

22 December 2025

Development Plans Team
Milton Keynes City Council
Civic Offices, 1 Saxon Gate East
Milton Keynes, MK9 3EJ



By email only to
ncp.engagement@milton-keynes.gov.uk

Dear Sir / Madam

**Proposed Submission Milton Keynes City Plan 2050
Regulation 19 Plan for Consultation, October 2025
Response on Behalf of Richborough in Respect of Land North of Weston Road, West of Olney**

Savills is instructed by Richborough to submit representations to Milton Keynes City Council (the Council) on the above consultation.

In addition to this letter, this submission comprises the following documentation:

- Completed representation forms
- Site location plan, drawing number: RE-WRO-LP-Sk01, prepared by Richborough
- Comments on draft Policy CEA12 in relation to Land at Pheasants Farm, Olney, prepared by Icenii
- Transport Appraisal by Hub Transport Planning

1. About Richborough

Richborough is the UK's leading independent strategic land promotion business, established in 2003. It aims to work responsibly and in partnership with landowners, local authorities and key stakeholders to bring forward land for development.

Richborough's projects are located throughout the country, ranging from schemes of around 100 homes to large strategic urban extensions for a mix of uses. With offices in Birmingham, Bristol, London, Manchester and Nottingham, the Richborough team comprises a blend of chartered industry professionals, including planners, surveyors, architects, urban designers, engineers and project managers. This makes Richborough well-equipped to accelerate the delivery of realistic, market-facing schemes.

Richborough oversees the entire planning process from start to finish. It identifies suitable opportunities, undertakes technical surveys, designs masterplans, promotes sites through local plans, secures outline planning permission and sells consented land to a range of development partners, from SME builders to large PLC developers. To date, the land it has promoted has delivered over 30,000 new homes.

Richborough is also a founding member of the Land, Planning and Development Federation and a proud member of the British Property Federation and Home Builders Federation.

2. Introduction

Richborough holds an interest in an approximately 57 hectares of land north of Weston Road, west of Olney, which is also known as land at Pheasants Nest Farm (the Site). The Site is outlined in red on the enclosed site location plan.

The Site comprises several agricultural fields to the west of Olney, and north of Weston Road.

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa and the Middle East.

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The Site has not been identified in the MK Strategic Housing Land Availability Assessment but we consider it is appropriate for identification for residential development.

Our request is for assessment of the Site within this local plan process, and for the Site to be included in the pending Land Availability Assessment (LAA).

Our request is that identification of the Site in the LAA should lead to a proposed allocation for residential development within the emerging MK City Plan 2050.

The Site is within walking and cycling distance of the centre of Olney and facilities such as Ousedale School, Aspreys, Olney. The Site partly adjoins the west boundary of the school site.

The enclosed comments by Icen, finds that when considering the Site against the criteria for selection, as well as the special qualities identified for the candidate Ouse Valley Special Landscape Area (SLA), it is evident that the Site does not reflect these criteria, and is not of elevated value or importance.

Icen find that considering the fact that the Site lies on the outer edge of the emerging SLA boundary, and the fact that clearer, more readily identifiable boundaries exist around the Site, they propose that the Site be removed from the emerging SLA, as it does not reflect the special character of the Ouse Valley.

The enclosed transport appraisal by Hub Transport Planning considers relevant transport planning matters at this stage, in respect of c.1,000 residential dwellings.

Hub state that the site will retain a corridor width that could be made available for a link road. This is relevant in the context of the Olney Neighbourhood Plan 2016 to 2031.

The impact of the proposed development traffic on the local highway network would be subject to detailed testing at the appropriate time.

The proposed Weston Road site access roundabout will be tested for capacity as part of the transport assessment work to support any subsequent application but would be designed to accommodate the development traffic comfortably as well as any traffic associated with a new link road.

Further afield, the scope of the local highway network assessment, including any committed development traffic flows and the need for formal junction capacity analysis, will be subject to further consultation with the Local Highway Authority.

3. National Planning Reform

On 12 December 2024, Government published an update on National planning reform, following consultation held in 2024.

The changes are part of the Government's aims to deliver a universal, ambitious Local Plan coverage, which is seen as being vital to deliver the Government's commitments to achieve economic growth and build 1.5 million new homes.

The Government changes, include the following:

- Making the standard method for assessing housing needs mandatory, requiring local authorities to plan for the resulting housing need figure, planning for a lower figure only when they can demonstrate hard constraints and that they have exhausted all other options

- Reversing other changes to the NPPF made in December 2023 which were detrimental to housing supply
- Implementing a new standard method and calculation to ensure local plans are ambitious enough to support the Government's manifesto commitment of 1.5 million new homes in this Parliament
- Broaden the existing definition of brownfield land, set a strengthened expectation that applications on brownfield land will be approved and that plans should promote an uplift in density in urban areas
- Identify grey belt land within the Green Belt, to be brought forward into the planning system through both plan and decision-making to meet development needs
- Improve the operation of 'the presumption' in favour of sustainable development, to ensure it acts an effective failsafe to support housing supply, by clarifying the circumstances in which it applies; and, introducing new safeguards, to make clear that its application cannot justify poor quality development;
- Deliver affordable, well-designed homes, with new "golden rules" for land released in the Green Belt to ensure it delivers in the public interest
- Make wider changes to ensure that local planning authorities are able to prioritise the types of affordable homes their communities need on all housing development and that the planning system supports a more diverse housebuilding sector
- Support economic growth in key sectors, aligned with the Government's industrial strategy and future local growth plans, including laboratories, gigafactories, datacentres, digital economies and freight and logistics – given their importance to our economic future
- Deliver community needs to support society and the creation of healthy place
- Support clean energy and the environment, including through support for onshore wind and renewables

This is a very clear summary of the objectives of Government when it comes to the planning system and delivery of economic development and growth.

It is encouraging to see acknowledgement and recognition of this direction of travel within the emerging Local Plan. We would request that the Council continues to factor in changes to the planning system at the national level, including for example the potential for changes to the NPPF, the Planning Practice Guidance and the potential for new National Development Management Policies.

On 16 December 2025, Government published proposed reforms to the National Planning Policy Framework and other changes to the planning system. This includes consultation with deadline of 10 March 2026 for comments. The publications and announcements by Government are too recent to be captured sufficiently in response to this consultation, which has a deadline of 22 December 2025.

The publication by Government represents a comprehensive reform of the NPPF; in the Minister's words it is a "fuller and more definitive update" to the planning system. Building on the December 2024 NPPF (which restored mandatory housing targets and introduced the Grey Belt concept), this consultation proposes fundamental structural and policy changes to deliver the Government's target of 1.5 million new homes by the end of this Parliament.

The Government has decided not to proceed with statutory National Development Management Policies at this stage, despite provisions in the Levelling Up and Regeneration Act 2023. Instead, the Framework incorporates a series of policies that will have non-statutory status, which means in effect that they do not override the policies contained in adopted Local Plans but are a material consideration in the determination of planning applications. These policies will take immediate effect when the final version of the NPPF is published; most likely in the summer 2026.

We suggest that the Council considers the implications of the proposed reforms to the NPPF and to the planning system ahead of progressing to the next consultation on the emerging Local Plan.

4. Local Government Reorganisation and Devolution

Whilst Milton Keynes is already unitary, and hence there is little potential for local government reorganisation, there is pending devolution across the Oxford to Cambridge Growth Area, which will become increasingly relevant for plan-making going forward.

Government has said that plan-making must continue on and not wait on pending changes but it would be useful for resource planning and governance matters to be considered now in this pending new context.

5. The Evidence Base

We welcome publication of the evidence base alongside this Regulation 19 consultation, under the Evidence Library.

We consider this is good practice, but is not necessarily common-practice by plan-making authorities and hence we consider it is important to applaud this.

The extent of matters covered in the published evidence base looks to be quite extensive.

There is mention that the Council will update the evidence base as new documents become available. Our request is for consideration of, and communication on, the means by which to identify publication of new evidence base documents to relevant stakeholders, including Richborough.

6. Plan Period

It is encouraging to see the mention that the Local Plan's timeframe is 2046 and that it is recognised that individual large scale sites, such as major extensions to existing towns or new communities, will in all probability take longer than this to reach completion. Local plans are required by government to be reviewed and if necessary updated every five years so such sites may need to continue to be reflected in later local plans for the area.

7. Strategic and Non-Strategic Policies

We note mention that strategic policies are those which are essential to the delivery of the Local Plan strategy.

We request publication of a list of those emerging Local Plan policies which the Council considers to be strategic policies within the emerging Local Plan. Typically, local plans include a list of policies, but they often do not identify strategic, or non-strategic policies. Our request is for the Council to clearly identify the relevant strategic policies.

Paragraph 21 in the NPPF states that Development Plans should make explicit which policies are strategic policies. These should be limited to those necessary to address the strategic priorities of the area (and any relevant cross-boundary issues), to provide a clear starting point for any non- strategic policies that are needed. Strategic policies should not extend to detailed matters that are more appropriately dealt with through neighbourhood plans or other non-strategic policies.

The development plan must include strategic policies to address each local planning authority's priorities for the development and use of land in its area. These strategic policies can be produced in different ways, depending on the issues and opportunities facing each area. Strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas.

8. Responses to Relevant Draft Policies in the Emerging Local Plan

The following are our responses to relevant draft policies in the emerging Local Plan. Please note that we have not provided a response to each and every draft policy.

Policy GS1 Our Spatial Strategy

Sites in or around the City of Milton Keynes are the most sustainable in the authority area and we agree that they should take precedence in the spatial strategy. This does not mean that land elsewhere should not be allocated for development. The Site near Olney is considered to be deliverable for sustainable residential development, subject to more detailed assessment and masterplanning.

Whilst we support identification of Olney within Tier 2 under Policy GS1, being second only to the City of Milton Keynes, we object to the wording which is development located within the defined settlement boundaries of Olney. This is because we consider that Olney is capable of additional growth beyond the current settlement boundaries.

We consider this policy is not justified because it is not an appropriate strategy, taking into account the reasonable alternative, of proposing growth at Olney.

Policy GS2 Strategy for Homes

This draft Policy seeks a minimum of 50,372 (net) new homes over the period 2022–2050. In line with the spatial strategy within Policy GS1, a total of 59,779 homes are planned to provide an adequate buffer on meeting the minimum housing requirement and to support the growth ambitions set out within the Strategy for 2050.

We support this proposal as a draft policy. We would just question the start of the plan period and whether this should be brought closer to the projected year of adoption of the emerging Local Plan.

When considering the starting point over which housing needs should be planned for it is important to note that the Standard Method is a forward looking assessment of housing need that takes into account any past supply.

This principle is established in paragraph 68-031 of PPG which states with regard to past under delivery “Where the standard method for assessing local housing need is used as the starting point in forming the planned requirement for housing, Step 2 of the standard method factors in past under-delivery as part of the affordability ratio, so there is no requirement to specifically address under-delivery separately when establishing the minimum annual local housing need figure”. This is a clear statement that when using the standard method councils should be looking forward from the point at which the assessment is made, and that past supply is wrapped up in the affordability adjustment. As such the approach being taken by the Council does not align with national policy.

The starting point for the period over which housing needs are considered should be the year in which the housing needs assessment is undertaken. On the basis of the Council's Local Development Scheme, it is the Council's ambition submit in March of 2026 prior to any updates to the evidence underpinning the Standard Method. This means that the assessment of housing needs will be calculated on the most recent data on dwelling stock and the affordability ratio published in 2025 with the five year average being taken from the years 2020 to 2024. As such HBF would suggest that the plan period should start from 2025/26 and not 2022/23.

In Table 1. Housing land supply 2022-2050, we have to question the deliverability of a projected 16,000 dwellings in Central Milton Keynes and Campbell Park. This is a level never seen before and there is no obvious evidential basis to consider this will be deliverable.

We request a review of aspects of the housing land supply over the proposed plan period and where delivery is uncertain, consider additional sources of land for housing, following the proposed spatial strategy.

We request that the column which is 'No. of homes to be delivered 2022- 2050', is changed to include the word 'minimum', such that it is clear that the proposed number of homes is a minimum.

Whilst supportive of the policy overall, we consider on balance that this policy is not justified because it is not an appropriate strategy, taking into account the reasonable alternative, of the plan-period and projected delivery from sites.

Policy GS3 Strategy for Economic Prosperity

The distributed proposals for employment land appears to be a comprehensive and inclusive strategy for delivery. There should be consideration of a buffer and/or flexibility to allow for changing circumstances in economic activity.

Policy GS4 Strategy for People Friendly and Healthy Places

The proposed text and supporting table of distances (Table 5) provides clear guidance on the required catchment distances that the LPA expects amenities to be provided. However, such stringent requirements can negatively impact upon urban design principles occasionally and it would be prudent to include a clause in the policy text or the supporting text that provides for such situations, whereby part of the site might fall out of the specified distances but that the solution can be more harmful to the overall layout of the scheme.

We suggest that a phrase such as '*any deviation from these standards must be evidence based*'.

Policy GS5 Our Retail Hierarchy

No comment on the proposed policy text

Policy GS6 Open Countryside

No comment on the proposed policy text

Policy GS7 Wind and solar development spatial strategy

No comment on the proposed policy text

Policy GS8 Hanslope Park

No comment on the proposed policy text

Policy GS9 Supporting transit-oriented development and estate regeneration

No comment on the proposed policy text

Policy GS10 Movement and Access

This draft policy is not consistent with national planning policy in the form of the NPPF.

Limb A of the draft policy should exactly mirror what is contained in the NPPF, for example paragraph 116, which states:

“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, following mitigation, would be severe, taking into account all reasonable future scenarios.”

Limb B.8 states that development should provide on-site parking in accordance with the parking standards set out in Annex D. We consider that parking standards should not be set-out in an annex to the emerging Local

Plan. The plan is intended to cover a period in excess of 20 years and hence inclusion of such standards could become inflexible. We suggest this is a matter for a separate Supplementary Planning Document.

Policy GS11 Adjacent and Cross-boundary Growth

Having a set of cross-boundary principles is a sensible and forward-thinking approach, especially as the City proposes development in the south east and west of the authority that will take the urban edge of the City right up to the authority boundary. This will result in areas across the boundary being more sustainable places for development by the adjacent authorities, over the plan period and beyond. Having a clear set of principles will enable better and more integrated developments in these areas. This should not however replace active cooperation with the adjacent authorities, and this is recognised in the draft text at limb A1. and A2. which advocates close joint working, which our client supports.

Policy GS12 Redevelopment of Wolverton Railway Works

No comment on the proposed policy text

Policy GS13 Redevelopment of Walton Campus

No comment on the proposed policy text

Policy GS14 Eastern Strategic City Extension

No comment on the proposed policy text

Policy GS15 East of Wavendon Strategic City Extension

No comment on the proposed policy text

Policy GS16 Wavendon Strategic Buffers.

No comment on the proposed policy text

Policy GS17 South of Bow Brickhill Strategic City Extension

No comment on the proposed policy text

Policy GS18 Levante Gate Strategic City Extension

No comment on the proposed policy text

Policy GS19 Shenley Dens Strategic City Extension

No comment on the proposed policy text

Policy GS20 Western Expansion Area

No comment on the proposed policy text

Policy GS21 Milton Keynes East Strategic Urban Extension

No comment on the proposed policy text

Policy GS22 South East Milton Keynes Strategic Urban Extension

No comment on the proposed policy text

Policy INF1 Infrastructure First Principles

It should be noted that the Infrastructure Delivery Plan and the benchmarks set out in Annex F are a 'snapshot' and hence a moment in time. We wish to engage with the Council and relevant stakeholders about the approach to complying and interrogated the evidence.

There is mention in the draft Policy about Tariff and Section 106 Agreements. It would be useful for the Policy to state whether the tariff approach is historical only and hence new tariffs are not proposed?

Policy INF2 Infrastructure planning and delivery principles for strategic allocations

No comment on the proposed policy text.

Central Milton Keynes

We have no comments to make on Central Milton Keynes other than our comment under draft Policy GS2 Strategy for homes. In Table 1. Housing land supply 2022-2050, we have to question the deliverability of a projected 16,000 dwellings in Central Milton Keynes and Campbell Park. This is a level never seen before and there is no obvious evidential basis to consider this will be deliverable.

As per our response to Policy GS2 Strategy for homes, we consider on balance that this policy is not justified because it is not an appropriate strategy, taking into account the reasonable alternative, of the plan-period and projected delivery from sites.

Remaining Proposed Policies

We have no further comments to make in respect of the remaining proposed policies.

9. Other considerations

Universal studios - Bedfordshire

It is reported that Universal Studios have purchased a significant site of around 400 acres with an option to expand to build a new theme park around 15 km to the east of the Site. This will target in the order of 2-3 million visitors per annum and could employ several thousand local people.

This development is now the subject of a Special Development Order under The Town and Country Planning (Entertainment Resort Complex, Bedford) Special Development (No. 2) Order 2025.

We suggest that the emerging housing needs are reviewed in light of this development as the plan progresses and the likelihood of it coming forwards also progresses.

Cross Boundary development

The Government has strengthened the 'duty to cooperate' in the draft NPPF consultation and state in the draft text that "*effective strategic planning across local planning authority boundaries will play a vital and increasing role in how sustainable growth is delivered and key spatial issues, including meeting housing needs, delivering strategic infrastructure, and building economic and climate resilience, are addressed*". Elsewhere in the government's supporting text for the NPPF consultation they state that they intend to bring about universal strategic planning within the next five years.

It is clear from these announcements that the Government focus on cross-boundary coordination that increases delivery of homes and the accompanying infrastructure is set to become more important in the coming years and Milton Keynes should therefore look to work with Central Bedfordshire Council and Buckinghamshire Council to plan strategically to deliver housing in the sustainable locations they have respectively identified. It is recognised that draft policy GS11 seeks to qualify and guide development beyond the edge of the authority.

During the course of the consultation Milton Keynes along with neighbouring boroughs to the east and west of the City, have announced the intention to submit to central government for permission to form a devolution area known as the South Midlands Authorities. Hopefully this close working is indicative of more targeted infrastructure planning and delivery to support new development in the future across the region. It is understood that the devolution agreement is not seeking planning control across the region at this time.

10. Request to Participate in the Pending Local Plan Examination Hearings

Please accept this request to participate in the pending Local Plan examination hearings on behalf of Richborough.

We have responded at this Regulation 19 stage identifying our objections against the tests of soundness within the National Planning Policy Framework.

We consider it is essential to participate in the examination hearings to be able to discuss the Matters, Issues and Questions, to be provided by Planning Inspectors.

11. Conclusion

Richborough is grateful for the opportunity to comment on this Regulation 19 version of the Milton Keynes City Plan 2050.

We are supportive of plan-making and fully engage in the plan-making process.

We consider the consultation draft of this local plan does not meet the tests of soundness.

Our request is for assessment of the Site, that is land north of Weston Road, west of Olney, within this local plan process, and for the Site to be included in the pending Land Availability Assessment.

Our request is that identification of the Site in the LAA should lead to a proposed allocation for residential development within the emerging MK City Plan 2050.

We request consideration of this response in assessment by the Council of changes to the emerging Milton Keynes City Plan 2050, prior to submission for examination.

We are available to discuss any aspect of this submission with the Council and we look forward to receiving confirmation of receipt of this submission.

Yours faithfully



**David Bainbridge MRTPI
Planning Director**

Copy: Clients

Encl: As listed above.

Name of the Local Plan to which this representation relates:

Milton Keynes City Plan 2050

Please return by **5.30pm on Monday 22nd December 2025** to Development Plans, Milton Keynes City Council, Civic, 1 Saxon Gate East, Milton Keynes MK9 3EJ, or via email at ncp.engagement@milton-keynes.gov.uk

This form has two parts –

Part A – Personal Details: need only be completed once.

Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make.

Part A

1. Personal Details*

2. Agent's Details (if applicable)

**If an agent is appointed, please complete only the Title, Name and Organisation (if applicable)*

boxes below but complete the full contact details of the agent in 2.

Title

Mr

First Name

David

Last Name

Bainbridge

Job Title

Planning Director

(where relevant)

Organisation

Savills

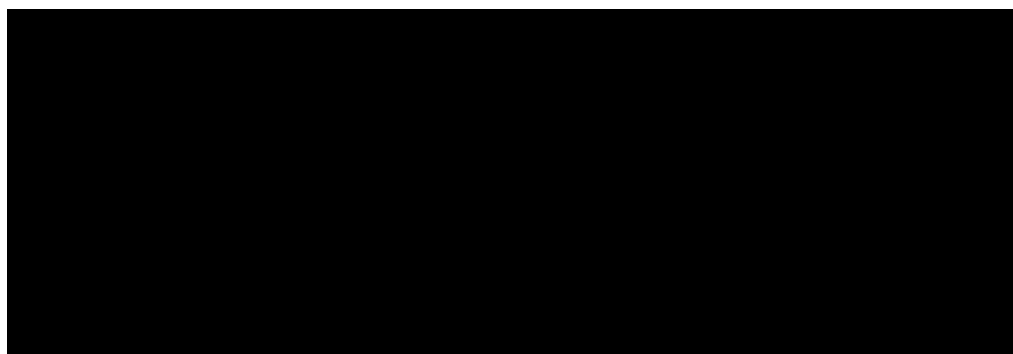
(where relevant)

E-mail Address

Address Line 1

Line 2

Line 3



Line 4

Post Code

Telephone Number

Part B – Please use a separate sheet for each representation

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph Policy **Policy GS1 Our Spatial Strategy** Policies Map

4. Do you consider the Local Plan is: (Please tick as appropriate)

4.(1) Legally compliant	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
4.(2) Sound	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
4.(3) Complies with the Duty to co-operate	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>

5. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

Please see Letter from Savills, dated 22 December 2025.

6. Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified at 5 above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Please see Letter from Savills, dated 22 December 2025.

Please note your representation should cover succinctly all the evidence and supporting information necessary to support/justify your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions.

After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he or she identifies for examination.

7. If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)?

No, I do not wish to participate in hearing session(s)

 Yes

Yes, I wish to participate in hearing session(s)

8. If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:

Please accept this request to participate in the pending Local Plan examination hearings on behalf of Richborough.

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Please note the Inspector will determine the most appropriate procedure to hear those who have indicated that they wish to participate in hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

Sharing your personal details

Please be aware that, due to the process of having an Independent Examination, a name and means of contact is required for your representation to be considered. Respondent details and representations will be forwarded to the Inspector carrying out the examination of the Local Plan after the Proposed Submission period has ended. This data will be managed by a Programme Officer who acts as the point of contact between the Council and the Inspector and respondents and the Inspector.

For more information on how we use your data – please see our privacy notice by using the following link: <https://www.milton-keynes.gov.uk/milton-keynes-council/privacy-notice/milton-keynes-city-council-corporate-privacy-notice>

Representations cannot be treated as confidential and will be published on our website alongside your name. If you are responding as an individual rather than a company or organisation, we will not publish your contact details (email / postal address and telephone numbers) or signatures online.

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Job Title

Planning Director

(where relevant)

Organisation

Savills

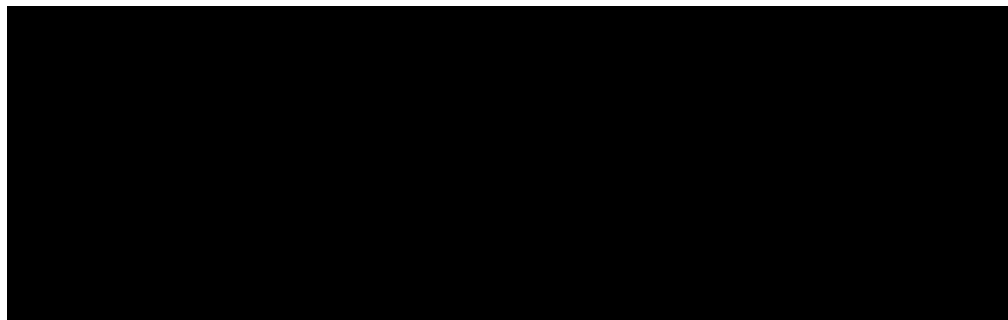
(where relevant)

E-mail Address

Address Line 1

Line 2

Line 3



Line 4

Post Code

Telephone Number

Part B – Please use a separate sheet for each representation

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph	<input type="text"/>	Policy	Policy GS10 Movement and Access	Policies Map	<input type="text"/>
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4. Do you consider the Local Plan is: (Please tick as appropriate)

4.(1) Legally compliant	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
4.(2) Sound	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
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Organisation

Savills

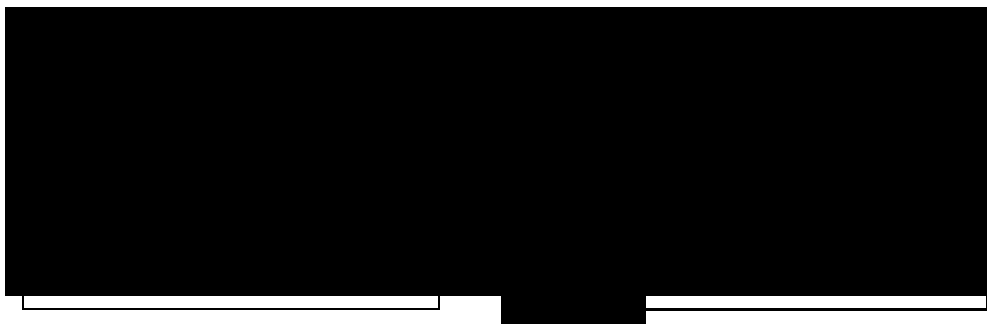
(where relevant)

E-mail Address

Address Line 1

Line 2

Line 3



Line 4

Post Code

Telephone Number

Part B – Please use a separate sheet for each representation

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph	<input type="text"/>	Policy	Policy GS11 Adjacent and Cross-boundary Growth	Policies Map	<input type="text"/>
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4. Do you consider the Local Plan is: (Please tick as appropriate)

4.(1) Legally compliant	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
4.(2) Sound	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
4.(3) Complies with the Duty to co-operate	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>

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 Yes

Yes, I wish to participate in hearing session(s)

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Milton Keynes City Plan 2050
Proposed Submission Stage Representation Form

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(For official use only)

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Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make.

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1. Personal Details*

2. Agent's Details (if applicable)

**If an agent is appointed, please complete only the Title, Name and Organisation (if applicable)*

boxes below but complete the full contact details of the agent in 2.

Title

Mr

First Name

David

Last Name

Bainbridge

Job Title

Planning Director

(where relevant)

Organisation

Savills

(where relevant)

E-mail Address

Address Line 1

Line 2

Line 3

Line 4

Post Code

Telephone Number

Part B – Please use a separate sheet for each representation

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph Policy **Policy GS2 Strategy for Homes** Policies Map

4. Do you consider the Local Plan is: (Please tick as appropriate)

4.(1) Legally compliant Yes No

4.(2) Sound Yes No

4.(3) Complies with the Duty to co-operate Yes No

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David

Last Name

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Job Title

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(where relevant)

Organisation

Savills

(where relevant)

E-mail Address

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Post Code



Telephone Number

Part B – Please use a separate sheet for each representation

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph

Policy

**Policy GS3 Strategy
for Economic
Prosperity**

Policies Map

4. Do you consider the Local Plan is: (Please tick as appropriate)

4.(1) Legally compliant

Yes

No

4.(2) Sound

Yes

Yes

No

4.(3) Complies with the Duty to co-operate

Yes

No

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boxes below but complete the full contact details of the agent in 2.

Title Mr

First Name David

Last Name Bainbridge

Job Title Planning Director

(where relevant)

Organisation Richborough Savills

(where relevant)

E-mail Address

Address Line 1

Line 2

Line 3

Line 4

Post Code

Telephone Number

Part B – Please use a separate sheet for each representation

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph	<input type="text"/>	Policy	Policy GS4 Strategy for People Friendly and Healthy Places	Policies Map	<input type="text"/>
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4. Do you consider the Local Plan is: (Please tick as appropriate)

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4.(2) Sound	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
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Job Title

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(where relevant)

Organisation

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E-mail Address

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Telephone Number

Part B – Please use a separate sheet for each representation

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph	<input type="text"/>	Policy	Policy INF1 Infrastructure First Principles	Policies Map	<input type="text"/>
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4. Do you consider the Local Plan is: (Please tick as appropriate)

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4.(2) Sound	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
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Comments on draft Policy CEA12 in relation to Land at Pheasants Farm, Olney

December 2025

a. Introduction

1. Iceni Projects has been instructed by Richborough to consider whether the land at Pheasants Farm, west of Olney, is representative of the emerging Ouse Valley Special Landscape Area, as set out within the draft Policy CEA12 of the Milton Keynes City Plan 2050 Regulation 19 Local Plan, and as evidenced in, amongst others, the Review of Local Landscape Designations (May 2024) report.

b. Site Context

2. The Site comprises several agricultural fields to the west of the settlement of Olney, and north of Weston Road. The Site boundary is shown on the plan at figure 1. The Site extends to around 57ha, and comprises six pastoral fields, separated by managed or gappy hedgerows.
3. There are some arable fields and the Ousedale School, as well as playing fields and a locally designated green space located east of the Site, with the settlement boundary of Olney located beyond. To the west, the Site is bound by a dense tree line along a watercourse. Hedgerows separate the Site from further agricultural land to the north.
4. A public footpath runs along the Site's eastern boundary, and a further footpath crosses the north of the Site diagonally leading north west. A bridleway leads from the centre of Olney westwards onto the Site, and then continues north westwards within the northern part of the Site. No long distance walking routes cross the Site, and there is no public access to the Site beyond the public rights of way mentioned above.
5. The southern three fields of the Site lie within the emerging Ouse Valley Special Landscape Area, as shown on the plan at figure 1.

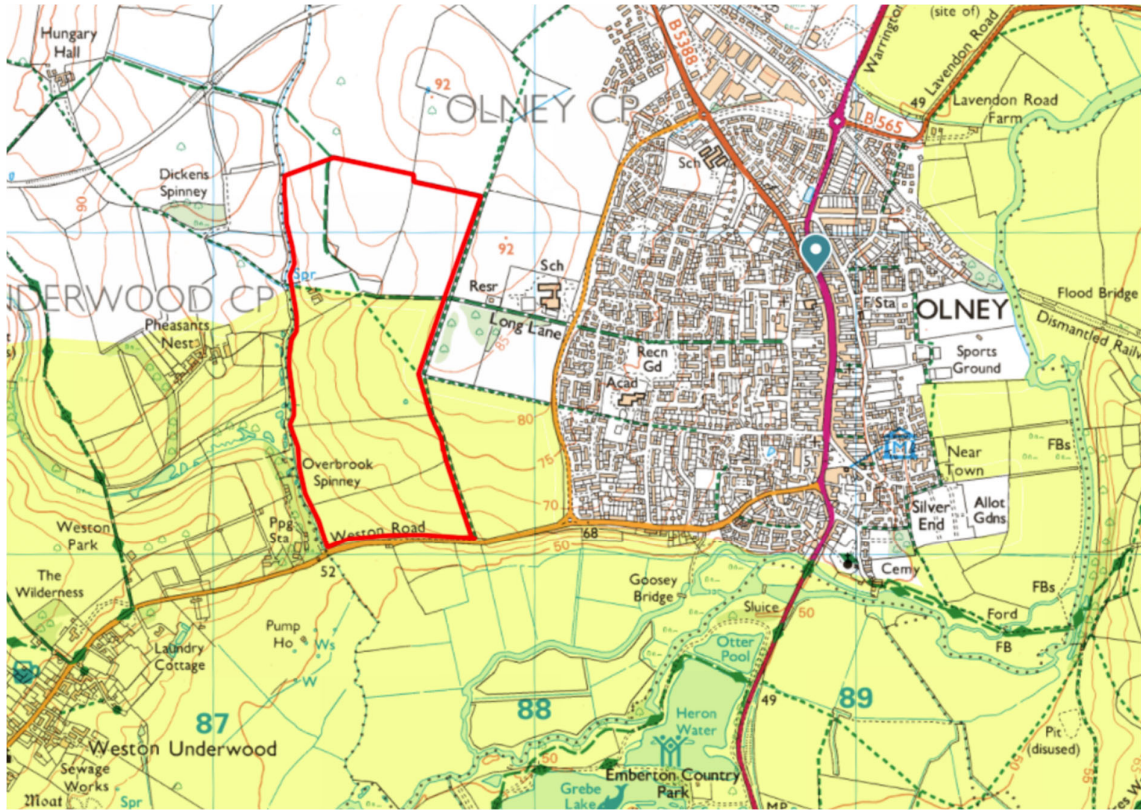


Figure 1 – Site boundary (red line) overlain with emerging SLA boundary (yellow)

c. Review of Local Landscape Designations (May 2024)

6. As set out earlier, the southern part of the Site lies within the emerging Special Landscape Area ('SLA'). However, we do not consider that the land within the Site exhibits the special characteristics identified within the Local Landscape Designations ('LLD') report, nor do we consider that the emerging SLA follows logical, clear boundaries in the vicinity of the Site. We set out our reasons for this conclusion below

7. The Site is located within Landscape Character Area ('LCA') 2a, Ouse Northern Undulating Valley Slopes, as set out within the Milton Keynes Landscape Character Assessment (May 2022). Around half of LCA 2a lies within the search area for the SLAs, which was based on the formerly designated Areas of Attractive Landscape ('AALs'). The study therefore considered LCA 2a against the criteria it developed to assess if the landscape met the threshold to be locally designated.

8. In relation to LCA 2a, the study found the following, as shown on the extract table below:

Local Landscape Designation Criterion	Extent the LCA meets the criterion
Natural heritage	Partially meets
Cultural heritage	Fully meets
Recreation	Fully meets
Landscape quality	Partially meets
Local distinctiveness	Fully meets
Perceptual and scenic	Partially meets
Functional	Partially meets
Conclusion	Take forward

Extract from LLD showing summary of assessment of LCA 2a.

9. LCA 2a was considered to partially meet four criteria, and fully meet three criteria.
10. In chapter 4 of the LLD which sets out the evaluation and recommendations, in relation the Ouse Valley candidate SLA, it notes: *'The area fully met the majority of criteria in Work Stage 3 (see below for the detailed evaluation) and is proposed for designation as an SLA'*. However, as evident from the table above, the study area within LCA 2a did not fully meet the majority of criteria.
11. The Site meets even less of these criteria, and the inclusion of the Site, alongside LCA 2a, is therefore questioned.
12. In the table below, we consider the Site against the 'Full Evaluation' of the Ouse Valley candidate SLA. This shows that the Site does not exhibit the features or qualities for which the Ouse Valley SLA is being considered for designation.

Ouse Valley SLA	The Site
<p>Natural heritage qualities: There is considerable natural heritage interest associated with the meandering river valley of the River Great Ouse. The river is lined by mature riparian vegetation, much designated as priority habitat deciduous woodland. Extensive wetland habitats are found across the floodplain meadows, including priority habitat floodplain grazing marsh and chalk grassland. The whole river channel is designated as the River Ouse Wildlife Corridor. In the west, former mineral workings considerably altered this landscape. However, these have been restored and contain wetlands and plantations designated as a Local</p>	<p>The Site does not contain areas of natural heritage value. It contains no designated areas, nor deciduous woodland. It does not include areas of wetland, nor floodplain grazing. The Site provides no particular evidence of ecological interest which would contribute to its landscape character. The fields of the Site are bound by hedgerows, but</p>

<p>Wildlife Site (LWS). Konik ponies have recently been introduced to graze these areas for conservation management. These all provide evidence of ecological interest which contributes strongly to landscape character. Small areas of woodland are found on the valley sides, often recorded as priority habitat and some of ancient origin. Hedgerows also contribute positively to the structure and habitat connectivity of the landscape.</p>	<p>they are gappy in places. We would note that much of the fields in England are bound by hedgerows, and that that alone does not make a landscape special.</p>
<p>Cultural heritage qualities: The area has considerable historic interest. Historic villages and the market town of Olney contribute positively to the landscape. Many are designated as Conservation Areas due to their numerous historic buildings. Church spires and towers provide local landmarks, particularly the spire of St Peter and St Paul, Olney. The open floodplain forms an important landscape setting to the historic towns of Newport Pagnell and Olney. Ridge and furrow earthworks within pasture fields, and considerable areas of pre-18th and 18th century and Parliamentary field patterns contribute to the time-depth of the landscape. However, mineral extraction has removed traces of historic field patterns in the west of the area. The landscape is characterised by a number of historic buildings (Listed Buildings) and sites (Scheduled Monuments) relating to former priories, monasteries and manor houses, established in the Ouse Valley in the early Medieval period. Historic stone bridges (designated as Scheduled Monuments and Listed Buildings) cross the river at several points and contribute positively to the character of the landscape. Historic houses and associated parklands at Tyringham Hall and Gayhurst Court (Registered Parks and Gardens) contribute to the cultural interest of the valley landscape. Tyringham Hall was designed by Sir John Soane, with gardens laid out by Humphry Repton and later Edwin Lutyens. Repton was also involved with the design of gardens at Gayhurst Court. The parklands lie next to each other, taking advantage of the valley sides either side of the River Great Ouse. The market town of Olney is associated with radical Christians in the 18th century, including the poet William Cowper and John Newton who wrote the words to 'Amazing Grace'.</p>	<p>There is no specific historical interest on the Site. It lies to the west of Olney, and is separated from the historic core of the settlement by intervening modern development within the west of Olney. The Site is not in the open floodplain. The field structure is largely reflective of 18th century patterns, although some hedgerow loss has occurred within the Site. There are no Listed Buildings or Scheduled Monuments on or in the immediate vicinity of the Site. The Site is not within the immediate vicinity of a Registered Park and Garden, with Emberton Country Park located some distance south beyond the River Ouse, and within its floodplain. As noted above, the Site lies to the west of Olney, but is separated from the historic core of the settlement by intervening modern development.</p>
<p>Recreation value: The LCA has excellent recreational access, with a number of long-distance routes including the promoted Milton Keynes Boundary Walk and Ouse Valley Way. Appreciation of the landscape is an important part of the experience along these routes. Although access to the river is sometimes limited, a series of public parks on sites associated with former mineral extraction provides excellent recreational opportunities in the west. Emberton Country Park was the first dedicated Country Park in England. Part</p>	<p>There are some public rights of way on and adjoining the Site, however, no long distance routes occur on or within the immediate vicinity of the Site. There is no public access to the remainder of the Site, nor is there access to the River from the Site.</p>

<p>of the Grand Union Canal also crosses this area, with recreational opportunities both along the canal and its tow path. Bury Field is a valued area of Open Access Land on the edge of Newport Pagnell.</p>	
<p>Landscape quality (condition and intactness): Overall the landscape structure is strong although it is influenced locally by expanding settlements and infrastructure development. Hedgerows are in variable condition, with some replacement by post and rail or post and wire, but new planting of hedgerows is a sign of active management in the area. In the east historic field patterns are largely intact, except around Sherington and Filgrave. Horse grazing on the edges of villages also reduces landscape condition locally.</p> <p>Former gravel extraction has removed the historic field pattern in the west, but the restoration and flooding of the former gravel pits have created a new landscape structure. Some larger structures such as weirs and pipes along the river are evidence of human intervention.</p> <p>Detractors within the landscape include major transport corridors including the M1 and West Coast Mainline railway. A solar farm north of Newport Pagnell, and electricity pylons west of Lavendon and Newton Blossomville are also incongruous features within the landscape. Residential and commercial development on the edge of Olney and at Cosgrove Park, and the wind farm at Petsoe End introduce urban features into views from the valley.</p>	<p>As noted, hedgerows on the Site are in variable condition, and some historic hedgerow loss has occurred. Modern residential development on the western edge of Olney is evident from the Site.</p>
<p>Perceptual and scenic: The open valley landscape has a strong visual character. There are fine panoramic views from the valley to the wooded skyline of Yardley Chase to the north and the wooded Greensand Ridge to the south-east, and open views across the valley floor to the historic parklands at Gayhurst and Tyringham, with their distinctive stone bridges. The church spire of St Peter and St Paul, Olney provides a landmark feature. Views of the Petsoe Manor wind farm, tall buildings and warehouses within Milton Keynes city to the south, and electricity pylon routes are modern influences on the landscape, but largely do not detract from its scenic rural character.</p> <p>Areas of rural character, particularly along the river corridor in the east where there is more limited access, are relatively tranquil. There is also a perception of naturalness, even within the flooded former gravel pits. The busy transport corridors which cross the area are locally audible.</p>	<p>There are views from the Site towards the south, however, from the lower, southern parts of the Site within the candidate SLA, the views are mostly screened by the intervening vegetation along Weston Road. There are not open views across the valley floor from the Site. The Site does not lie within areas which have a natural or tranquil character, being located west of modern development in Olney.</p>
<p>Functional: The floodplain landscape of grasslands, streams and ponds, combined with the woodland on the valley slopes and riparian woodland contribute to the healthy functioning of the landscape. This includes supporting biodiversity and stabilising soil quality. These all</p>	<p>The Site is not in the floodplain, nor does it contain woodland.</p>

contribute to the multifunctional green infrastructure network connecting to Milton Keynes city.	
--	--

13. As evident in the table above, the Site does not exhibit the special characteristics or features which have been identified within the Ouse Valley candidate SLA, and it should therefore not be included within the boundary of the designated SLA.

14. In relation to the boundary of the SLA, we noted that it crosses the Site east-west, with the south of the Site within the candidate SLA. The field east of the Site adjacent to the settlement of Olney is also located within the candidate SLA. The study notes in paragraph 2.18 and 2.19: *'A bespoke field survey of those 'areas of search' identified in Stage 3 was undertaken to consider the criteria in more detail and identify appropriate and robust boundaries for candidate SLAs. Landscape is a continuum and the boundaries for designation are generally drawn to follow identifiable features on the ground such as field boundaries or roads that provide a 'best fit' or are sometimes drawn to LCA boundaries for ease of reference. As boundaries generally represent zones of transition, there is rarely a perceptible change in landscape character and quality along every boundary.'*

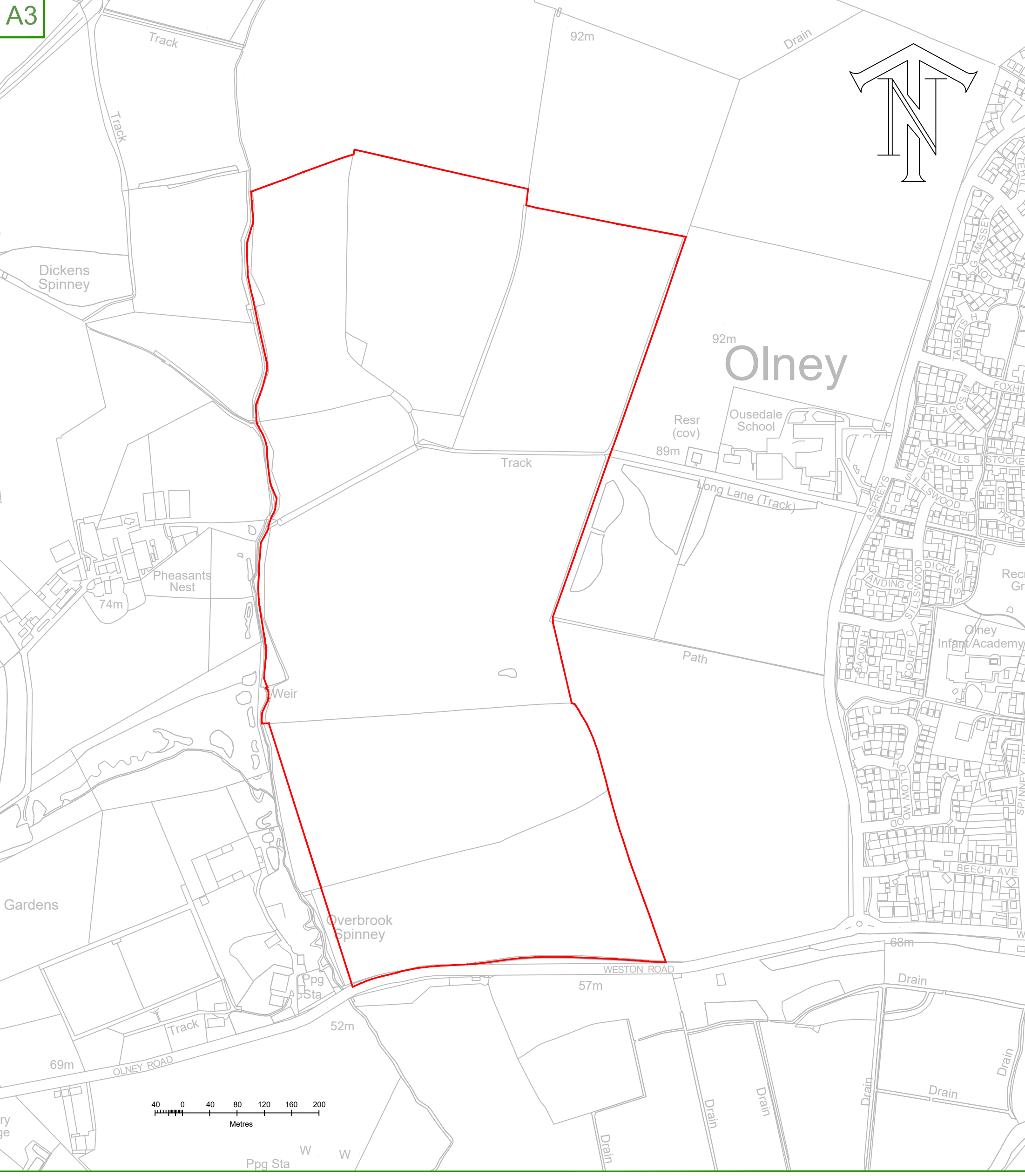
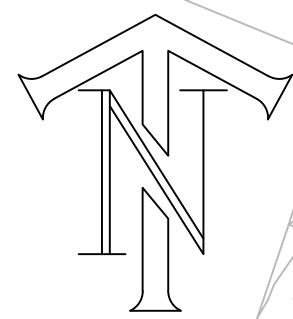
15. While the boundary of the candidate SLA was changed from that of the former AAL around Olney, it was only amended to remove land which had since been developed.

16. We would note that the tree belt and stream west of the Site, and Weston Road south of the Site, form clearly identifiable features that would be easy to reference, and which excludes the land at (and east of) the Site, which is not representative of the special character of the emerging SLA.

d. Conclusion

17. When considering the Site against the criteria for selection, as well as the special qualities identified for the candidate Ouse Valley SLA, it is evident that the Site does not reflect these criteria, and is not of elevate value or importance.

18. Considering the fact that the Site lies on the outer edge of the emerging SLA boundary, and the fact that clearer, more readily identifiable boundaries exist around the Site, we propose that the Site be removed from the emerging SLA, as it does not reflect the special character of the Ouse Valley



Key:
— Indicative Site Boundary

Development Name:
Western Road, Olney

Title:
Site Location Plan

Drawn date:
19/12/25

Drawn by:
NM

Scale:
NTS@ A3

Drawing number:
RE-WRO-LP-Sk01

Revision:
.



Head Office
Birmingham
Second Floor
Waterloo House
20 Waterloo Street
Birmingham, B2 5TB

London
3rd Floor
X+Why Fivefields
8-10 Grosvenor Gardens
London, SW1W 0DH

Bristol
Third Floor, Clockwise
Generator Building
Bristol, BS1 6BX

Nottingham
First Floor
2 Castle Meadow Road
Nottingham, NG2 1AG

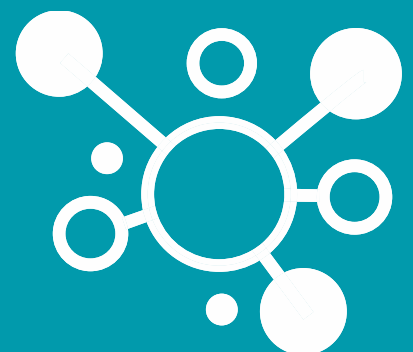
Client:
Richborough

Project:
**Land North of Weston Road
West of Olney**

Project No:
T25651
Report Title:
Transport Appraisal

Prepared by: NO
Authorised by: JP
Rev: B
Date: 22/12/2025

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T. 0121 454 5530



T25651

Land North of Weston Road, West of Olney

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APPENDICES

Appendix A	Personal Injury Accident Data
Appendix B	TRICS Outputs
Appendix C	2011 Census Data

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1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development on land north of Weston Road, West of Olney.
- 1.2 The site is being promoted as part of the Local Plan Review for Milton Keynes for the delivery of c.1,000 residential dwellings.
- 1.3 The site will also retain a corridor width that could be made available for an Olney Western Link Road route, in line with the Olney Neighbourhood Plan 2016 to 2031.
- 1.4 The site location is shown on **Figure 1.1**.

Structure of the Report

- 1.5 This report is intended to provide an initial appraisal of the highway issues and proposals relating to the proposed development site.
- 1.6 Following this introduction, the report is set out as follows:
 - Section 2.0 – Background Information and Sustainability;
 - Section 3.0 – Development Proposals.

Limitations of the Report

- 1.7 This report has been undertaken at the request of Richborough, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.8 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Background Information and Sustainability

Highway Network and Traffic

- 2.1 The site is located to the west of the town of Olney, bounded by agricultural land to the north, agricultural land and Ousedale School Olney Campus to the east, Weston Road to the south, and Overbrook, Pheasants Nest Farm and agricultural land to the west.
- 2.2 Weston Road is a single carriageway road and subject to the national speed limit.
- 2.3 Weston Road is c.6.3m at its narrowest to the east of the site, widening to c.6.5m at the widest point along the site frontage.
- 2.4 Weston Road provides access to the village of Weston Underwood, c.850m west of the site frontage. A further c.4.2km southwest, Weston Road serves as a minor arm on a Priority T-junction with the B526 at Stoke Goldington.
- 2.5 Around 650m to the east of the site, Weston Road meets a three-arm roundabout with Aspreys. Aspreys provides vehicular access to residential housing estates in western Olney before connecting with the B5388 Yardley Road at a four-arm roundabout to the northwest of Olney centre.
- 2.6 Travelling further east along Weston Road it provides vehicular access to Spinney Hill Road, Dagnall Road, Chantry Rise, Oakdown Crescent, Lime Street, and Stanley Court before forming the minor arm of a triangular double Priority T-junction with the A509 High Street South, in the town centre of Olney.
- 2.7 Further south, the A509 forms a roundabout junction with the A422 near Sherington, and beyond this provides access to the Strategic Road Network at the M1 northeast of Milton Keynes.

Personal Injury Accident (PIA) Data

- 2.8 An initial review of Personal Injury Accident (PIA) data has been undertaken using Crashmap for the latest five-year period available in the database (2020-2024).
- 2.9 The data is included as **Appendix A** and the search area incorporates the local highway network outlined above.
- 2.10 In the latest five-year period available (2020 to 2024) there have been no accidents along the site frontage, with only a single PIA to the east of the site beyond the junction with Spinney Hill Road, and a single PIA to the northeast of the site on Aspreys; both of these were slight injury accidents.
- 2.11 Whilst all PIAs are regrettable, the quantity and severity of PIAs recorded does not give any undue cause for concern when considering the volume of traffic flowing through the area and the significant area considered for the initial appraisal.
- 2.12 Although the initial review does not raise any immediate concerns, further analysis will be undertaken at the appropriate time using more detailed PIA data to be obtained from the Local Highway Authority (LHA), to determine if there are any specific causation issues that could be addressed by the proposed development.
- 2.13 In addition, the highway safety assessment may be amended subject to the agreed scope with the LHA.

Sustainable Travel

- 2.14 It is generally understood that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Chartered Institution of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distance to common facilities are presented in **Table 1** below.

Table 1 – Suggested Walking Distances (CIHT Guidelines)

Classification	Town Centre (m)	Commuting / Schools / Sightseeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 2.15 In addition to the CIHT guidance, MfS states ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas which residents may access comfortably on foot.
- 2.16 MfS also states that 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking and replacing a short car trips particularly those under 2.0km.
- 2.17 Table NTS0303 from the 2024 National Travel Survey (released August 2025) indicates that the national average walk trip distance in 2024 was 0.7 miles or 1.12km.
- 2.18 The 2024 National Travel Survey (Table NTS0308) also shows that walking was the most frequent mode used for short trips, with 78% of trips under one mile (1.6km) being completed by foot in 2024, which is very similar to 2023 (82%) and 2022 (83%).
- 2.19 There is also potential for short car trips to be substituted for cycle trips and for longer trips to be substituted by a combination of cycle and public transport trips.
- 2.20 The CIHT Planning for Cycling Document (2014) states that, ‘*The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014)*’
- 2.21 The DfT Cycling and Walking Investment Strategy (CWIS) also refers to the threshold of 5 miles (or 8km) stating that “*Two out of every three personal trips are within five miles – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking*”.
- 2.22 The second Cycling and Walking Investment Strategy (CWIS2) published by the DfT in 2022 states that one of the objectives to increase percentage of short journeys by walking and cycling in towns and cities from 41% in 2018/19 to 46% in 2025.

- 2.23 The 2024 National Travel Survey also shows that the average cycle trip distance (for all purposes) was 3.3 miles or 5.3km. Therefore, when also considering the commuting data, it's reasonable to consider cycling as a viable mode of travel for trips up to 8km.
- 2.24 The following sections consider the opportunities for sustainable travel that are available in the vicinity of the site.

Local Services

- 2.25 The local services in the vicinity of the site can be seen in **Figure 2.1** and are listed in **Table 2** below. Distances have been taken from the centre of the proposed development using the Public Right of Way (PRoW) network running through the site to access existing pedestrian routes from Weston Road and Aspreys.

Table 2 – Local Services

Facility	Distance (Approx)
Transport Connections	
Aspreys Bus Stops	500m
Market Place Bus Stops	1.6km
Education	
Ousedale School Olney Campus (E1)	500m
Olney Infant Academy (E2)	1.0km
Olney Pre-School (E3)	1.2km
Olney Middle School (E4)	1.3km
Olney Nursery (E5)	1.6km
Healthcare	
Cobbs Garden Surgery (H1)	1.1km
The Moodley Dental Practice (H2)	1.4km
Peak Pharmacy (H3)	1.4km
Olney Dental Practice (H4)	1.5km
Punch Opticians (H5)	1.6km
Davis Optometrists and The Hearing Care Partnership (H6)	1.6km
Leisure	
Johnsons Field playground (L1)	600m
Maxwell's Park (L2)	800m
The Cherry Tree Pub (L3)	1.4km
The Bull Hotel (L4)	1.6km
Carlton House Club – Olney School of Dancing (L5)	1.6km
The Fitness Hub Olney Ltd. (L6)	1.6km

Tri Fitness Health Hub (L7)	1.6km
The Swan Inn and Bistro (L8)	1.6km
The Two Brewers Pub (L9)	1.7km
Olney Rugby Football Club (L10)	1.8km
Olney Recreation Ground (Football Club, Bowling Club, Tennis Club, Cricket Club) (L11)	1.9km
Community	
The Olney Centre and Library (C1)	1.3km
Our Lady Help of Christians and St Lawrence Church (C2)	1.3km
Olney Baptist Church (C3)	1.4km
East Street Community Centre (C4)	1.6km
Olney Post Office (C5)	1.6km
Cowper Memorial URC Church (C6)	1.6km
Olney Church Hall (C7)	1.8km
St Peter and St Paul Church (C8)	1.9km
Retail	
Olney Town Centre (Shops, Restaurants, Boutiques Cafes, Barbers, opticians) etc. (R1)	1.4km – 1.7km
Sainsbury's Olney (R2)	1.9km
Aldi (R3)	2.0km
Employment	
Yardley Industrial Estate (EMP 1)	1.8km

- 2.26 **Table 2** demonstrates that there is a wide range of facilities within a comfortable walking distance of the site for residents to access, with most facilities falling within the 2km upper limit outlined within the former PPG13 guidance.
- 2.27 A plan of the local area showing 800m, 1.2km and 2.0km walk distances from the site can be seen in **Figure 2.2**.
- 2.28 On this basis, the site can be considered sustainable in respect of proximity to local services that will be used on a day-to-day basis by future residents.

Accessibility by Foot

- 2.29 Along the site frontage, there are no existing footways on Weston Road.
- 2.30 There are a number of PRow routes running through or along the edge of the site, providing connections to existing pedestrian routes in Olney.
- 2.31 A PRow footpath runs along the entire eastern boundary of the site (Olney FP 14), connecting Weston Road at the eastern end of the site frontage up to the B5388 Yardley Road in the north.

- 2.32 Another PRoW footpath runs across the site from east to west (Olney FP 11) connecting Hungary Hall and agricultural fields in the northwest to Aspreys in the east and then continuing east to Spring Lane where it provides a direct link to Olney Town Centre.
- 2.33 A further PRoW bridleway runs across the site from northwest to east (Olney BW 12) providing an indirect link to Weston Underwood, and Hungary Hall to the west and providing a direct paved link into Olney Town Centre via Ousedale School, Aspreys, and Long Lane.
- 2.34 These PRoW routes are connected at the centre of the site as well as via the PRoW footpath (Olney FP 14) that runs north/south along the eastern boundary of the site.
- 2.35 These PRoW routes provide multiple access points into the existing footway network in Olney, such as at Aspreys, Spinney Hill Road, Dagnall Road, Spring Lane, Sillswood and Long Lane, as well as connecting into the wider PRoW network for leisure routes to the surrounding countryside and neighbouring settlements.
- 2.36 Aspreys has a segregated footway c.2.0m in width along the eastern side of the road, with dropped kerbs allowing the footway to be continuous from the Weston Road/Aspreys roundabout junction in the south up to Olney BW 12 and the entrance to Ousedale School where a toucan crossing is provided. North of the crossing and the school, footways are provided on both sides of Aspreys up to Yardley Road and beyond. The footway on the eastern side forms part of the Milton Keynes Redways cycling network at this point and is c.3.0m in width.
- 2.37 The Olney BW 12 bridleway provides a c.3.0m wide segregated, street-lit and paved footway all the way to Long Lane with dropped-kerb crossings at Sillswood and West Side Rise. Long Lane has footways on both sides and provides a connection into the existing footway network for access to local services in Olney.

Accessibility by Cycle

- 2.38 Weston Road along the site frontage is subject to the national speed limit, whilst further afield, speed limits on Weston Road, Aspreys, and around Olney vary from 20mph up to the national speed limit.
- 2.39 Residential roads off the majority of Aspreys and around Olney Middle School are subject to a 20mph speed limit with all other residential streets in Olney subject to a 30mph speed limit. There are also existing sections of shared footway/cycleway along Aspreys, including a Redway.
- 2.40 An existing raised toucan crossing across Aspreys provides cycle access directly into the site from the east, as well as direct cycle access into the centre of Olney via a paved PRoW bridleway and Long Lane.
- 2.41 There are no National Cycle Network (NCN) routes in the vicinity of the site, with NCN Route 6 the nearest route accessible c8.0km west of the site at Hartwell.
- 2.42 A plan of the local area showing the 5.0km and 8.0km cycle distance can be seen in **Figure 2.3**.

Accessibility by Bus

- 2.43 The nearest bus stops to the site are the 'Sillswood' stops located c.500m east of the centre of the site on Aspreys; each on separate sides of the toucan crossing. They are both sheltered stops and display timetable information.
- 2.44 The stops are served by the 21 service by Red Rose Travel and the 41 service by Stagecoach. The 21 service runs hourly Monday to Saturday between Lavendon and Central Milton Keynes (via Olney, Emberton,

Sherington, Newport Pagnell, Great Linford, and Pennyland). The 41 service runs eight times a day Monday to Saturday between Northampton and Bedford (via Yardley Hastings, Olney, Lavendon, Stagsden, and Biddenham).

- 2.45 The existing bus service provision provides the opportunity for residents of the site to travel by bus to neighbouring settlements for educational, leisure, and employment purposes.

Accessibility by Rail

- 2.46 Milton Keynes Railway Station is located c.19km southwest of the site, a 23-minute car journey, or a 55-minute bus journey.
- 2.47 The station benefits from 900 cycle parking spaces monitored by CCTV, and 542 car parking spaces including 5 accessible spaces.
- 2.48 Milton Keynes Station is operated by London Northwestern Railway and located on the West Coast Mainline. It provides services to London Euston (via Leighton Buzzard, Berkhamsted, Hemel Hempstead, and Watford Junction) every 5-15 minutes on weekdays, and half-hourly on Sundays.
- 2.49 Milton Keynes Central also provides services to Birmingham New Street (via Coventry and Birmingham International) every 5-20 minutes on weekdays, and half-hourly on Sundays.
- 2.50 Manchester Piccadilly (via Rugby, Stoke-on-Trent, Macclesfield, and Stockport) is served by Milton Keynes Central every hour on weekdays and Sundays
- 2.51 Liverpool Lime Street (via Crewe and Runcorn) is also served by Milton Keynes Central every hour on weekdays and Sundays.
- 2.52 Therefore, residents of the site will have access to frequent trains services, allowing for travel for education employment and leisure purposes to local, regional and national destinations.

3.0 Development Proposals

Access Strategy

- 3.1 It is considered likely that vehicular access to the proposed development will take the form of a roundabout off Weston Road and will be designed in line with guidance from the Design Manual for Roads and Bridges (DMRB) CD 116.
- 3.2 This is due to the proposed size of the site and the proposal to accommodate the land to deliver the Olney Western Link Road route outlined in the Olney Neighbourhood Plan.
- 3.3 The proposed roundabout will likely deliver an ICD (Inscribed Circle Diameter) of around 40 to 50m, subject to testing.
- 3.4 There is scope for a number of potential options regarding further access and/or emergency access to the proposed development, either from the existing Weston Road, or via the proposed Olney Western Link road.
- 3.5 The feasibility of potential proposals regarding the junction will be examined as the site masterplan is developed and will be subject to further analysis and consultation with the LHA as any future application progresses.
- 3.6 There are multiple potential access points for pedestrians and cyclists to access the existing PRow network and on-road cycling routes from the site. Access to existing PRow routes running through the site and existing access points to external PRow routes will be retained as part of the development proposals.
- 3.7 The primary pedestrian and cycle access from the site to local services in Olney will be via an upgrade of the existing PRow bridleway route between the eastern boundary of the site and Aspreys, to a c.3.0m wide shared footway/cycleway (potentially Redway).
- 3.8 The feasibility of further upgrades to pedestrian and cycle routes will also be examined as the site masterplan is developed and will be subject to further analysis and consultation with the LHA as any future application progresses.
- 3.9 Notwithstanding this, the access strategy is considered appropriate to deliver access to/from the site for all modes of travel.

Internal Layout

- 3.10 The internal layout of the proposed development, including parking provision, will be designed in accordance with the guidelines of Manual for Streets (MfS), MfS2 and relevant local policy and guidance.
- 3.11 Sheltered and secure cycle parking will be provided for each dwelling of the development, in line with relevant local policy and guidance.
- 3.12 As noted above, the internal layout will seek to keep a corridor free for the Olney Western Link Road route outlined in the Olney Neighbourhood Plan (May 2017).

Traffic Generation

- 3.13 The proposed development is for c.1,000 residential dwellings.

- 3.14 The traffic generation for the proposed development has been derived using the TRICS 8.25.11 database and has been carried out in accordance with the TRICS Good Practice Guide.
- 3.15 The following parameters have been used within the TRICS assessment:
- Land Use – Residential, Houses Privately Owned
 - Regions – United Kingdom (exl. Greater London and Northern Ireland)
 - Range – 210 to 1882 Dwellings
 - Data Range – Weekdays 01/01/2016 to 30/06/2025
 - Locations – Suburban Area, Edge of Town, Neighbourhood Centre
 - Population < 1 mile – 1,000 – 15,000
 - Population < 5 miles – 5,000 – 50,000
- 3.16 The TRICS output for the proposed land uses is provided as **Appendix B**.
- 3.17 The derived trip rates and resulting trip generation for the proposed development are set out in **Table 3** below.

Table 3 – TRICS Analysis – 1,000 Residential Dwellings

Peak Period	Trip Rate (per dwelling)		Trips		Total
	In	Out	In	Out	
AM	0.129	0.328	129	328	457
PM	0.325	0.160	325	160	485

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded

- 3.18 **Table 3** indicates that the total proposed development is forecast to generate up to 457 two-way vehicle trips during the morning peak hour and 485 two-way vehicle trips during the evening peak hour.
- 3.19 This equates to around eight additional vehicles on the highway network every minute, in either direction, during each peak hour.

Traffic Distribution and Assignment

- 3.20 The forecast development traffic has been distributed across the highway network based on 2011 Census Origin/Destination Travel to Work data (using the site as the place of residence, MSOA area – E02003459: Milton Keynes 001). This is provided as **Appendix C**.
- 3.21 The resulting assignment is as follows:
- Weston Road (W): 10.9%
 - Aspreys: 24.1%
 - A509 (N): 13.2%
 - A509 (S): 51.8%

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Land North of Weston Road, West of Olney

- 3.22 It is worth noting that the delivery of the Olney Western Link Road proposal would materially affect the assignment of traffic across the local highway network.

Traffic Impact

- 3.23 The impact of the proposed development traffic on the local highway network would be subject to detailed testing at the appropriate time.
- 3.24 The proposed Weston Road site access roundabout will be tested for capacity as part of the transport assessment work to support any subsequent application but would be designed to accommodate the development traffic comfortably as well as any traffic associated with the Olney Western Link Road proposal.
- 3.25 Further afield, the scope of the local highway network assessment, including any committed development traffic flows and the need for formal junction capacity analysis, will be subject to further consultation with the LHA.

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Land North of Weston Road, West of Olney



Figures



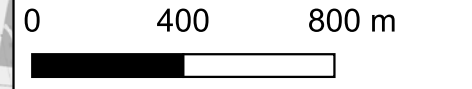
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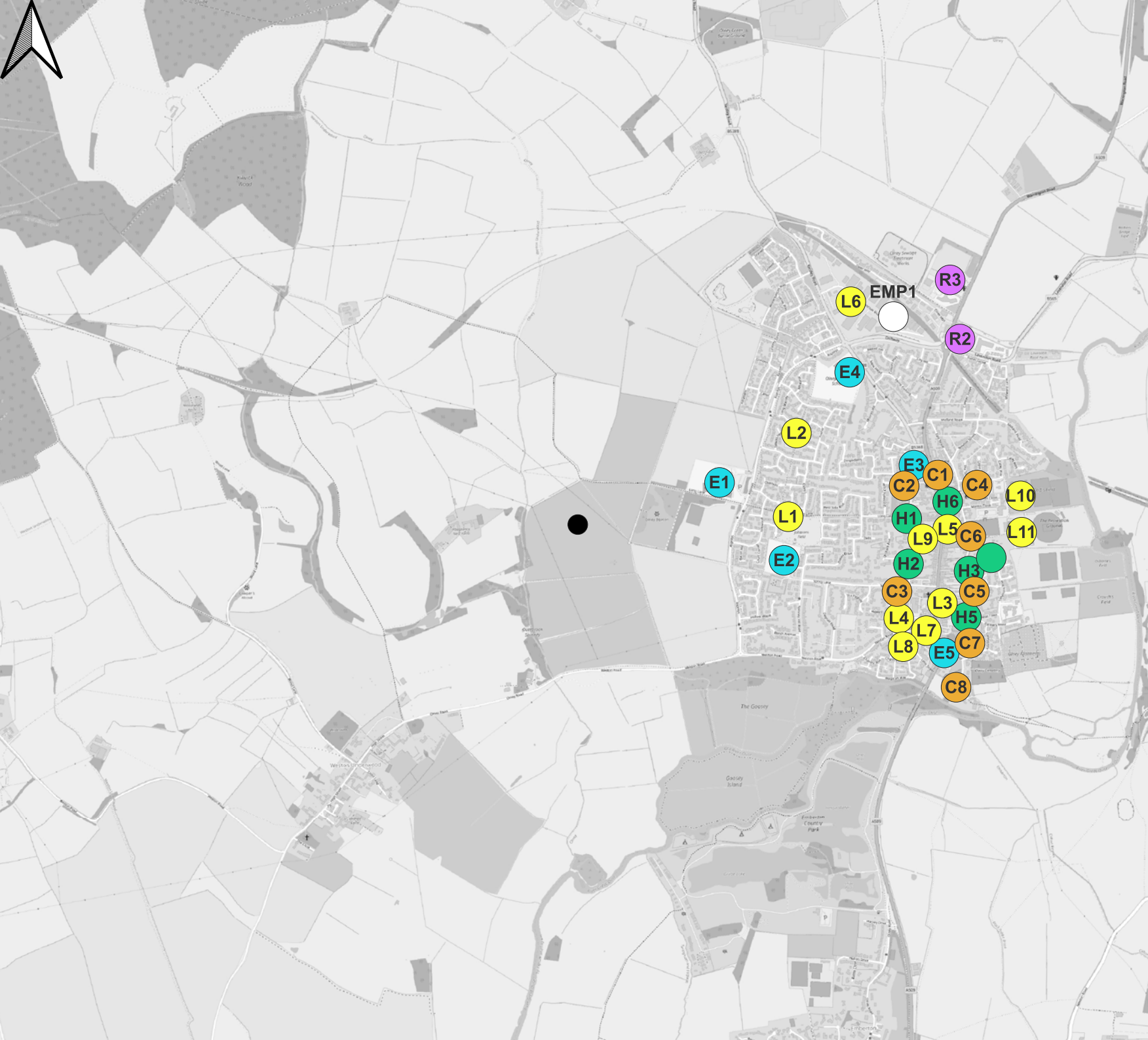
-  Site Location
-  Bus Stop
-  Railway Station
-  Railway Network

T25651
 Weston Road,
 Olney
Figure 1.1 - Site Location



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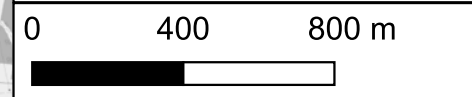
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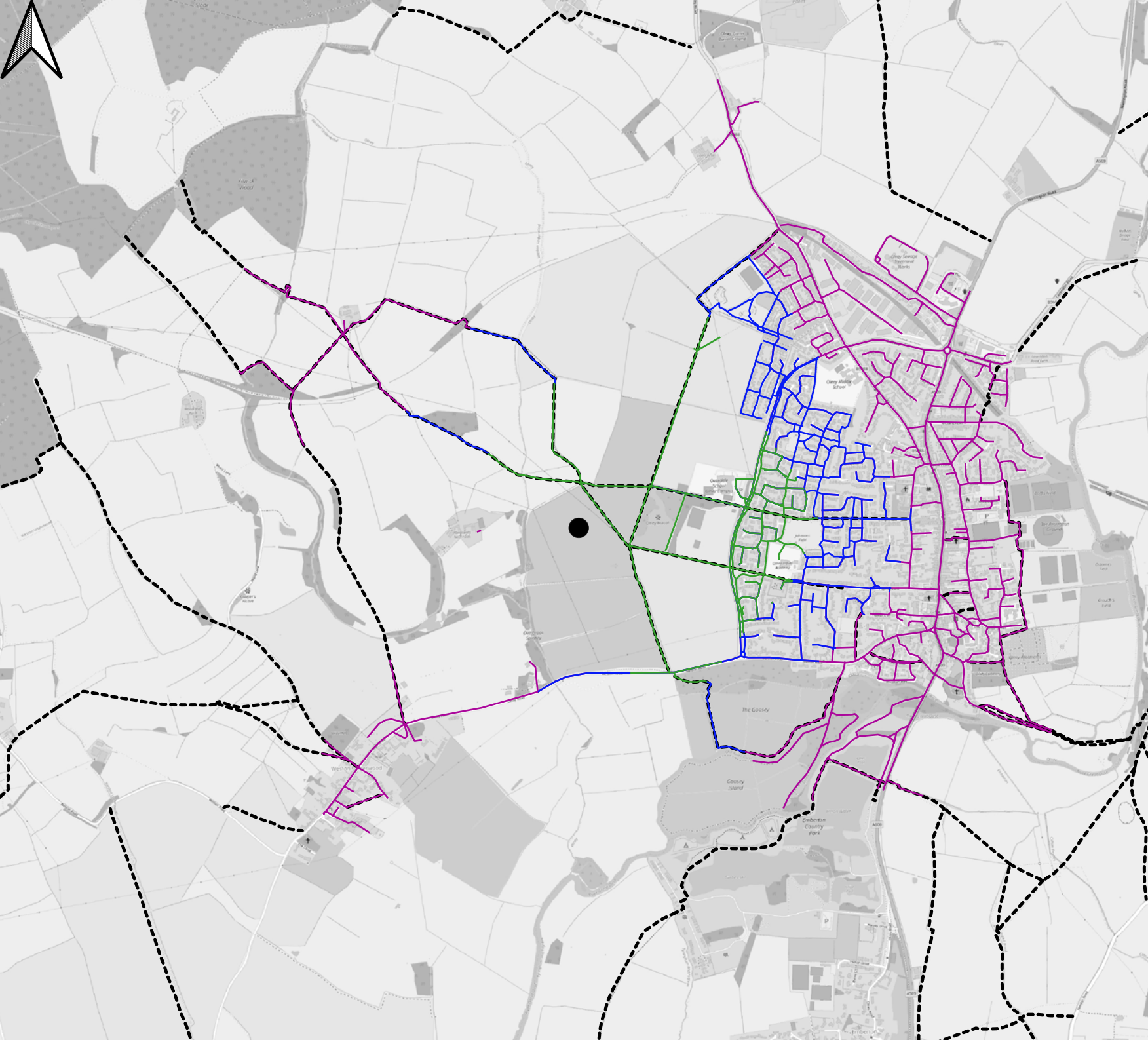
- Site Location
- Local Facilities
 - Community
 - Education
 - Employment
 - Healthcare
 - Leisure
 - Retail

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Figure 2.1 - Local Services



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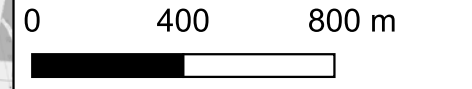


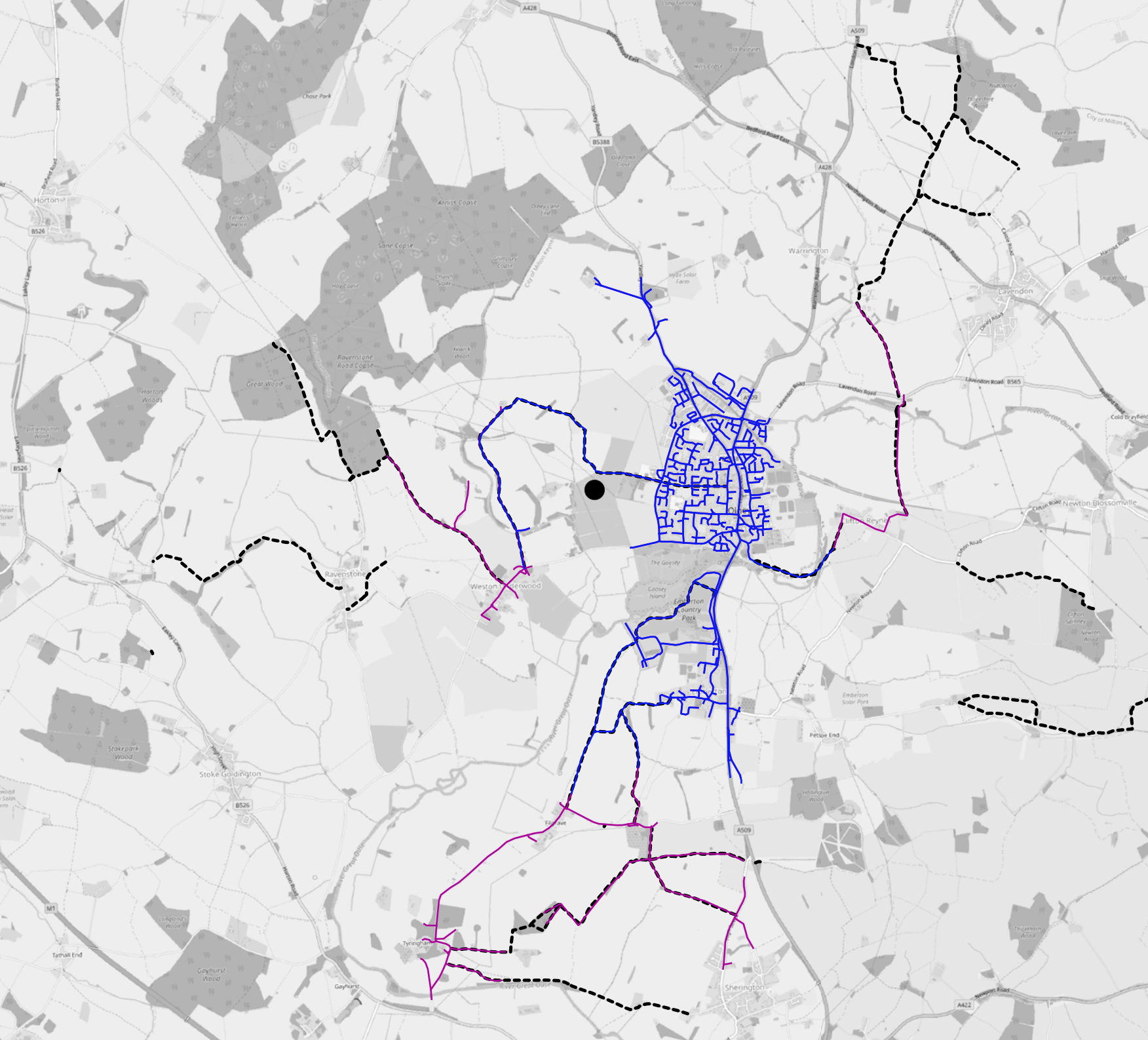
- ### Legend
- Site Location
 - 800m
 - 1.2km
 - 2.0km
 - - - Public Footpath

T25651
Weston Road,
Olney
Figure 2.2 - Walking Distances



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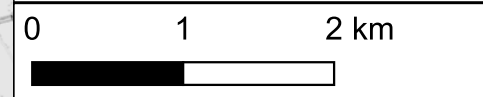
Legend

- Site Location
- 5.0km
- 8.0km
- Bridleway
- National Cycle Network**
- On-Road Route not on NCN
- On-Road Route on NCN
- On-Road Route not on NCN
- Traffic-Free Route not on NCN
- Traffic-Free Route not on NCN
- Traffic-Free Route on NCN
- Traffic-Free Route not on NCN

T25651
 Weston Road,
 Olney
Figure 2.3 - Cycling Distances



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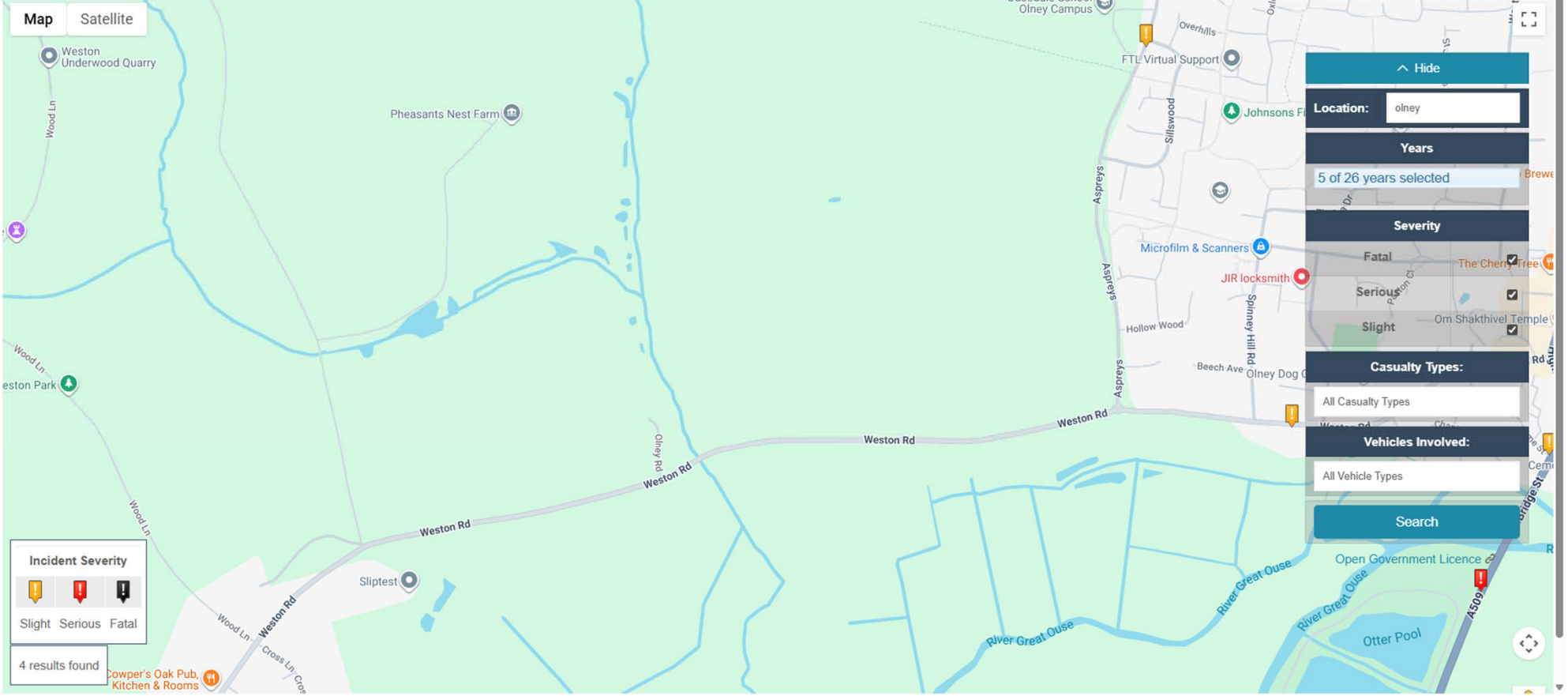


T25651
Land North of Weston Road, West of Olney



Appendix A

Crashmap Data



T25651
Land North of Weston Road, West of Olney



Appendix B

TRICS Output



Audit Code: 56c197c6-8672-4319-bcb9-ab3293eae743

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 210 - 2000 DWELLS

Actual Trip Rate Calculation Parameter Range: 212 - 1882 DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 30/06/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 1100 2350

Days of the week selected:

Thursday	2
Tuesday	1
Wednesday	2

Main Location Types selected:

Edge of Town	4
Neighbourhood Centre	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	5
----------------------------	---

Population <1 Mile ranges selected:

1,001 to 5,000	1
5,001 to 10,000	4



Audit Code: 56c197c6-8672-4319-bcb9-ab3293eae743

Population <5 Mile ranges selected:

25,001 to 50,000	2
5,001 to 25,000	3

Car Ownership <5 Mile ranges selected:

1.1 to 1.5	5
------------	---

PTAL Rating:

No PTAL Present	5
-----------------	---



Audit Code: 56c197c6-8672-4319-bcb9-ab3293eae743

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 day
04	EAST ANGLIA		
	NF	NORFOLK	4 days

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 56c197c6-8672-4319-bcb9-ab3293eae743

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	212 to 1882 (units:DWELLS)
Range Selected by User:	210 to 2000 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 30/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday	2 days
Tuesday	1 days
Wednesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3
Direction ATC Count	2

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	4 days
Neighbourhood Centre	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Out of Town	1 days
Residential Zone	3 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	5 days
----------------------------	--------

Audit Code: 56c197c6-8672-4319-bcb9-ab3293eae743

Secondary Filtering Selection:

Use Class:

C3 5 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

400 - 8961

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	4 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	2 surveys
5,001 to 25,000	3 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5 5 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.



Audit Code: 56c197c6-8672-4319-bcb9-ab3293eae743

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes 5 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 56c197c6-8672-4319-bcb9-ab3293eae743

LIST OF SITES relevant to selection parameters:

Site 1:	NF-03-A-23	Site area:	26.43000030517578 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	514 DWELLS
Location:	WYMONDHAM	Housing density:	26.60
Postcode:	NR18 9FP	Total Bedrooms:	1606.00
Main Location Type:	Edge of Town	Survey Date:	22/09/2021
Sub Location Type:	Out of Town	Survey Day:	Wednesday
PTAL:	n/a		
Site 2:	NF-03-A-31	Site area:	16.200000762939453 hect
Development Name:	MIXED HOUSES	Number of dwellings:	321 DWELLS
Location:	SWAFFHAM	Housing density:	24.39
Postcode:	PE37 8JE	Total Bedrooms:	883.00
Main Location Type:	Edge of Town	Survey Date:	22/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 3:	NF-03-A-39	Site area:	7.840000152587891 hect
Development Name:	MIXED HOUSES	Number of dwellings:	212 DWELLS
Location:	HOLT	Housing density:	31.98
Postcode:	NR25 6GA	Total Bedrooms:	570.00
Main Location Type:	Edge of Town	Survey Date:	27/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 4:	NF-03-A-47	Site area:	13.050000190734863 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	300 DWELLS
Location:	AYLSHAM	Housing density:	28.30
Postcode:	NR11 6FN	Total Bedrooms:	956.00
Main Location Type:	Edge of Town	Survey Date:	21/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 5:	WS-03-A-21	Site area:	32.93000030517578 hect
Development Name:	MIXED HOUSES	Number of dwellings:	480 DWELLS
Location:	BILLINGSHURST	Housing density:	31.11
Postcode:	RH14 9ZL	Total Bedrooms:	1378.00
Main Location Type:	Neighbourhood Centre	Survey Date:	09/11/2023
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a		

Audit Code: 56c197c6-8672-4319-bcb9-ab3293eae743

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.129	0.328	0.457
17:00-18:00	0.325	0.160	0.485

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	365	0.067	0.261	0.328
08:00-09:00	5	365	0.129	0.328	0.457
09:00-10:00	5	365	0.131	0.144	0.275
10:00-11:00	5	365	0.105	0.115	0.220
11:00-12:00	5	365	0.129	0.125	0.254
12:00-13:00	5	365	0.121	0.116	0.237
13:00-14:00	5	365	0.126	0.120	0.246
14:00-15:00	5	365	0.134	0.158	0.292
15:00-16:00	5	365	0.234	0.162	0.396
16:00-17:00	5	365	0.248	0.153	0.401
17:00-18:00	5	365	0.325	0.160	0.485
18:00-19:00	5	365	0.230	0.148	0.378
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.979	1.990	3.969

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Audit Code: 56c197c6-8672-4319-bcb9-ab3293eae743

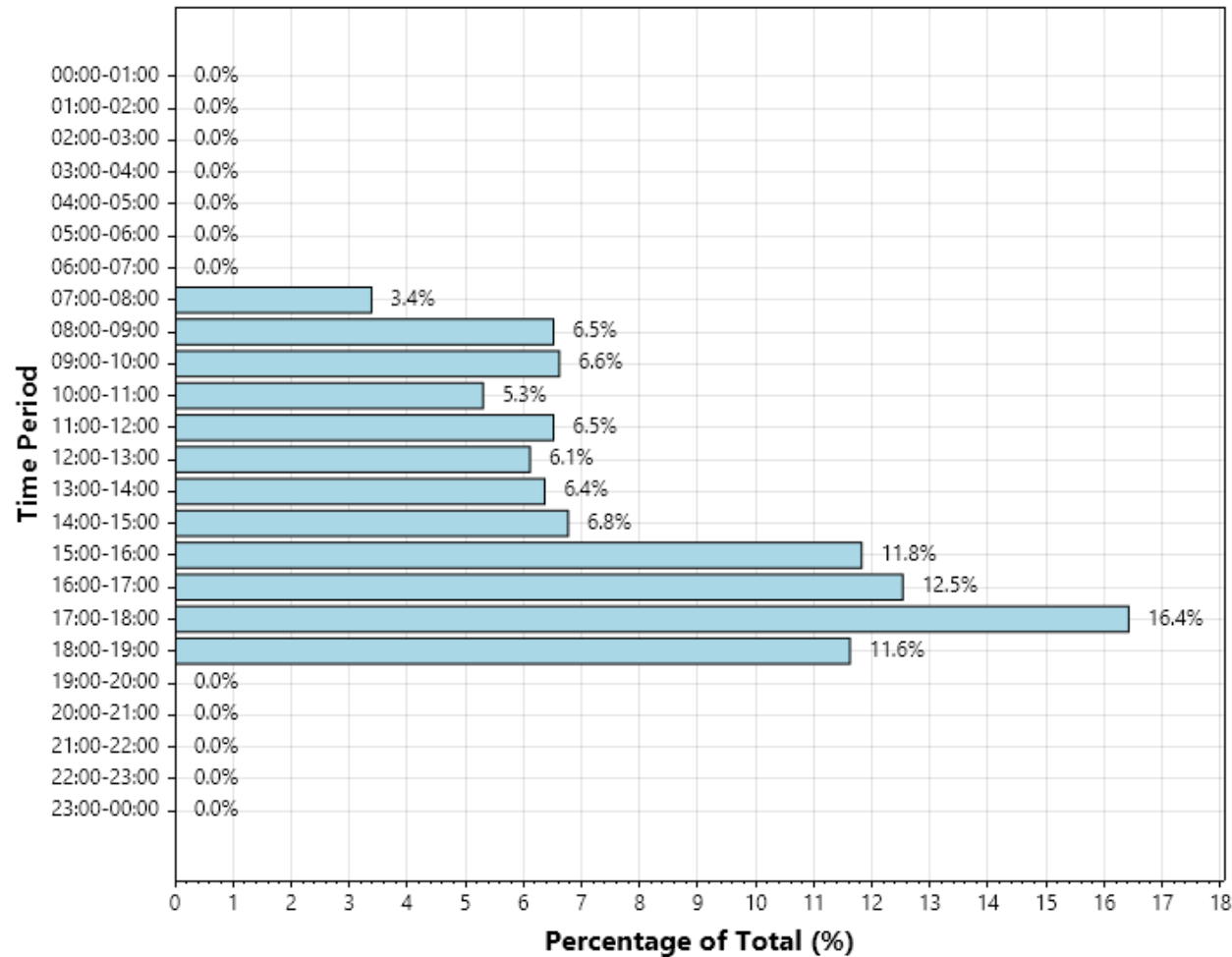
Parameter Summary:

Trip rate parameter range selected:	210 - 2000 (units: DWELLS)
Survey date date range:	22/09/2021 - 09/11/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Trip Rate Total Vehicles - Arrivals

Trip Rate - Arrivals

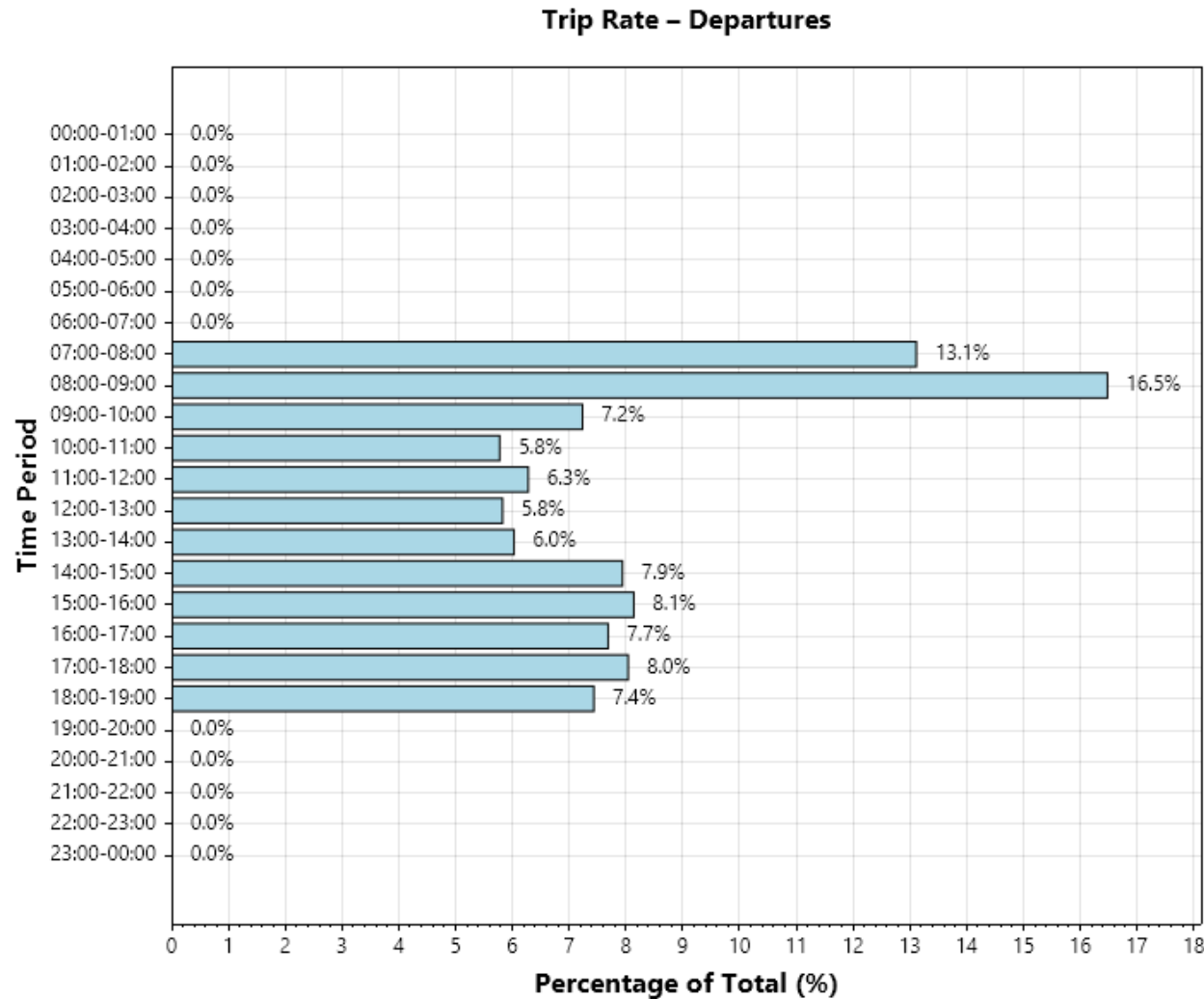


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-12-18 16:24

Audit Code: 56c197c6-8672-4319-bcb9-ab3293eae743

Trip Rate Total Vehicles - Departures

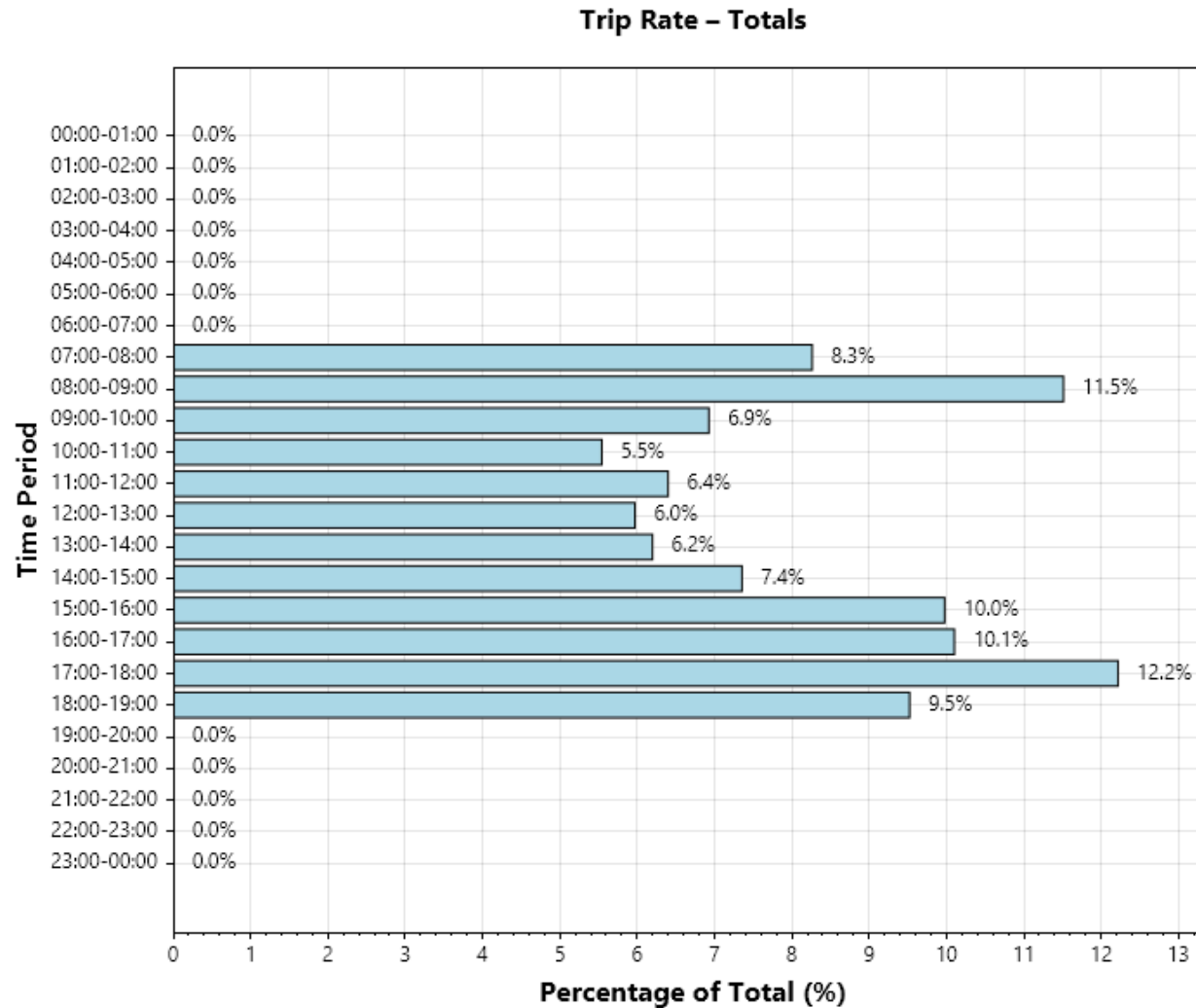


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-12-18 16:24

Audit Code: 56c197c6-8672-4319-bcb9-ab3293eae743

Trip Rate Total Vehicles - Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-12-18 16:24

T25651

Land North of Weston Road, West of Olney



Appendix C

Journey to Work Census Data

T25651

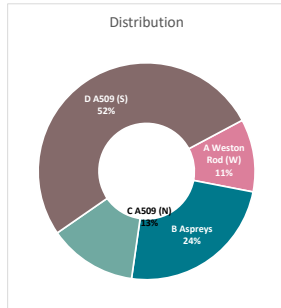
Weston Road, Olney

Journey to Work - Nomis Data Analysis

MSOA: E02003459 - Milton Keynes 001



Distribution



Route	Description	Milton Keynes	%
A	Weston Rod (W)	276	10.9%
B	Aspreys	613	24.1%
C	A509 (N)	335	13.2%
D	A509 (S)	1,317	51.8%
Total		2,541	100.0%

Driving a car or van

MSOA	Milton Keynes 001	%	Route
Bedford	250	9.8%	B
Northampton	221	8.7%	B
Central Bedfordshire	167	6.6%	D
Westminster, City of	21	0.8%	D
Wellingborough	68	2.7%	B
Luton	58	2.3%	D
South Northampton	58	2.3%	A
East Northamptonsh	26	1.0%	B
Aylesbury Vale	26	1.0%	D
Kettering	19	0.7%	B
Camden	2	0.1%	D
Daventry	17	0.7%	A
St Albans	15	0.6%	D
Dacorum	13	0.5%	D
Peterborough	9	0.4%	B
Southwark	3	0.1%	D
Cherwell	12	0.5%	A
Tower Hamlets	3	0.1%	D
Huntingdonshire	9	0.4%	B
South Cambridgeshin	9	0.4%	D
Islington	1	0.0%	D
Harborough	6	0.2%	B
Coventry	5	0.2%	A
Stevenage	6	0.2%	D
Welwyn Hatfield	6	0.2%	D
Hammersmith and Ful	1	0.0%	D
Wycombe	7	0.3%	D
Corby	5	0.2%	B
Barnet	6	0.2%	D
Bracknell Forest	6	0.2%	D
Stratford-on-Avon	4	0.2%	A
Birmingham	4	0.2%	A
Hillingdon	5	0.2%	D
E02003459 : Milton K	335	13.2%	C
E02003472 : Milton K	253	10.0%	D
E02003475 : Milton K	128	5.0%	D
E02003460 : Milton K	83	3.3%	D
E02003462 : Milton K	75	3.0%	A
E02003481 : Milton K	69	2.7%	D
E02003467 : Milton K	62	2.4%	D
E02003465 : Milton K	57	2.2%	D
E02003476 : Milton K	51	2.0%	D
E02003468 : Milton K	38	1.5%	A
E02003480 : Milton K	40	1.6%	D
E02003478 : Milton K	36	1.4%	D
E02003463 : Milton K	32	1.3%	A
E02003479 : Milton K	31	1.2%	D
E02003473 : Milton K	28	1.1%	D
E02003489 : Milton K	28	1.1%	D
E02003477 : Milton K	25	1.0%	D
E02003482 : Milton K	23	0.9%	D
E02003488 : Milton K	20	0.8%	D
E02003466 : Milton K	9	0.4%	A
E02003461 : Milton K	12	0.5%	A
E02003470 : Milton K	5	0.2%	A
E02003464 : Milton K	10	0.4%	D
E02003471 : Milton K	9	0.4%	D
E02003484 : Milton K	5	0.2%	A
E02003483 : Milton K	4	0.2%	D
E02003485 : Milton K	5	0.2%	D
Total	2,541	100.0%	

Modal Split

Mode	Milton Keynes 001	%
Car Driver	2,551	76.6%
Bus	81	2.4%
On Foot	378	11.4%
Car Passeng	128	3.8%
Bicycle	43	1.3%
Motorbike	25	0.8%
Train	115	3.5%
Tram	2	0.1%
Taxi	6	0.2%
Total	3,329	100.0%

