

Appendix E

Presentation

by

Furtho Development Opposition Group

The presentation was delivered by Andy Bush and Wayne Evans, two of the five members of the Furtho Development Opposition Group (FDOG) steering committee. There had been no documents from the applicant loaded onto the planning portal since August 2023. FDOG continue to believe:

- this is the wrong development in the wrong place
- the location being is one of outstandingly natural beauty with a conservation area running through the site
- the site is either rare Open Mosaic Habitat or farmland
- the applicants want to cover it in tarmac and 750,000sq ft of concrete
- the development will be in a dedicated flood zone recognised by the Environment Agency, DEFRA, WNC, Bucks & River Ousel Internal Drainage Board - In fact everyone except the applicants
- there is regular flooding of the built site upstream from Old Cosgrove Road
- the Environment Agency have rejected every extraordinary flood prevention scheme conjured up -high risk dams, attenuation lakes, wetlands but the applicants want to revert to Plan A - increasing the size of the Dogsmouth Brook culvert under the Bucks Arm with no dam
- property in the zone - upstream and downstream - is flooding increasingly regularly
- Developers own consultants accept areas of the site will still be liable to flood notwithstanding their proposed flood mitigation measures.
- The warehouses in South Milton Keynes suffer from flooding and are still empty years after completion
- the developer is still under the illusion the massive loss of soakaway, and speeding up the flow of water off their site will affect nothing further downstream
- The applicants' consultants, JBA, continue to use outdated methods (1974) to measure the runoff
- our environment consultant Bioscan condemned the applicants' first environment report as incompetent or deliberately misleading
- Following a further survey, the applicants now accept it isn't low quality land but that there is some rare open mosaic that is home to 565 species of invertebrate of which 35 are scarce and 24 are truly scarce. They found grass snakes and slow worms. Small Gorse Mining Bee (30% decline 2006-2015) was the most important invertebrate found on the site. The site is 2nd richest out of the 9 brownfield sites surveyed in South East England. The applicants accept it's OMH, but only in a limited area

- If the applicant accepts the site habitat is valuable, they would never hit 'Biodiversity Net Zero'
- Applicants admit that although 'significant impacts cannot be avoided due to the Allocation', they claim the rare mosaic habitat can be relocated to the new country park
- The Local Plan – a disastrous plan to create 5 allocated employment zones, (not warehouse industrial zones) - was drawn up without visiting the locations, blindly acceptant that the sites are appropriate
- The applicants still ignore WNC policy in the Local Plan Part 2 and the supplementary planning document which call for: mixed development B1 B2 and B8, roundabout access to site and small/medium buildings
- Traffic is over capacity at the Old Stratford (OS) roundabout during morning and evening rush hours. AA/Google maps give alternative routes along the single-track roads through the surrounding villages instead of the A5 at times of severe congestion. If trucks follow their satnavs this will be disastrous
- There are 78 loading bays across the site which makes a nonsense of the applicants' claim regarding vehicle movements only being 51 in the morning weekday peak period and 30 in the afternoon. 30% of HGV traffic to the site will come from Towcester and 18% from A422. There will be 30% residential traffic from MK. National Highways have been instructed not to interfere in planning applications. Using the applicants figures 972 HGV and 6,300 vans and cars over a 24 hour period
- access to site from the OS roundabout will be via a ghost lane – with no road widening – that will hold 5 trucks
- The applicants suggest traffic will 'reduce' over the next 10 years and WNC agreed that issues with traffic congestion can be resolved in 2031.
- There is little or no consideration of traffic generated by the other allocations and developments nearby
- SE Midlands report on logistics commissioned by WNC – states all new logistics centres should be – 'close to a junction with the motorway network (ideally within 3km and up to 5km)' (ignored by the applicant and WNC) and 'many new warehouse developments are being designed and built with increasing levels of automation from the start' (so a low employment zone with commuting from outside the area)
- M1 Gateway now providing more than sufficient area capacity to meet WNC's requirement for warehousing and logistics
- Heritage has been ignored as the Buckingham Arm Canal is a conservation area, but the development spine road would run alongside this and there are other heritage assets within view of the overall development
- Pollution - the site was used for the dumping of toxic industrial slurry and cars as well as the building waste that was given planning permission. The applicants propose a truck wash with potential to contaminate a watercourse and there will be air, light and noise pollution – 24 hours per day.

FDOG pledged they will fight on. They continue to ask for support through written objections and financial backing to fund consultants reports to call out the inaccuracy and obfuscation of the applicants' reports.