



**Directorate for Planning Growth & Sustainability**  
Buckinghamshire Council,  
Walton Street Offices,  
Walton Street,  
Aylesbury  
HP20 1UA

highwaysdm.av@buckinghamshire.gov.uk  
01296 382416  
www.buckinghamshire.gov.uk

Development Management  
(Aylesbury Area)  
Planning, Growth & Sustainability  
Buckinghamshire Council

29<sup>th</sup> March 2022

**F.A.O. Helen Fadipe**

Dear Helen

**Application Number:** 16/01040/AOP  
**Proposal:** Outline application with means of access (in part) to be considered for up to 102,800 sqm employment (B1/B2/B8), up to 1,100 dwellings (C3), 60 residential extra care units (C2), mixed-use local centre of up to 4,000 sq m (A1/A2/A5/D1), up to 5,700 sq m hotel and Conference Centre (C1), up to 3,500 sq m Leisure facilities (A1/A3/A4), up to 16 ha for sports village and pitches, Athletes Accommodation (10 x 8 bed apartments), and up to 2 ha for a primary school (D1), with a strategic link road connecting with the ELR (N) and the A41 Aston Clinton Road, transport infrastructure, landscape, open space, flood mitigation and drainage  
**Location:** Aylesbury Woodlands, College Road North, Aston Clinton

I refer to the HFAG objection and attachments that were dated 8<sup>th</sup> January 2021. This response provides comments on that submission as considered necessary. It should be noted that the highways related attachments to the HFAG objection predate the last comprehensive highways response (8-1-21) which included detail as to why the updated strategic modelling is considered fit for purpose (page 1 of highways response). The reports appended to the HFAG objection are as follows;

- TPP Report on Local Model Validation Report, dated April 2020
- TPP Report commenting on SEALR TA, dated June 2020

Paragraph 19 of the objection suggests that the FRA states that the phase 1 employment development construction may progress in advance of the ELR(S).

The S106 Agreement is clear that the first phases of the development are Phase 1(a) Woodlands Roundabout, (b) ELR (S) and (c) up to 74% of employment land uses. It states on Page 113 that no development can be occupied until the ELR(S) is open to traffic or until such time that the Council has been provided with additional modelling that would seek to justify any alternative. At this stage it is fully expected that the ELR(S) would be open to traffic before the occupation of any development.

Page 7 of the HFAG objection provides commentary on the updated Strategic Transport model and raises a number of concerns regarding its composition. As stated earlier, the highways response dated 8<sup>th</sup> January 2021 provides commentary on why the model is considered fit for purpose. It also links to further reports that are in the public domain on the Councils website that have been prepared to explain how it validates against TAG guidance and why the model is suitable for use. The model that is used is the same model that was used for the assessment of SEALR and Hampden Fields which both have planning permission.

The model has also been assured and approved by the Department for Transport in connection with the SEALR business case. It should be noted that DfT are also responsible for the TAG guidance.

In terms of the AM peak hour within the model the LMVR confirms that it is 0800-0900. This will also be confirmed in the Committee report.

HFAG suggest that further validation should have been undertaken at the Gyratory including through the use of updated turning count data. Jacobs, who built the model for the Council, have advised that usually they do not validate using turning movements in strategic models. The issue with turning movements is that they are generally collected for a single day, and that is quite a small sample size. Instead, they validate against link counts, where automated methods (ATCs) are used to collect data over a longer period of time to provide a reliable average. With respect to the Gyratory, they have advised traffic data was collected on the approaches and model performance was reported on those arms. The performance is good and DfT were satisfied with its use for appraisal.

With regard to the 2022 standalone case for Woodlands, HFAG suggest that it is unrealistic given the passage of time. The highways response acknowledges this, as will the committee report, as follows;

“It is acknowledged that the first phase assessments for Woodlands based on a 2022 opening year may now be optimistic given the delay in reporting the application back to committee and it may now be more likely to be 2024. This issue is addressed in the Transport Assessment Addendum at paragraphs 2.2.7 and 2.2.8 which confirms that;

“2.2.7 Due to the delay in obtaining a planning consent for Woodlands, the construction phasing dates have been revised so that construction of the ELR(S) and its associated flood mitigation works are now due to commence in 2022, with completion expected by the end of 2024. The remainder of Phase 1 of Woodlands (consisting primarily of employment land) will commence in 2023 with completion scheduled for the end of 2024. Construction of the remaining elements of Woodlands are anticipated to commence in 2025, with completion anticipated by 2034.

2.2.8 In terms of Phase 1, although the transport model future year remains at 2022, and the revised completion dates are now 2024, this 2 year difference is unlikely to make any material change to the results and conclusions reached in this report. For example, the TEMPRO traffic growth factor for Aylesbury between 2022 and 2024 is only 3% which is minimal (and a proportion of this 3% growth incorporates Aylesbury Woodlands, so the growth factor would be lower).”

As such the 2022 Phase 1 assessments are still considered acceptable, particularly as Hampden Fields now benefits from planning consent and as such a phasing test without it, which is what the Woodlands 2022 Phase 1 assessments are, may not need to be relied on depending on phasing of infrastructure delivery associated with both developments, which is yet to be agreed”

HFAG also state that the Phase 1 assessment should include all of the Woodlands development. This is not necessary given that the Phase 1 development is restricted in the S106 Agreement to the Woodlands Roundabout Works, the ELR(S) and up to 74% of the employment floor space. This is what is assessed. Further development is restricted in the S106 Agreement until the SLR through Hampden Fields progresses. This scenario with the full development of Woodlands is assessed in the 2036 cumulative assessment.

HFAG raise concerns about a number of junctions that they contend are missing from various assessments. The criteria used to trigger the capacity assessment of junctions is explained in the TA, TAA and various highways responses as are the results. Each modelling scenario has different network impacts that result from differing development and infrastructure assumptions that mean that not every junction is assessed in every scenario. The Council remains satisfied that the network assessments undertaken are reasonable.

Stantec provided a response to the concerns regarding AADT traffic flows in their letter of 26th January 2021. It should be noted that Stantec confirm that the AADT information is not used in the highway assessments where the focus is on network peak hour performance.

In summary, whilst HFAGs concerns have been noted and considered, the Council remains satisfied that its model is fit for purpose and a suitable assessment of the impacts of development has been undertaken. The Council's highway recommendation therefore remains as set out in its response dated 8<sup>th</sup> January 2021.

Yours sincerely

**Del Tester**

**Consultant  
Highways Development Management  
Planning Growth & Sustainability**