

The Facts

Green belt land can only be used in exceptional circumstances.

There are NO exceptional circumstances.

You're not being a NIMBY:

NO significant affordable homes are planned

Even Worse Traffic:

Journey times through Beaconsfield to increase by **SIX times** *



Poorer Air Quality:

NOx and particulates will increase to **dangerous levels**

Longer Queues for Services - More People BUT query Additional Schools, Doctors etc:

ONE EXTRA PERSON FOR EVERY THREE

AND REMEMBER THIS IS GREEN BELT SET ASIDE 70 YEARS AGO TO PROTECT YOU AND THERE ARE NO EXCEPTIONAL CIRCUMSTANCES

We need a FIGHTING FUND to pay for Expert Reports and a Barrister to speak for you at the consultation The typical donation is £50.

Don't leave it till later. DONATE NOW

If You Have No Voice You Can Not Be Heard



Info:
BeaconsfieldNow.org.uk/Save-Our-Green-Belt
[Facebook.com/BeaconsfieldNow](https://www.facebook.com/BeaconsfieldNow)
[Twitter@TheBecSoc](https://twitter.com/TheBecSoc)



bit.ly/SOGB-JG

SAVE OUR
**GREEN
BELT!**
Beaconsfield

Donate:
BeaconsfieldNow.org.uk/DONATE/

Plans to re-invigorate the ex MOD site between the M40 & railway line at Wilton Park have gone crazy

To increase their profits they want to grab YOUR Green Belt to use it for Warehouses, Logistics Centre Offices and 1700 units!

The new relief road is being 'hijacked' as an access road for this massive land grab

Imagine how bad the impact of one extra person for every THREE in Beaconsfield!

Where is the threat?



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Info: BeaconsfieldNow.org.uk/Save-Our-Green-Belt

Planning Matters: Green Belt Special

by Alison Wheelhouse

ACT NOW, it could be too late by the time of our next Newsletter

The Threat

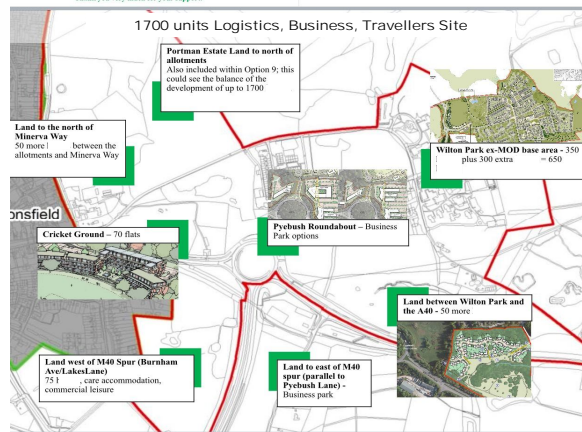
We see release of our green belt as a severe threat not only to the character of our town but also infrastructure, school choice, health provision, air quality, traffic and transport. The scale of over-development of up to 1700 homes plus offices/warehousing and a travellers' site on c.300 acres of Beaconsfield green belt would have a massive adverse impact on the town; we would face years of continuous construction works while developers benefit from gross profiteering at our expense.

We have seen developers all across town wriggling out of affordable housing commitments for years and the council allowing them to do so. We strongly believe that steps should be taken to save our green belt and save our town and the time to act is NOW.

We are building funds to make the most powerful submissions but without donations from you, we simply cannot afford expert reports from Planning, Landscape and Transport Consultants and our QC which we will need to submit as soon as SBDC issue the draft Local Plan document for consultation. We estimate that we need c. 600 people to donate £100 to our fighting fund. By the time you read our next Newsletter, it may be too late to do anything to stop this as the SBDC consultation may be over. At our last month's conference with our QC, he concluded "the evidence does not begin to justify this." The evidence put up by SBDC is ripe for powerful, expert challenge by the professionals. We have raised 50% of our target and the need is now urgent to raise the remainder before it is too late.

The Campaign

The Save Our Green Belt (SOGB) campaign has gathered huge momentum over the past 6 months. We held our second Public Meeting in September and packed St. Mary's Church once again. We gave an up-date report and showed you the "visions" Inland Homes submitted to SBDC as part of their green belt consultation response, to show you how our green belt could look if its protective green belt status is removed for development of up to 1700 homes, offices/warehousing/light industrial use and a travellers' site. Be under no illusion, the area under threat is VAST (c.300 acres, 117ha), the biggest by far in South Bucks. Some of the developers' "visions" for your green belt, submitted to SBDC,



The Traffic Impact

Many existing homes would be affected by such massive development if our green belt is released. If you travel through town by car, here are some extracts from a report by Jacobs – the SBDC Transport Consultants:

5.2.9 Beaconsfield

There are significant travel time increases in the Beaconsfield area in both the AM and PM peak periods with the inclusion of the Local Plan Preferred Green Belt option scenario. The impacts in this location are in part the result of the additional draft HELAA sites, but more significantly they arise due to the Area East of Beaconsfield green belt option site. This contributes a significant amount of additional traffic to the network generated by the new employment and housing development.

In the AM peak, the B474 through Beaconsfield town centre, and a number of minor roads connecting with this through route, experience significant increases in travel time due to additional development traffic from the preferred green belt option sites heading south to the A355 and M40 (dominate flow in the AM peak) and north to High Wycombe and Amersham. A proportion of these additional trips are also to and from the Area East of Beaconsfield green belt option site.

The additional development traffic on the B474 results in travel time increases on the approaches to the B474/ Reynolds Road/ Baring Road Roundabout and Gregories Road/ Burkes Road/ B474 Roundabout, as the junctions are already over capacity in the AM DM scenario. This results in the increased travel times observed on the B474 itself (up to 600%), through the town centre.

In addition, the increased traffic on the B474 also reduces the capacity at the minor arms of junctions along the route, making it more difficult for traffic to turn out into the main flow and resulting in travel time increases. Impacted minor roads include Seeleys Road (up to 850%), Ledborough Lane (up to 400%), Reynolds Road, (up to 600%), Baring Road (up to 650%), Warwick Road (up to 200%) and Gregories Road (up to 300%).

In the PM peak, there are significant travel time increases at the Ledborough Lane (up to 450%)/ Longbottom Lane (up to 300%) junctions with the A355, to the north of Beaconsfield. These increases arise due in part to the additional development traffic using the A355 to access the Area East of Beaconsfield green belt option site (which reduces the capacity for traffic turning out onto the A355 from the minor roads), and because of increased east-west traffic demand on Ledborough Lane and Longbottom Lane.

In both the AM and PM peak the Pyebush Roundabout is significantly constrained on all approaches due to additional traffic demand through the junction. This results in significant congestion and travel time increases at the junction. There are travel time increases of up to 70% on the northern arm, up to 400% on the eastern arm, up to 650% on the western arm and up to 150% on the southern arm (PM peak only).

Substantial and invasive mitigating roadworks would be required in an attempt to mitigate somewhat against these "significant travel time increases" but TRAFFIC WILL WORSEN and even more land could be taken over time to add extra lanes to the A40, A355, M40 spur and Pyebush in addition to filter lanes; traffic lights; extra roundabouts and junction works as the situation deteriorates.

If you live in this area, you would be affected by huge increases in traffic volumes and journey times, extra lanes of traffic, as roads are widened to make room to increase capacity, that's if funds are made available! If you travel through the town or commute by train, your journey would be impacted by the population of the town growing by c.4,000 extra people. Access to places at your choice of schools, air quality and health provision could all be affected as the population swells by thousands in our town and its surrounding areas. Save our green belt to save our town from strangulation. Images overleaf show intentions the developers have for maximising their profit from your green belt.

Beaconsfield deserves the best representation. Please donate via debit/credit card, paypal or Just Giving on our web-site www.beaconsfieldsociety.org.uk or by cheque payable to The Beaconsfield Society (green belt) sent to The Treasurer, Silverhurst, Curzon Avenue, Beaconsfield, Bucks, HP9 2NN.

Thank you very much for your support.