

For official use only



Princes Risborough Expansion Supplementary Planning Document Consultation (June - July 2019) Representation Form

Following on the new Local Plan proposals, the Council is consulting on further detailed design and delivery guidance for the expansion of the town, in the form of a Princes Risborough Expansion Supplementary Planning Document, now published as a consultation draft.

We invite your comments on the draft document.

- Please make any comments using the forms below – this will help us to be clear about what part of the Document you are commenting on
- Please quote the section you are commenting on (question 1 in part B).
- Please give your comments on the Supplementary Planning Document and indicate any further changes to the draft that you feel are necessary (question 2 in part B).
- **Comments will only be accepted about the consultation draft. The Council is not able to accept general comments about the content of the Local Plan.**
- Please send your response by the deadline on **Sunday 21 July 2019** (11:59 pm).

Responses can be submitted:

- online at www.wycombe.gov.uk/consultations
- by email to risborough.expansion@wycombe.gov.uk (an automatic email response will confirm receipt)
- or sent by post to:
Spatial Planning,
Wycombe District Council,
Queen Victoria Road,
High Wycombe,
Bucks,
HP11 1BB

You can submit as many comments as you would like. Please complete a separate part B for each part of the document on which you want to comment.

This form has two parts:

- Part A – Your Details
- Part B – Your comment(s). Please expand the comments table as appropriate

PART A

1. Personal Details

2. Agent's Details (if applicable)

* If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in 2.

Title	<u>MR AND MRS</u>	
First Name	<u>ASHLEY AND LORNA</u>	
Last Name	<u>DENHAM</u>	
Job Title (where relevant)	<u>PARTS TECHNICAL SPECIALIST. LEGAL EXECUTIVE</u>	
Organisation (where relevant)		
Address	████████████████████ ████████████████████	
Postcode	██████████	
Telephone	██████████	
Email Address	████████████████████	

3. Client Details

If you are an agent representing a specific site interest, please fill in the details below.

Site Interest	
Client's Name	

4. Please tick this box if you wish to be notified about future stages of the Princes Risborough Expansion Supplementary Planning Document.



5. Please tick this box if you wish to be notified of the Princes Risborough Expansion Supplementary Planning Document adoption



6. Please tick this box if you wish to receive our electronic Weekly Planning Bulletin which gives you updates on local and national planning matters. (You will need to supply an email address in Part A to receive this).



PART B – Comments on the Princes Risborough Expansion Area Supplementary Planning Document (consultation draft) – Please use a separate sheet for each representation. Please copy further sheets if you wish to make more comments.

Name or Organisation:

MR AND MRS DENHAM

1. Which part of the SPD does this response relate to?

Section / subsection / page(s) of the
Princes Risborough Expansion
Supplementary Planning Document
consultation draft

PR EXPANSION, IN PARTICULAR MILL LANE
ROAD AND PHASE 1 SITE

2. Please use this box to set out your comments on the Supplementary Planning Document consultation draft, setting out clearly if you support or object to the proposals and the reasons for your position.

If appropriate, please set out what further change(s) to the consultation draft you consider necessary. It will be helpful if you are able to put forward some suggested revised wording.

Mill Lane, Monks Risborough - ROAD ISSUES
RE PR EXPANSION – MY PERSONAL DAILY ROUTE ALONG MILL LANE

I am setting out an explanation of my daily journey to and from Monks Risborough School from our house in Kingsmead because this is an important personal report of the real experiences that we face on this road.

As a local resident with direct knowledge of how the road really does affect us on a daily basis, I feel that it is important that my views are heard and considered. It is the local existing residents that will be most affected by the proposed PR expansion plans and it is vital that our opinions are taken into full consideration.

My route to school – I have attached diagrams/photographs to illustrate the problems that I am highlighting

My daily route to school with my children, aged 6 and 8, to MR primary school from Kingsmead, sees us walking along the very narrow Mill Lane path towards the train bridge. We can only walk along this path single file and because the verges are so overgrown, the bushes and nettles being so overgrown at some points that they stick right out into our single file path, that they restrict our route further.

On an annual basis we have to chase the council to cut back these verges and this does not always happen. Even when it does, because it is only done once a year, this is simply not enough and the verges grow back quickly and the problems return.

When cars travel fast along this road, they are extremely close to us on the path.

As we get towards the train bridge, we go around a blind corner (this is where the 2 houses are, one of which is called Ham Butts). The cars come around the corner often too fast and shoot under the bridge. If there is a car coming the other way, then the cars struggle to pass each other safely and we often find ourselves having to stand still rather than passing under the bridge, or indeed rushing under the bridge quickly, before any cars come, as the path is so narrow under the bridge that cars flying along side us is dangerously un-nerving. Even if the cars are travelling at a sensible speed around the blind corner and under the bridge, our journey along the path is still problematic in the ways described. The road leading up to the train bridge and under it is barely wide enough for two cars.

It does not improve once under the train bridge, as we are then faced with a dangerous junction system. Because of the blind corner behind us we have to be extremely careful before we cross to the middle island on the corner of Crowbrook Road, particularly because a car could come under the bridge quickly that intends to turn left, which would pass where we are standing attempting to cross. There is then no path at all for a good few hundred yards (this is where the foot specialist's white bungalow is on the left).

Bad Weather

This route is exasperated in **bad weather**, when we have umbrellas up and are trying to get under the train line, putting our brollies to the side somehow, as they are too big and the path is too narrow to get through easily!. It may sound funny, but with 2 small children, just trying to keep them dry and safe on the route to school, it really isn't.

Further, if it has been raining heavily, we often have to think about where we walk from our house and to stop at various points so as not to get soaked from cars coming by into the numerous big puddles along Mill Lane near Kingsmead, because the road floods easily and the roads have failed to be repaired and drainage improved. Even in times where there has been relatively little rain, the puddles into the road verges are always filled and this presents our journey with the obstacle of avoiding getting drenched.

Once over the Crowbrook Road junction system when we have to go along the road as there is no path at all and the cars often do not give us much room to walk safely and often pass us too fast.

Once onto the path, our journey to school thereafter is relatively straightforward as the path is wider and there is a zebra crossing at the children's school. Although, I would say that the Aylesbury Road is an extremely fast road and the cars approach the children's school zebra crossing too fast and it means that we have to be extra careful when the lights change to green to make sure cars have stopped before allowing them to safely cross. There has in fact been one incident where my daughter and I crossed over and a car was not going to stop and we had to rush to the other side which was frightening.

Going back to the Mill Lane Road, the speed at which the cars travel along Mill Lane is in almost all cases excessive and this is unreasonable in a residential area, particularly nearing a park and school and when so many children are walking with their families, or independently (Y6) to school. Furthermore, cars do not park fairly along Mill Lane, particularly near the school. They breach the rules and park on double yellow lines and they park opposite road junctions should as St Dunstons Close and Courtmoor Close, making it unsafe for cars to come in and out of those junctions or cars to pass easily along the road.

I would also like to add that the cars come off of the Longwick/Kimble Road onto the Mill Lane Road far too fast. It is downhill and they travel down the middle of the road as the white

line is only present for a short section of the road at the top of Mill Lane from the junction point. When there are cars coming in the opposite direction, who are also travelling too fast, the cars have to swerve, cut in to slow down, making it particularly problematic for pedestrians who are already using an inadequate path size. I am surprised that there has not been a car collision along this stretch of Mill Lane for the reasons set out.

Our journey home – I have enclosed diagrams/photographs to illustrate the problems that I am illustrating

This is in some ways more problematic from the point where there is no path near the foot specialist's bungalow. This is because we are travelling into the speed of the traffic and are directly faced with the blind corners at the Crowbrook junction and under the train bridge. Cars travelling up Mill Lane towards us, either cut out too far into the road to avoid us, stopping traffic flow in the opposite direction, or come too close to us, risking our safety. Either way they are not travelling slowly. Again, we have to herd along in single file in order to keep as close to the kerb as we can.

We then reach the junction point with the middle island which is the Crowbrook Road/Askett junction to the right-hand side, or straight over to Mill Lane/Kingsmead) we are faced with a series of potential hazards. The Crowbrook/Askett direction to this junction is a blind corner for pedestrians.

Anyone driving down the Crowbrook Road towards the junction is unaware that pedestrians could be around the corner trying to cross over to the middle island and on towards Kingsmead.

I have to listen out carefully before stepping into the road to make sure it is safe and then getting the children across. If there is a car at the junction opposite (coming out of MR village, next to Cox Partnership) then we never cross, because we cannot be sure if the car is going to come straight across, making it unsafe for us to cross!

I then have the same problem to get under the train bridge because as I have explained, it is a blind corner, so after listening out carefully, I get across the road with the children behind and we travel as quickly as we can under the train bridge, squeezing ourselves on the very narrow path, and often have to stand on the grass verge of the bungalow under the train bridges garden, if a car flies around the corner. If it is raining, it is extremely stressful, as there is a huge puddle under the bridge which could drench us. Equally, when we get around the blind corner, we have to keep right in as there are a series of huge puddles which would drench us if cars flew along and hit the puddles. I have had one near miss of getting wet, fortunately the children have not, as this would obviously be highly distressing.

Further, if it has been raining heavily, we often have to think about where we walk from our house and to stop at various points so as not to get soaked from cars coming by into the numerous big puddles along Mill Lane near Kingsmead, because the road floods easily. Even in times where there has been relatively little rain, the puddles into the road verges are always filled and this fills our journey with obstacles to avoid getting drenched.

In times of extreme excess rain, Kingsmead Road and Mill Lane flood and the road is completely inaccessible for cars under the train bridge. This has been well known for many years and has still failed to be addressed.

Please visualise the journey that I have illustrated as these are very real life problems that we currently face on a daily basis which will only worsen when the PR expansion takes place unless Mill Lane and the surrounding Roads are successfully modified.

As I have said, I have set out my journey to and from school to explain first hand the daily stresses and unnecessary challenges that we currently have to face. I do not drive at present and am not likely to return to regularly driving, so we **do not have the option to jump into the car** and this is the route that we have to take. I know of other people within Kingsmead in a similar situation to myself. There are a number of vulnerable, including elderly, people living in Kingsmead who have to walk and their safety and needs are not currently taken into account and this will only worsen with the PR expansion.

Can I say however, that in my opinion, given everything that I have described and given the developments already completed in Longwick and PR itself, that the increase in cars has already started to take place and that the issues and resolutions for these roads needs to come now and irrespective of the PR expansion.

I am not professing to have the correct answers for what needs to be happen, I am just putting forward ideas to be considered, particularly bearing in mind that I have first-hand experience of the very real problems this road currently faces on a daily basis and foresight of how the PR expansion proposals could impact upon those problems.

I feel that in whatever is decided in relation to the PR expansion and the road issues that the primary concerns are ultimately to ensure that the existing residents are supported as much as possible and that there changes have the maximum positive impact that they can to the residents and that particularly in relation to the roads, there must be foresight of the end goal which is that there ultimately needs to be a relief road/traffic going around the edges of the town and that when changes are made to Mill Lane, etc, that when the road mapping and decisions are made about how to change the roads, this end goal is always kept in mind as this will mean that however these roads and improvements are shaped will be of maximum short and long term benefit to all.

• CURRENT – THE MAIN ISSUES

- SPEED THROUGHOUT MILL LANE and the adjoining CROWBROOK ROAD AND ASKETT.**
- CAPACITY/VOLUME OF CARS THROUGHOUT MILL LANE and adjoining as stated above.**
- BLIND SPOTS in MILL LANE, CROWBROOK ROAD and Askett**
- LACK OF PEDESTRIAN ACCESS/PATHS AS DETAILED ABOVE**
- FLOODING TO THE ROADS AS DETAILED ABOVE**
- THE JUNCTION SYSTEM UNDER THE TRAIN BRIDGE TURNING INTO CROWBROOK ROAD, AS DETAILED ABOVE.**

All of these factors will be the major issues to overcome and this should be done before any future developments are even considered. They are real, live issues even now and should be dealt with irrespective of any future developments.

No new developments should take place unless the roads and related issues can be successfully resolved. The sustainability of the new developments must rest on this. If this cannot be achieved, then a potential site proposed should be concluded as wholly inadequate.

We must create and shape a Princes Risborough which bonds, moulds and shapes the current residents and does not crush them and the roads are the fundamental issue to resolve before anything is decided upon in terms of relevant building sites.

It must also be taken into account that the council have known for a number of years that the PR expansion was going to take place, yet numerous building sites have since taken place, particularly in Longwick and PR. 47 and 160 homes in Longwick, plus 9 at the Longwick roundabout (Rectory Homes) and a further site near Hypnos of which I am unsure of the size but looks intensively set back. The traffic problems are already therefore increasing without relief for the current community and furthermore the total number of houses that have been built should be deduced off of the 2,500 new homes that are proposed because otherwise PR will have become OVER DEVELOPED.

The KEY PROPOSED AREAS FOR CHANGE THAT ARE NECESSARY – I ENCLOSED A HAND DRAWN MAP TO SUPPORT THESE SUGGESTED CHANGES/KEY PROBLEM AREAS

To reduce the speed of cars to Mill Lane, Crowbrook Road, Askett and MR village itself through a variety of calming and safety measures

To act in a way that is sympathetic to the current residents, but benefits them in the long term, together with the incorporation of the PR expansion

Potential speed reminder sign to flash up speed to cars entering from Longwick Road onto Mill Lane – unless deemed unnecessary because the traffic calming measures set out below will work adequately as a stand-alone improvement

Proposed rumble strips or speed bumps – whichever are considered to be most effective for speed reduction and safest for road users alike on Mill Lane, Crowbrook Road and into Askett

White lines all the way down Mill Lane and through Askett

A potential speed camera near the St Dunstons park to keep the speed of the traffic at the minimum through the heart of Mill Lane, or speed bump measures, as these will help to slow the traffic right through the centre of Mill Lane and keep speeds down throughout.

Single way traffic points, and as a consequence widened pedestrian access, under the Mill Lane Bridge and potentially near the Three Crowns, Askett.

The consideration of more yellow lines being introduced along Mill Lane, near Kingsmead, to prevent cars parking there because they restrict the road further and when they park onto part of the path, they make the pedestrians route further restricted.

This does however need to be aired with care, as there are currently residents in Mill Lane who park their cars there rather than on their driveway and I am concerned that if there were yellow lines here that they would park on the path completely restricting access, so provisions need to be in place to either provide more driveway space for them or prevent them from parking onto the pathway causing the said restrictions.

Widening of the pedestrian path along Mill Lane but not removing the line of trees which act as a sound barrier and provide us with a pretty street line in this semi-rural area in which we live, particularly should houses be built in phase 1 as it will help shape line the area and stop it from becoming a mass of buildings that the gardens of Kingsmead overlook

A four-way traffic light system near the train bridge on Mill Lane between MR village, Crowbrook Road, the remainder of Mill Lane towards St Dunstons park and from the top of Mill Lane past Kingsmead, similar to what happened recently when the water work improvements took place.

Blind Spot safety measures/alerts, partly through as described but in other ways as well Gated access to phase 1 site to be temporarily or permanently restricted to reduce a potential rat run and increased traffic to Mill Lane and into MR village and surrounding

Temporary road in to phase 1 site to be created for construction vehicles from Longwick Road

Temporary height restriction device to top of Mill Lane

Cut off/permanent block at the half way point of the road in the phase 1 site to prevent the road being a cut through and to reduce traffic volumes to the Mill Lane Road and beyond.

Potentially a change to the current double junction system at Crowbrook Road which leads into Mill Lane, so that there is only one junction point out. The other Junction point should become a widened pedestrian access when coming under the bridge, for pedestrians to travel across rather than over to a middle island. This would, and did, work if there was a 4-way traffic light system, because the cars had to wait behind the lights on Crowbrook Road.

Currently, the junction is a blind spot in any event, whereas if traffic came out of the other junction it would be able to pre-empt traffic/have more time for traffic coming the other way, or not have to worry about this at all if the traffic light system was put into place. The traffic light system would also make it safer for pedestrians to cross due to the Crowbrook Road being a blind corner if you are a pedestrian crossing over to go along Mill Lane to Kingsmead or indeed to turn into Crowbrook Road.

Finally, in overview of the PR expansion and in particular Mill Lane and neighbouring roads of Crowbrook and into Askett, and also the potential impact of the MR village itself, In my opinion, Phase 1 should not take place. The houses in Phase 1 which spill into the fields off of Mill Lane, under the train bridge, adjacent to Kingsmead, are wholly inappropriate as a site. The council are fully aware of the flooding issues in Mill Lane and Kingsmead, including to the roads and fields, which to date they have still failed to address. Building more houses on the fields will only exasperate the problem as there will be less ground of the water to soak into.

Drainage provisions/flooding measures to this land should take place, but without houses being built on the land. Installing drainage provisions without more housing will be the way of reducing the current problems to Mill Land and Kingmead. However, the introduction of further houses after drainage provisions have been put in place, will then counteract and reverse the process, causing the areas to become flooded again.

Further, Mill Lane Road floods under the train bridge and the council also knows this because residents have provided numerous pictures to the consultation in the past, including to the planning applications sought for the fields behind Kingsmead by Gladmans.

The road floods so badly that the bridge, which lies low, is like a swimming pool and there is no access for cars under the bridge at all. Water also flies down Kingsmead onto Mill Lane,

worsening the problem and flooding the ditches, causing flooding to other parts of Mill Lane Road as well. There is **still nothing being done about the flooding issues to this area.**

Phase 2 should in fact become phase 1 and a temporary access road to the site from the Longwick Road should be created, so as to minimise the damage that all of the construction vehicles entering the site will cause. Once the site is completed, the first part of the relief road should take place as is proposed.

That said, if phase 1 is funding the first part of the relief road and the council are sure that they can address the current and potential further flooding issues to Kingsmead and Mill Lane if phase 1 goes ahead, then we would ask that the care is taken that we have mentioned above of removing the road access point from Mill Lane to the phase 1 site (the gated access to the field that currently exists) particularly for construction vehicles but also full consideration to be given to this site access point being permanently removed so as to provide relief to Mill Lane Road from over 1,100 cars just from the new housing development alone. This will be of benefit to all local and existing residents in the area in ensuring that the volume of traffic to Mill Lane and the surrounding area is kept to a minimum and ensure that a 'rat run' to MILL LANE is NOT created as a result of the PR expansion.

The improvements to Mill Lane and the adjoining roads should in my opinion take place BEFORE there are any further development sites because traffic is already increasing, in part due to the Longwick and PR sites that have already been built. It should also take place for the multitude of reasons that I have given above in my journey to school description, which highlights the numerous risks and hazards that these roads face on a daily and ongoing basis.

The phase 1 site is **within the very heart of the MR village, rather than the peripheral** which phases 2 and 3 are. It is this site which unless full and thorough measures are put into place, particularly to the roads, will predominantly bring the 'excess traffic' to the MR village, Mill Lane Road and surrounding because of where it is.

If phases 2 and 3 took place first, then these would compliment the relief road and added pressures that PR will face, in a far more sympathetic way and bring relief to the MR Risborough and issues that are being described to Mill Lane now and which will be exacerbated upon the completion of further housing developments, because there will be a reduced additional need for traffic to use this road as an cut through route, which is what will undoubtedly happen. If this cannot however happen, then please could my opinions and ideas in relation to how to approach the phase 1 site so as not to hinder the Mill Lane Road and the local residents, be taken into full consideration in deciding what is best to do.

As previously stated, the bigger picture must be the mindset of the PR local plan and that is that the PR expansion relief road will serve little purpose if the volume of traffic to the village will have been internally and irreversibly created as a direct result of the phase 1 site or poor inadequate changes to the Roads, etc, are made, with many using it as a cut through to Chinnor, Thame, Oxford and beyond.

I appreciate that major changes to the Mill Lane, Crowbrook Road and Askett roads, which will otherwise become the new rat runs and of excessive traffic, will mean that perhaps undesirable measures, such as speed bumps or traffic lights, will need to come into effect. Whilst local residents could see these could be seen as a pain to start off with, I do believe that residents can and must see that the benefits outweigh the negative and that the end result is about protecting these roads from being unduly affected in the ways I have described and that to do this will be of long term benefit all in the long run, including throughout the

MR village, which will also see the effects of rat run/increased volumes of traffic as the village is used to cut through to these other roads.

These changes should also see the end result being achieved, which is that eventually when the relief road is built, it will do what it is designed to do and be used properly and thoroughly by all traffic.

I hope that my thoughts, ideas and opinions can be of use, even if modified, as I have really tried to be constructive, yet truly realistic and honest about how the PR expansion will affect us as local residents. We love where we live, our children love where we live and we honestly believe that if the PR expansion is done properly, that it will in fact bring existing and positive change to the PR area and that can only benefit the local people and we beg and urge the Planners to act with care and due diligence in the plans and proposals going forward.

Lorna Denham (Denham family), [REDACTED]
[REDACTED]

(Please continue on a separate sheet/expand box if necessary)

Name or Organisation:

1. Which part of the SPD does this response relate to?

Section / subsection / page(s) of the
Princes Risborough Expansion
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(Please continue on a separate sheet/expand box if necessary)

Privacy notice

Wycombe District Council Spatial Planning Service collects, uses and is responsible for certain personal information about you.

This response form collects the following personal information from you:

- your name
- your phone numbers
- your email address
- your home address

Such processing is necessary for compliance with a legal obligation to which we are subject and/or the performance of a task carried out in the public interest, i.e. to fulfil our planning function of producing a Supplementary Planning Document covering the Princes Risborough Expansion.

Your submissions, including personal data, may be shared with the Planning and Sustainability Department. We may also share your submissions with other government partners and agencies such as Buckinghamshire County Council, the Environment Agency, Historic England and Natural England, or other service departments within Wycombe District Council.

Your submissions will be published on our website. These will be redacted (“blacked out”) to remove personal information including:

- personal contact details - Telephone numbers, email addresses, postal addresses
- signatures
- information about health conditions or ethnic origin
- information agreed to be confidential

If you are submitting information which you would like to be treated confidentially or wish to be specifically withheld from the public register, please let us know as soon as you can.

For further information see our Privacy Policy on our website at <https://www.wycombe.gov.uk/pages/About-the-council/Privacy/Our-privacy-policy.aspx> or at our offices. Our Data Protection Officer can be contacted at Wycombe District Council, Queen Victoria Road, High Wycombe, HP11 1BB or at access2information@wycombe.gov.uk.