 4.5 dB. Using the same criteria which were adopted in the ES (March 2021) and remain valid, this equates to a minor adverse effect, (i.e. not significant).

New road links

6.17 Where new links are introduced, a 'like-for-like' comparison between BNLs cannot be provided. Consequently, the change in noise levels, brought about by the new source (i.e. the new southbound road links) must be considered in the context of their environment. To do this, road traffic noise levels have been predicted at a sample of existing sensitive receptors which are located near to the new road links (i.e. links 99800-99578 and 1302-99800, the consecutive links which make up the new southbound section of Tongwell Street), using the updated design information and traffic flow data. These noise levels have then been compared with the predicted noise levels from the ES (March 2021) at the same receptors.

6.18 Note that these predicted noise levels are the result of the scheme roads, only, and no contribution from other existing roads (e.g. the M1) are included.

6.19 The sample receptors have been selected as they are located in proximity to the points where the new southbound links are at approximately the same height as the northbound links (i.e. at either end of that section of the southbound links where the road height starts to drop to pass underneath the dual carriageway). For these sample receptors no acoustic screening benefit has been included in the calculations and as such, the outputs reported for these sample receptors are considered to represent a robust assessment.

6.20 It should be noted that where the southbound link decreases in road height, there will be some acoustic screening benefit afforded by the intervening topography, at receptors in Willen located between those selected in this assessment.

6.21 The sample receptors are indicated in Figure 6.1, for reference.

6.22 It should also be noted that this assessment includes the mitigation which was proposed in the ES (March 2021) (i.e. the 3m high noise barriers located to the west of Tongwell Street, to protect receptors on the eastern edge of Willen).

6.23 Using the methodology set out in the CRTN, Table 6.3 presents the predicted noise levels at the sample receptors as assessed in the ES (March 2021) and using the updated design information and traffic flow data.

Table 6.3 Predicted road traffic noise levels as a result of the scheme, comparing the ES (March 2021) data and the new data

Receptor	A	B	B-A
	Predicted road traffic noise level at the nearest facade, as a result of the scheme only, dB 2048 'do something' scenario (from the ES (March 2021))	**Predicted road traffic noise level at the nearest facade, as a result of the scheme only, dB 2048 'do something' scenario (for the proposed design changes)**	**Difference, dB**
7 Chillery Leys	59.6	59.9	0.3
11 Carteret Close	58.6	60.8	2.2
9 Ketton Close	57.3	61.3	4

Source: WSP

6.24 It can be seen from Table 6.3 that the predicted noise levels at the sample receptors, as a result of the proposed amendments at Tongwell Street, all increase from those reported in the ES (March 2021). The most notable increases are at Ketton Close and Carteret Close, which are not afforded the same amount of screening from the noise barriers as receptors on Chillery Leys. It is important to note, however, that properties in the vicinity of Ketton Close and Carteret Close are also most exposed to road traffic noise from the M1, which should be taken into consideration as an existing source of noise to which occupants of nearby dwellings are exposed.

6.25 Table 6.4 presents the predicted noise levels at the same sample receptors using the updated design information and traffic flow data, including noise from the M1.

Table 6.4 Predicted road traffic noise levels as a result of the scheme and the M1, comparing the ES (March 2021) data and the new data relating to the proposed design changes

Receptor	A	B	B-A
	Predicted road traffic noise level at the nearest facade, as a result of the scheme and the M1, dB 2048 'do something' scenario (from the ES (March 2021))	Predicted road traffic noise level at the nearest facade, as a result of the scheme and the M1, dB 2048 'do something' scenario (for the proposed design changes)	Difference, dB
7 Chillery Leys	65.1	65.1	0
11 Carteret Close	68.1	68.1	0.4
9 Ketton Close	66.5	66.5	0.8

Source: WSP

6.26 It can be seen from Table 6.4 that with the necessary inclusion of the road traffic noise from the M1 in the analysis, predicted noise levels at the sample receptors range between 0 to 0.8 dB greater than that reported in the ES (March 2021), even allowing for noise from the new links. This is because road traffic noise from the M1 is the dominant source of noise at these receptors. Therefore, using the same criteria which were adopted in the ES (March 2021) and remain valid, the noise from the proposed design changes in the 2048 'do something' scenario, when considered in addition to the road traffic noise from the M1, is predicted result in a negligible effect (i.e. not significant).

Additional Mitigation Measures

6.27 There are no proposed updates to the mitigation measures detailed in Chapter H of the ES (March 2021) at the current time. Noise monitoring will continue as the Proposed Development is brought forward and consideration given to a scheme to optimise the noise barriers to ensure that effects are not significant.

Updated Residual Effects

6.28 There are no updates to the description of residual effects or overall conclusions presented in Chapter H of the ES (March 2021).

Summary and Conclusions

6.29 Using traffic data associated with the changes to Tongwell Street, an assessment of the change in road traffic noise likely to arise from the proposed design changes has been undertaken.

6.30 This assessment finds that for all of the links considered, with the exception of 1301-1302, 99800-99578 and 1302-99800, the change in noise level during the 2048 'do something' scenario, from that which was assessed in the ES (March 2021), is anticipated to be negligible.

6.31 For link 1301-1302, the BNL, using the new data relating to the proposed design changes in the 2048 'do something' scenario, is predicted to be 4.3 dB greater than the BNL using the data for the 2048 'do something' scenario from the ES (March 2021). However, when account is taken of the predicted long-term change in noise level assessed in the ES (March 2021) (i.e. the difference in predicted noise levels between the 2031 'do minimum' scenario and the 2048 ' do something' scenario), the updated long-term change in noise level is predicted to be +4.5 dB, which equates to a minor adverse effect, (i.e. not significant).

6.32 For links 99800-99578 and 1302-99800, which are the new southbound links joining Tongwell roundabout and the dualled section of Tongwell Street, noise levels, using the new data relating to the proposed design changes in the 2048 'do something' scenario, have been predicted at three sample receptors in Willen, which are closest to the new links. The predicted noise levels at the receptors from the scheme, alone (i.e. not including any road traffic noise contribution from the M1), range between 0.3 and 4 dB greater than the noise levels using data form the ES (March 2021) for the 2048 'do something' scenario.

6.33 However, when noise from the M1 is considered in addition to road traffic noise from the proposed design changes, the increase in cumulative road traffic noise is anticipated to range from 0 to 0.8 dB at the three receptors. This is because the road traffic noise from the M1 is the dominant source of noise at these receptors. This equates to a negligible effect (i.e. not significant).

7.0 Summary and Conclusions

7.1 This ES Addendum has been prepared on behalf of St James Group Limited ('St James') ('the applicant'). It provides additional and replacement information to the ES (March 2021) relating to the proposed development of a sustainable urban extension to Milton Keynes.

7.2 The Proposed Development has been subject to a process of systematic analysis of potential significant environmental effects and iterative design to embed key principles that can assist in reducing adverse effects where these arise. The ES (March 2021) described the key components of the Proposed Development, the methodological approach adopted and the extent to which consultation and engagement has assisted in the assessment process. A range of mitigation measures were identified that will need to be secured via planning conditions and a s106 planning obligation; and other measures to which the future development will comply as a result of the requirements of other legislation or best practice procedures. The mitigation package will together appropriately address likely significant environmental effects of the Proposed Development to an acceptable level. A range of beneficial impacts were also identified including those relating to landscape, permeability, socio-economics and ecological enhancement.

7.3 Following submission of the hybrid application (part detailed and part outline) for the Proposed Development, a range of minor amendments have been brought forward and consultation responses have been considered. The outcomes of this review have been reported in this ES Addendum and any resultant changes to the information provided in the ES (March 2021) identified. This includes any replacement plans or appendices to the documentation.

7.4 It has been demonstrated that none of the updated or supplementary information provided in this ES Addendum has an effect on the outcomes of the ES (March 2021) and this has been reported as part of this document. Changes to Tongwell Street have embedded mitigation within its design to ensure that effects are non-significant. There are no other effects on the package of mitigation reported in the ES (March 2021).

8.0 References and Abbreviations

References

1 Town and Country Planning (Environmental Impact Assessment) Regulations 2017

2 Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020

3 Milton Keynes New Residential Development Design Guide Supplementary Planning Document (April 2012)

4 Ministry of Housing, Communities and Local Government (July 2021) National Planning Policy Framework

5 Department of Transport Welsh Office (1988) Calculation of Road Traffic Noise

Abbreviations

1 AADT – annual average daily traffic

2 AAWT – annual average weekly traffic

3 AQS - air quality standards

4 BNL - Basic Noise Level

5 CRTN - Calculation of Road Traffic Noise

6 dB – decibel

7 DMRB – Design Manual for Roads and Bridges

8 EIA – Environmental Impact Assessment

9 ES - Environmental Statement

10 HGV – heavy goods vehicle

11 HIF – Housing Infrastructure Fund

12 IEMA – Institute of Environmental Management and Assessment

13 MKC – Milton Keynes Council

14 MKE – Milton Keynes East

15 MKMMM - Milton Keynes Multi-Modal Model

16 NO2 – particulate matter

17 NPPF - National Planning Policy Framework

18 PROW – Public Right of Way

19 RTP – Residential Travel Plan

20 SPD – Supplementary Planning Document

21 TA - Transport Assessment

22 WSI - Written Scheme of Investigation

23 WTP – Workplace Travel Plan