

We corresponded last year about our local parking problems, and you were good enough to come and see us and met our Chairman, Miles Green, Cllr Katrina Wood and other Members of the Residents Society. We thought we should now apprise you of our growing alarm about traffic flows, congestion and related matters resulting from the present uncoordinated house-building plans by both WDC and CDC, and by the distinct possibility that Highways England will propose a new M40 motorway junction 3A.

As you will know, Penn & Tylers Green straddles the border of the two Districts Councils. The timing for their Local Plans is not co-ordinated, so a coherent outcome from public consultation about their respective proposals would seem to us difficult to achieve. What is plain to us, though, is that the cumulative effect of the proposals or likely proposals in the two Local Plans for the Tylers Green/Hazlemere area will add significantly to the already serious traffic congestion through Tylers Green and on the B474 Penn Road to the Hazlemere Crossroads. WDC's Draft Local Plan acknowledges that High Wycombe suffers considerable highway congestion, particularly at the Hazlemere crossroads. School traffic adds to the pressures, of course, and the proposed cancellation for home-school bus services for secondary schools or charges by County will inevitably result in many more car journeys.

Proposed schemes which will increase traffic are:-

*Gomm Valley & Ashwells* housing development, up to 640 houses and a new one form entry primary school with a spine road up from the London Road (pp.66-70). The highway traffic assessment in the Infrastructure Survey makes it clear that traffic on the Hazlemere and Penn Roads will increase significantly as a result of the Gomm Valley development.

*Penn School* - A secondary school with 6 forms in each year, i.e. over 40 forms, and over 1200 pupils (Appx F, p.206). This extraordinary proposal, on which there has been no discussion, will have devastating consequences on traffic flows in the locality. A school of that size would bring up to 1,260 pupils, some 13 times the number of pupils at the previous school on the site. Given that most of those students will be from some distance, and school bus transport will be a thing of the past, the traffic implications are grave indeed. It is clear to us that they will be much more disruptive to the heart of the Penn/Tylers Green villages than even the Gomm Valley development. The roads are wholly unsuitable, and the entrance itself completely inadequate. We have represented these concerns to the DfE and EFA.

*B474, Hazlemere Road*, housing site in the WDC area (presently Green Belt and AONB and with a 70 year old restrictive covenant imposed by Bucks CC).

*B474, Penn Road*, housing site in the corresponding CDC area (and, as above, in Green Belt and AONB).

*Sir William Ramsay School* - an increase of one form entry (Appx F, p.206). Already underway.

*Hazlemere C of E School and Cedar Park School* - 6 form entry increase for primary level (Appx F, p.207).

*Penn Surgery* - increased capacity (Appx F, p.208).

*Cemetery at Queensway* (p.92).

*Tralee Farm on A404* - 240-320 houses on site taken out of Green Belt (pp.75-7).

*Land adjoining Tralee Farm* up to Earl Howe Road, in Chiltern District - 300? houses on land taken out of Green Belt.

*Terriers*, housing for up to 540 houses.

### *Junction 3A*

As we say in our opening paragraph, there is the very real threat of a new Junction 3A connecting the M40 directly down to the London Road near Gomm Road and thence to the proposed spine road up the Gomm Valley to Cock Lane. This could then become an attractive by-pass north, avoiding the centre of Wycombe. WDC has been working with Highways England on this 'Access to Wycombe' project (pp.xv, 56) which would radically alter the traffic flows on which our part of the Local Plan is based. It is highly regrettable that there will no consultation on this until the autumn. It would undoubtedly bring about a monumental change in traffic movement from the London Road up into Penn and Tylers Green, along the Penn / Hazlemere Road (B474) and down other rural roads in the locality.

In summary, traffic congestion has already become a really serious issue. It is a cumulative problem, and assessments cannot sensibly be considered separately for each Local Plan with neither taking account of a likely motorway junction. We are told by WDC's Planning Policy team that, whilst they recognise that traffic is already a problem, the resolution of it does not lie within their purview. They point out that the NPPF will only accept a 'severe impact' as sufficient justification for restricting house-building, and that it is impossible to

define when that stage has been reached. Nevertheless, our experience of living here now makes us confident that the stage has indeed been reached, even before we have to face up to commenting on CDC's Draft Local Plan, due in October.

We hope you will understand why we believe it is imperative that you strongly encourage your highway specialists to place significant emphasis on the cumulative effect of all the Local Plans and highway proposals when producing a Transport Assessment. We believe the situation warrants taking a particularly robust and realistic line in assessing the severe impact excessive traffic has on the quality of life in this part of the Chilterns. Paragraph 29 of the NPPF is particularly pertinent, as you will know, " transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives"

We shall be pleased to send you a copy of our responses thus far to WDC's Draft Local Plan, if you wish.

I am copying this letter to Cllrs Martin Tett, David Shakespeare, David Schofield and Katrina Wood, Bucks CC, Cllrs David Johncock and Lawrence Wood, WDC, Cllr Alan Hardie, CDC, and Penelope Tollitt, WDC.

PTGRS Secretary