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OBJECT Dr Glynn White **Representation ID: 474 (viewrepfull.php?repid=474)**

VALP Proposed Submission - 7.20 (readdoc.php?docid=3&docelemid=d1093#d1093)

Representation:

Even though the final route for the Oxford Cambridge Expressway has not been decided it will have a positive impact on the Vale of Aylesbury. It is a government supported scheme and AVDC should be showing active plans to make the most for transport, housing etc that the expressway will bring forward. The expressway will be built during the time of the VALP (2017 - 2034) and realistic planning for a "New" Town should be considered which would alleviate the traffic issues around Aylesbury.

More details about Rep ID: 474 (viewrepfull.php?repid=474)

OBJECT Dr Glynn White **Representation ID: 454 (viewrepfull.php?repid=454)**

VALP Proposed Submission - 11.28 (readdoc.php?docid=3&docelemid=d1541#d1541)

Representation:

The sequential test and exception test is failed at WTV 018 'Woodlands'. The current planned alignment of the road does not pass a reasonable and fair exception test. There is clearly another alternative route that has been identified in the AECOM Cumulative Impact report and replicated elsewhere in the VALP.

More details about Rep ID: 454 (viewrepfull.php?repid=454)

OBJECT Dr Glynn White **Representation ID: 453 (viewrepfull.php?repid=453)**

VALP Proposed Submission - 7.5 (readdoc.php?docid=3&docelemid=d1077#d1077)

Representation:

Please see attached reports from Transport Planning Practice (TPP). We do not consider that the Transport Strategy has been accurately or fairly assessed and would like to present evidence at the Examination in Public on behalf of the Hampden Fields Action Group.

[More details about Rep ID: 453 \(viewrepfull.php?repid=453\)](#)

OBJECT Dr Glynn White **Representation ID: 452 (viewrepfull.php?repid=452)**

VALP Proposed Submission - 7.4 (readdoc.php?docid=3&docelemid=d1076#d1076)

Representation:

This model is flawed. It is difficult to understand that after the 7 years following the scrapping of the South-East Plan that BCC and AVDC have not produced a fully compliant webTAG model. Aylesbury Vale faces the largest proposed level of housing development and decisions are being taken on a transport strategy that is based on flawed information. It puts the whole VALP into jeopardy from the outset. Previous issues pointed out with the methodology as part of the ATS consultation have not been addressed.

[More details about Rep ID: 452 \(viewrepfull.php?repid=452\)](#)

OBJECT Dr Glynn White **Representation ID: 451 (viewrepfull.php?repid=451)**

VALP Proposed Submission - H1 Affordable housing (readdoc.php?docid=3&docelemid=d826#d826)

Representation:

No development should be allowed if a higher quota of 35% affordable housing cannot be met. If the VALP is to have any credibility about genuinely providing houses for those in need then this policy must be enforceable. This policy will openly be 'abused' as it allows a 'get out' clause from the outset. The council have openly ignored this already in their own development at Woodlands where they have allowed themselves to come forward with 20% affordable houses which makes a mockery of the current policy.

[More details about Rep ID: 451 \(viewrepfull.php?repid=451\)](#)

OBJECT Dr Glynn White **Representation ID: 450 (viewrepfull.php?repid=450)**

VALP Proposed Submission - 4.125 (readdoc.php?docid=3&docelemid=d608#d608)

Representation:

Whilst 1,000 houses might be a conservative estimate, the impact on the surrounding road network may well limit development at this site to less than 1,000. Jacobs Phase 3 transport modelling already shows a severe increase at traffic on the Aylesbury Road junction at the Clock Tower and that modelling does not include any development at RAF Halton.

[More details about Rep ID: 450 \(viewrepfull.php?repid=450\)](#)

OBJECT Dr Glynn White **Representation ID: 432 (viewrepfull.php?repid=432)**

VALP Proposed Submission - D-AGT1 South Aylesbury (readdoc.php?docid=3&docelemid=d480#d480)

Representation:

This creates coalescence between Aylesbury, Stoke Mandeville and Hampden Hall. It clearly conflicts with strategic policies stated in this plan (actually rendering them useless). The traffic modelling so far produced to justify a new road in this location (EALR) is not fit for purpose. It is entirely possible, if not likely, that the placement of 1,000+ houses, schools and other development along this road creates a severe impact on the gyratory system and the surrounding road network.

More details about Rep ID: 432 ([viewrepfull.php?repid=432](#))

OBJECT Dr Glynn White **Representation ID: 431 ([viewrepfull.php?repid=431](#))**

VALP Proposed Submission - D1 Delivering Aylesbury Garden Town (readdoc.php?docid=3&docelemid=d459#d459)

Representation:

We object to the amount of growth at Aylesbury and especially to the South. The growth cannot be accommodated in a sustainable way. The transport strategy allows for some new infrastructure but it does not mitigate the amount of additional traffic generated by the quantum of development proposed. The reports attached in the Transport section from Transport Planning Practice (TPP) provide significant evidence regarding the flaws in the policy and the inadequacy of transport data and modelling.

More details about Rep ID: 431 ([viewrepfull.php?repid=431](#))

OBJECT Dr Glynn White **Representation ID: 430 ([viewrepfull.php?repid=430](#))**

VALP Proposed Submission - 4.17 (readdoc.php?docid=3&docelemid=d440#d440)

Representation:

There has not been sufficient data collection done to validate this claim that the 'orbital' roads will take traffic away from the town centre in any meaningful way to ensure that the placing of 16,000 houses around South of Aylesbury does not have a severe impact on the transport system. As the evidence base is lacking the justification that 'orbital' roads will resolve the traffic chaos in Aylesbury lacks credibility. In addition many of the supposed 'orbital' roads are in AVDC's own words aspirational.

More details about Rep ID: 430 ([viewrepfull.php?repid=430](#))

OBJECT Dr Glynn White **Representation ID: 429 ([viewrepfull.php?repid=429](#))**

VALP Proposed Submission - 4.16 (readdoc.php?docid=3&docelemid=d439#d439)

Representation:

The ATS is flawed. It is based on flawed modelling which is criticised by BCC's own Transport Consultants AECOM. Key parts of the 'orbital strategy' are 'aspirational' which means they will not happen until at least the next plan in 2034 and beyond. It is simply not credible to approve a partial plan on the basis that we 'have to start somewhere' when it will have known deficiencies that will not be addressed for many decades.

More details about Rep ID: 429 (viewrepfull.php?repid=429)

OBJECT Dr Glynn White**Representation ID: 428 (viewrepfull.php?repid=428)**

VALP Proposed Submission - 3.23 (readdoc.php?docid=3&docelemid=d164#d164)

Representation:

Weston Turville and Aylesbury are already linked at the Holiday Inn with the development (ex-MDA site) of Broughton Crossing and further 2 approved developments across New Road. Any development that brings housing further south along New Road should be resisted (including Hampden Fields). The same scenario is the case for Hampden Hall where the gap is less than 100 yards already. It is beyond comprehension to have a statement such as this when the AVDC openly support schemes which coalesce Aylesbury with village settlements.

More details about Rep ID: 428 (viewrepfull.php?repid=428)

SUPPORT Dr Glynn White**Representation ID: 427 (viewrepfull.php?repid=427)**

VALP Proposed Submission - 3.22 (readdoc.php?docid=3&docelemid=d163#d163)

Representation:

We support the policy but AVDC do not stick to this policy. The Council 'will seek' to preserve is a meaningless expression. The wording suggests they have no intention of fulfilling and does not provide a clear enough policy platform on which to resist development when the NPPF would complement / endorse / support such a policy. The planned developments at Hampden Fields and Stoke Mandeville entirely coalesce the villages with Aylesbury. This cannot be disputed so why do AVDC insist on cramming the large amount of houses to the South of Aylesbury.

More details about Rep ID: 427 (viewrepfull.php?repid=427)

OBJECT Dr Glynn White**Representation ID: 426 (viewrepfull.php?repid=426)**

VALP Proposed Submission - S2 Spatial Strategy for Growth (readdoc.php?docid=3&docelemid=d156#d156)

Representation:

The allocation of housing is too great for the areato the South of Aylesbury. The plan will lead to more local traffic in the peak times as people commute out of the town. The placement of large housing developments which do not have sufficient public transport links will result in very high car usage and exacerbate the problem. The expected jobs are no more than allocations on map. AVDC has a particularly bad track record of delivering jobs. Aylesbury is no more than a dormitory town for London, Milton Keynes and Oxford commuters.

More details about Rep ID: 426 ([viewrepfull.php?repid=426](#))

OBJECT Dr Glynn White **Representation ID: 425 ([viewrepfull.php?repid=425](#))**

VALP Proposed Submission - 3.15 ([readdoc.php?docid=3&docelemid=d151#d151](#))

Representation:

The VALP does not take into account the possible location of a New Town along the proposed Oxford Cambridge Expressway. The Expressway is a committed scheme and the planned route(s) takes it through the Vale of Aylesbury.

More details about Rep ID: 425 ([viewrepfull.php?repid=425](#))

OBJECT Dr Glynn White **Representation ID: 424 ([viewrepfull.php?repid=424](#))**

VALP Proposed Submission - S1 Sustainable development for Aylesbury Vale ([readdoc.php?docid=3&docelemid=d138#d138](#))

Representation:

See comments in relation to 3.3 above

More details about Rep ID: 424 ([viewrepfull.php?repid=424](#))

OBJECT Dr Glynn White **Representation ID: 423 ([viewrepfull.php?repid=423](#))**

VALP Proposed Submission - 3.3 ([readdoc.php?docid=3&docelemid=d136#d136](#))

Representation:

The placement of too many houses in too small an area will ultimately lead to traffic problems that will lead to economic stagnation. This policy can be neither justified nor an effective strategy

More details about Rep ID: 423 ([viewrepfull.php?repid=423](#))

OBJECT Dr Glynn White **Representation ID: 422 ([viewrepfull.php?repid=422](#))**

VALP Proposed Submission - 2.1 ([readdoc.php?docid=3&docelemid=d230#d230](#))

Representation:

The plan will lead to economic stagnation and social change as a result of a flawed Transport Strategy. The claimed jobs growth with development will not materialise and thus it will leave Aylesbury increasingly becoming a dormitory town. The proposed Garden Town which seems to include 16,000 houses to the South of Aylesbury is misguided and consideration should be given to taking advantage of the Oxford Cambridge Expressway for a well designed New Town.

More details about Rep ID: 422 (viewrepfull.php?repid=422)

OBJECT Dr Glynn White**Representation ID: 421 (viewrepfull.php?repid=421)**

VALP Proposed Submission - D-AGT4 Aylesbury south of A41
(readdoc.php?docid=3&docelemid=d526#d526)

Representation:

The impact of these proposed developments on the road system of the A41, A413 and gyratory system will be severe. Traffic congestion at peak times on the roads is excessive and adding significant new developments will only exacerbate the issue. The so called "orbital" road strategy will not alleviate the issues as many of the roads are "aspirational".

More details about Rep ID: 421 (viewrepfull.php?repid=421)

OBJECT Dr Glynn White**Representation ID: 420 (viewrepfull.php?repid=420)**

VALP Proposed Submission - D-AGT3 Aylesbury north of A41
(readdoc.php?docid=3&docelemid=d510#d510)

Representation:

The quantum of development in this location will leave a severe residual impact on the local transport system especially the A41. The sensitive nature of the flood plain has not been adequately considered and the sequential test has been shown to fail in relation to plans before the Council.

More details about Rep ID: 420 (viewrepfull.php?repid=420)

OBJECT Dr Glynn White**Representation ID: 419 (viewrepfull.php?repid=419)**

VALP Proposed Submission - D-AGT2 South west Aylesbury
(readdoc.php?docid=3&docelemid=d492#d492)

Representation:

We are extremely concerned about the impact on the road system of placing 1550 houses plus other developments in this location. Some of the planned "Orbital" roads will not be completed by 2034 and the considerable amount of the traffic generated will head into Aylesbury on the existing overloaded road network especially using the Stoke

Road and the gyratory system. Traffic modelling released by Jacobs for Phase 3 of the Aylesbury Transport strategy is not WebTAG compliant. The proximity of these developments to the hospital should be considered.

More details about Rep ID: 419 (viewrepfull.php?repid=419)

OBJECT Dr Glynn White

Representation ID: 413 (viewrepfull.php?repid=413)

VALP Proposed Submission - 4.14 (readdoc.php?docid=3&docelemid=d435#d435)

Representation:

When planning to make Aylesbury Town Centre more attractive, AVDC need to consider more seriously the impact on town centre traffic from all the extra housing around the town. How can the centre of Aylesbury be classed as a Garden Town? There is no significant new development in the town itself. It is an urban extension into open countryside to the South of Aylesbury. This element of the Plan is not Justified nor Effective for this reason.

More details about Rep ID: 413 (viewrepfull.php?repid=413)



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