

Ellen Callaghan

From: John Callaghan
Sent: 24 July 2019 17:37
To: Ellen Callaghan
Subject: FW: Princes Risborough expansion - draft planning guidance and relief road

Ellen, another response to log as part of the PRE consultation please

regards

John Callaghan
Team leader (Infrastructure and Projects)

Planning & Sustainability, Wycombe District Council
Direct line: 01494 421507

From: John Callaghan
Sent: 24 July 2019 17:36
To: [REDACTED]
Cc: Chris Steuart <chris.steuart@wycombe.gov.uk>
Subject: RE: Princes Risborough expansion - draft planning guidance and relief road

Eric,

Thanks for getting in touch with an update on your position and I appreciate your comments regarding the public meeting. I won't rehearse all the arguments now but it's worth saying that ultimately if the housing doesn't materialise, for whatever reason, then to a large extent the need for the infrastructure also falls away.

As regards your other points I will have your response logged along with others that have been received as part of the consultation, as I think that your comments are meant to be read in this way. This means that we will consider it formally and that, as with other responses, a redacted copy of your response will be made available for information on our website in due course – I trust this is agreeable. If not please let me know.

(I am hoping that colleagues on the Southern Road links project team will soon be in touch if they haven't already).

regards

John Callaghan
Team leader (Infrastructure and Projects)

Planning & Sustainability, Wycombe District Council

From: [REDACTED]
Sent: 23 July 2019 08:51
To: John Callaghan <John.Callaghan@wycombe.gov.uk>
Cc: Chris Steuart <chris.steuart@wycombe.gov.uk>
Subject: RE: Princes Risborough expansion - draft planning guidance and relief road

Dear John,

Thank you for your email and my apologies for the delay in replying. I have managed to have my holiday but come back to a massive backlog.

I found the public meeting interesting and I thought that overall it went very well.

I remain of the view that this whole project is fatally flawed for a number of reasons.

Principally, I do not think sufficient houses will be built to fund it. I do think that at the end of the day, the allocation for Risborough has to be looked at in the light of the allocations by AVDC on sites in the surrounding villages together with SODC in Chinnor.

I just don't believe there are buyers for all these houses and this is very apparent at the present time with streets of completed and empty houses on sites in Longwick, Haddenham and Chinnor. I just do not know where these buyers are going to magically appear from. Various excuses such as Brexit are made but this is not going to somehow produce the required home owners. The fact is, houses have never been built on this scale in the Vale and I can't see this changing to enable these houses to be occupied in the foreseeable future.

It then follows that construction will eventually come to a halt and with it the CIL payments from it.

Secondly, as you know, I think the proposed alignment is flawed. It does not to me, make any sense to build a relief road through the middle of what will be a built-up area. For all the obvious reasons it will end up being far more expensive than expected because it will be a complicated and difficult road to build. Even if it is eventually built, it won't work as is now increasingly becoming evident with the similar cut price bypass around Aylesbury which just clogs up at every junction.

I do not believe agreement with Network Rail will be easy and the bridge will be both difficult and expensive. In any event, the Chiltern franchise comes to an end in two years' time so Network Rail won't want to do anything until the new Franchisee is in place and it then depends on what view they will take. If the road does get built, it wouldn't surprise me to see the bridge remain with traffic lights!

The real solution as we all know is a proper bypass. While this will be theoretically more expensive, in practice driven through open country, the cost would clearly be more easily controlled and it would end up as a vastly superior solution and what I believe would be not much more money.

The other problem with the relief road is that all the traffic will be driven through the centre of the new housing with the result of noise and pollution which does not exactly bode well for these plans.

As far as we are concerned, we are committed to completing the present phase of our works because we have the resources on site and I want to get the construction completed despite the very poor level of sales. Fortunately, we are in a position financially that if the worst comes to the worst, we can let some of the units as we have done already.

The rest of the site we intend to mothball and review at a future date. As I am sure you have heard me say many times, we are essentially a building company and our programme is driven by keeping our team employed on site. There is no prospect of planning for a further phase in the foreseeable future and even if there was, there would be no point in building homes no-one wants to buy.

Furthermore, as you know, I am aghast at your Council's proposals to bring all the station traffic through the housing with the noise, disturbance and pollution that will cause leaving us with some small areas of developable land of very low amenity.

Finally of course we have the problem of the new enhanced social housing requirement of 48% and the higher level of CIL at £215 both of which make development of Brownfield sites very much less attractive. These figures are fine where you are developing homes on open farmland and can no doubt readily be absorbed within the cost, but this is far from the situation where one is buying out existing factories and relocating them, so all in all the Hypnos site is one for the landbank for development most probably via my daughters in the future.

Of course I may be wrong about all of this, in which case we will need to look at things afresh, but the above is my view of the situation at the present time.

Regards

Eric Gadsden



www.weblack.co.uk

From: John Callaghan <John.Callaghan@wycombe.gov.uk>

Sent: 03 July 2019 15:56

To: [Redacted]

Subject: Princes Risborough expansion - draft planning guidance and relief road

Dear Mr Gadsden,

My apologies, first of all, I realise that in my last email of 31 May I addressed you as Mr Black – my mistake, and I'm sorry about that.

It was good to see you at the public meeting last night. I'm sorry we didn't get the chance to chat face to face but I would reiterate my earlier offer to get together and go over the draft guidance and any issues from it that relate to your site. The consultation runs till 21 July.

I would take this opportunity too to mention that the Southern Links Road delivery team is getting started and I expect that they may shortly be in touch requesting permission to undertake ecological surveys along the route of the relief road. I hope you will be willing to allow reasonable access but in any event will leave this with them to get in touch directly.

Do please let me know if you would like to get together or just schedule a chat over the phone. I will be away next week but return on the 15 July.

regards

John Callaghan

Team leader (Infrastructure and Projects)

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