

[REDACTED]
[REDACTED]
[REDACTED]
18th July 2019

Consultation on Princes Risborough expansion plan. July 2019

While I understand that an enormous increase in the size of Princes Risborough is, to a certain extent, being forced onto the town I still object to certain aspects of the proposal.

1. I have seen and read the comments by RARA and agree with their overall assessment. I will not repeat their arguments.
2. I still feel that the proposed increase in size is disproportionately large and will have a detrimental effect on the town of Princes Risborough itself, forming a separate community divided by a railway line. This goes against WDC's own policy DM32.
I am aware that the size of the increase has the potential to allow improvements to the infrastructure in terms of schools, shops and roads but these generally arise naturally as a town grows because developers can see that there is a profit to be made.
3. Primarily, I am concerned that the proposal for a relief road has been moved back in the plan, probably to the very end of it and it is now proposed to use Picts Lane and Shootacre Lane as a "temporary" route. You will be aware that these routes are narrow and lined with residential properties and to walk, cycle or ride horses along these roads is dangerous because:
 - a. the speed at which vehicles travel along the road, despite the 40mph limit, is often excessive,
 - b. the narrowness of the road does not leave much room for error, especially where there is no pavement to separate pedestrians from the traffic. Where there are wide verges but no pavement, it is of no help to cyclists nor to pedestrians outside of high Summer as it can be difficult to walk on soft and muddy grass,
 - c. there is no street lighting along Shootacre Lane and walking along the road in darkness is particularly dangerous, even wearing hi-vis garments and carrying a torch. This is significant not only for people rambling through the Chiltern countryside but also for people going to and from the town centre or the station, for example, and the number of school children who walk along these roads, often in the dark,
 - d. many cars are parked in the road, further reducing the effective width of the road and often cars parked on the pavement reducing the available width for pedestrians, particularly those in wheelchairs or pushing prams.

I am concerned that additional traffic would not only compromise the safety of pedestrians, cyclists and horse riders but make life considerably more difficult for car users who live along these roads and any visitors by making parking more difficult and getting out from drives more problematic.

There would be a significant increase in both noise and pollution from the additional vehicles, many of which will be from the construction of the new developments. Many of the dwellings are close to the kerbside and, consequently, the source of noise and pollution. I believe that this goes against WDC's own policy DM32, aimed at respecting "landscape character and settlement patterns" and DM33, specifically but not solely in not ensuring that material adverse impacts are being avoided.

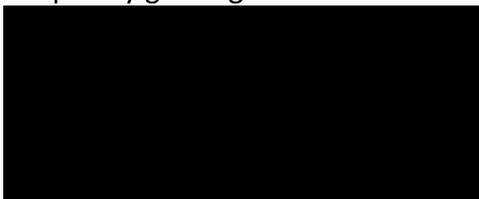
Shootacre Lane is in an area of Outstanding Natural Beauty for good reason and any increase in traffic along this road will compromise its status. During most of the day and at weekends the road is relatively quiet and pleasant as befits its AONB status but having not only more cars but also additional large trucks going along the road, even at the allowable speed limit, would destroy the tranquillity of the area by virtue of the noise, pollution and perceived danger from the additional traffic. This goes against WDC's own policies, DM30 and DM32 in not protecting the AONB and green infrastructure. Not only would this upset me and my neighbours but it could seriously damage the nature of the town and any tourism to it.

It is suggested that the use of Picts Lane and Shootacre lane will be temporary but at present this temporary nature is the life of the new local plan which is 15 years. I would suggest that this can hardly be described as temporary. Perhaps 1 or 2 years after the start of construction might be "temporary" but not 10 to 15 years.

4. It has always been argued that the developers would pay for the necessary relief road, however, they would only do that if there if they could make a profit. I am concerned that if developers are not forced to pay for the infrastructure improvements early in the process then they will never be persuaded to part with their money and the Culverton link would never be built leaving ever more traffic going along the easiest route, Picts Lane and Shootacre Lane.

The developers appear to be having some difficulty in going along with the relief road and the Culverton link and to use Picts Lane and Shootacre Lane as a temporary relief road plays into their hands. If the Culverton link does not get built then this would create a large area of land, Culverton Farm, between 2 busy roads with less protection for the AONB and consequently ripe for development. So much for the beautiful Chiltern countryside. I refer again to WDC's policy DM30 and the Countryside and Rights of Way Act.

In summary, I object strongly to the proposal to use Picts Lane and Shootacre lane as a temporary relief road and believe that the Culverton link should be given the highest priority so that it is built and in use before any house construction takes place. Even a temporary goes against a number of WDC's own planning policies.



Peter Bird