
From: Stephen Brownlie [REDACTED]
Sent: 27 March 2019 20:47
To: NewLocalPlan
Subject: Response to the Proposed Main Modifications to the Wycombe District Local Plan
Attachments: Response to Modifications.docx

Dear Sir/Madam

Please find attached our response to the proposed main modifications.

Regards

Stephen and Cheryl Brownlie

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26 March 2019

Planning Department
WDC
High Wycombe
Dear Sir/Madam

Response to the proposed Main Modifications to the WDC local Plan

Please note our response to the proposed Main Modifications below.

PMM1 p8 Para 1.15. PMM2 p10 para2.1

With a number of initiatives still uncertain, but which if implemented could have an impact on future traffic volumes, the rerouting at this time of the A4010 through Princes Risborough (it is not a relief road as it is not providing relief from traffic to Risborough) must surely be considered to be inappropriate. If money is spent now and the lives of residents ruined, there will be little or no willingness to implement the more sensible solution of a proper bypass when its need becomes even more obvious and pressing. In the meantime, far better value for money could be obtained from implementing traffic management measures to control the flow of traffic through Risborough and reduce the congestion at West Wycombe and Stoke Mandeville, whilst also allowing other users to join the flow and pedestrians to cross the road. Indeed, why are changes to a road that is supposed to be a strategic part of the network being undertaken by a local council when the key skills, knowledge and experience for such infrastructure development lie elsewhere? This hints at the impression gained during the consultation phase of an abdication of governance, the dominance of subjective aspiration and the subversion of planning professionalism and integrity in the development of the plan for the road.

PMM3 p11 Chapter 3 and para 3.18 and elsewhere

Areas in Risborough earmarked for development will require water to be drained away to prevent temporary localised flooding, which, given the apparent topography, implies rapid drainage to a local watercourse. How is this going to be achieved by SuDS? What awareness is there of local ground conditions? What discussion has there been with adjacent landowners, engineers and developers? Whilst it is appreciated that this is a plan, it is not clear that the feasibility of adopting SuDS has been addressed. If found to be not feasible, what is the outcome, as this appears to be a major commitment within the plan?

PMM6 p15 para 4.36

Time to understand this is not available but it comes across as self-justifying. Whilst it might be the better way forwards, past conduct indicates otherwise.

PMM9 p 4 Policy CP10 and elsewhere

There is much mention of biodiversity, which is of course to be welcomed. However, there appears to be far greater consideration being given to insects than to the people who are going to very adversely affected by the diversion of the A4010 through Risborough. It is disappointing that there has been no response from WDC to the mitigating suggestion in our original objection.

Stephen and Cheryl Brownlie