

AVDC BACKS WEEDON HILL

In a move surrounded by controversy Aylesbury's Strategic Planning and Development Committee, apparently by casting vote of the chairman, has backed the Weedon Hill site first proposed in the Pre-Deposit Consultation Paper. This will now go out for public inquiry, probably in 1998, with High Court legal action appearing to be inevitable if the Inspector backs it. The scheme will desecrate the site of the Battle of Aylesbury fought on 1st November 1642 between a Royalist force commanded by Prince Rupert and a powerful Parliamentary column led by Sir William Balfour which included the legendary Colonel John Hampden's Regiment. The Royalists were routed. There are no plans to commemorate the brave men who died or ensure the dignified treatment of those

remains not already removed to the Memorial at Hardwick Church. Lakeside Land have asked for the site to be included on the National Battlefields Register and have proposed a re-enactment of the Battle to the Sealed Knot. They have also protested to the Warden of New College, who own the site.

Weedon Hill would mean a staggering 800 homes opposite Watermead, on the western side of the A413, with access on to Watermead Roundabout. This is expected to double queueing times for residents at peak hours and will have a major impact on the A413, which has been known to jam past the Weedon turnoff. The Board of Lakeside Land Ltd, Watermead's community company, is concerned that the A413 could see daily tailbacks as far as Whitchurch. Timekeeping on

Watermead's bus services will be severely degraded to the point where the viability of public transport on Watermead will be called into question.

Lakeside Land's own proposed strategy, worked out in consultation with responsible environmental pressure groups including Transport 2000, Friends of the Earth and the Council for the Protection of Rural England, developers and public transport undertakings, has been thrown out by AVDC. In contrast to Lakeside's strategy, which linked housing development to rail-based public transport infrastructure improvements, AVDC's plans are entirely road-based and concentrate on out-of-town developments with dependence on 38-tonne (eventually 44-tonne) heavy lorries to service industrial sites.

FLEET MARSTON THROWN OUT

The tragedy of Fleet Marston is that the developers were willing to provide a heavy rail link, with a new station serving Raban's Lane. No extension of Aylesbury would have been involved, as Fleet Marston would have been a village in its own right. Strangely AVDC have cited concerns about traffic on the A41, yet have backed the huge Berryfields development, which is not only on the A41 but involves no new transport infrastructure and is road-based !

Village View on the Internet

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