



Wycombe Delivery and Site Allocations Plan
Consultation on Proposed Main Modifications
March 2013
Representation Form

Representations must be submitted to Wycombe District Council by 4.45pm on Friday 19th April 2013.

Representations can be submitted by:

- Email to
Post to: Planning Policy Team

Please note: Comments can only be submitted in relation to the Proposed Main Modifications and not in relation to the other parts of the DSA Plan that have already been subject to public consultation and have been fully considered during the examination and where no further changes are proposed.

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.

Form with input fields for Title, First Name (Mike), Last Name (Post), Job Title, Organisation, Address Line 1, Line 2, Line 3, Line 4, Post Code, and Email Address.

1. Personal DetailsTelephone
Number**2. Agent's Details (if applicable)****3. Client Details**

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

Site Interest	
Client's Name	
Client's Address	
Telephone Number	
Email Address	

4. Do you wish to be notified of future stages of the Delivery and Site Allocations Plan, including publication of the Inspector's Report and Adoption?

Yes

No

5. Data Protection and Freedom of Information

Copies of all representations will be submitted to the Planning Inspector, Paul Crysell, who has been appointed to examine the Delivery and Site Allocations Plan. By completing and submitting a response to the Council you are giving your consent to the processing of personal data by Wycombe District Council. You are also accepting that any information received by us, including personal data, may be put into the public domain, including on the Council's website.

PART B – Please copy and use a separate sheet for each representation

Name or Organisation:

Marlow Group

1. To which Main Modification does this representation relate? (please put MM reference number)

MM11

2. Please use this box to set out your comments on the proposed Main Modification. Please set out clearly if you support or disagree with the proposed Main Modification and the reasons supporting your position.

If appropriate, please set out what further change(s) you consider necessary. It will be helpful if you are able to put forward your suggested revised wording of any policy or text.

The Marlow Group would like to **strongly support** the proposed Main Modification MM11 to the proposals for the Portlands area of Marlow Town Centre. In particular, the Marlow Group is pleased that the previous Link Road proposal has been abandoned. The Group has consistently opposed the Link Road proposal. Here is an updated version of an earlier objection to the Link Road:

AGAINST THE LINK ROAD

The area of land known as Portlands lies to the north of the former Brewery Site (now redeveloped for houses and offices) and is bounded by West Street, the High Street and Portlands Alley. Portlands has been designated by Wycombe District Council as primarily for residential purposes. At present the new road known as Malthouse Way, running northward from Pound Lane, serves the houses on the Brewery site, ending at a wall where it meets the southern limits of the Portlands area.

The intention was to continue this road, along a route to be determined, through Portlands. The whole length of the road from Pound Lane to the car park in West Street was referred to as the "Link Road."

The expectation of Bucks County Council and Wycombe District Council was that, in addition to other roads already being used by motorists wishing to avoid the High Street, the Link Road would act as a "relief" from the traffic in the High Street.

It is hard to see what vehicles would benefit from the Link Road.

Most vehicles travelling down the High St either intend to cross the bridge or are looking for somewhere to park. Driving down the High St. the latter group can take advantage of any vacant space (free parking) before turning in to Pound Lane and the Court Garden Car Park. Why would they use the link road? If the former group choose to use the link road in order to avoid the congestion in the High St caused by the latter group they have to make a significant detour and then be held up at the mini-roundabouts by the queue waiting to cross the bridge. If there is no queue then here will be little congestion in the High St and they will use that rather than the link road. Why would they use the Link Road?

Most traffic entering Marlow over the bridge either turns left at the mini-roundabouts along Pound Lane or continues up the High Street looking for a free parking space, turning left at the top to continue the search in West St. Some cars turn right at the top towards other destinations. There is no benefit to either group in using the link road, whose only users are likely to be residents of the Pound Lane area who have entered Marlow on the A4155 and want to avoid the obstruction of Borlase pupils' cars parked in Harwood Road. A new road seems an expensive solution to a minor parking problem that could be solved in a day or two without cost by enforcing restrictions on parking in Harwod Road. Unless parking along the Link oad were restricted it too would instantly become another car Park for Borlase School, whose pupils' cars already overflow Harwood Road.

Even if the Link Road were to offer some advantage to some traffic, experience tells us that the provision of an improved route merely attracts additional vehicles so that any relief is greatly diminished. More importantly, the flow of traffic in the High Street has the present result of reducing the speed of vehicles, and this enables pedestrians, with the cooperation of drivers, to cross the road in safety along its length. There would be more cause for complaint and greater likelihood of accidents if drivers were enabled to travel more speedily.

The Link Road would have served a residential area. To encourage traffic to use it as a throughway, with consequent noise and pollution, was obviously undesirable. Considerable problems would be created at the junctions of the Link Road and West Street as drivers seek to cross traffic coming in the opposite direction. At the West Street junction these problems would have been exacerbated by traffic from Oxford Road seeking to join the flow which will itself be increased by vehicles serving Sainsbury's. The complicated Link Road junction with West Street would also have reduced town centre parking and increased danger to pupils of the nearby Sir William Borlase's Grammar School.

It was further proposed that a new road would provide rear-servicing for the shops on the south side of West Street and the west side of the High Street. This would increase the traffic problems, especially at the two junctions, whenever Heavy Goods Vehicles are used. Moreover, at present vehicle deliveries at these two frontages are adequately accommodated. It is doubtful whether the advantages resulting from rear servicing would outweigh the resulting noise and pollution for adjoining houses. Stricter enforcement of the regulation of delivery times in the High Street and West Street would be likely to provide a better solution.

The most serious objection to the Link Road is less obvious. The town we live in is our physical and visual environment, the frame in which we realise our public and private day to day existence. Consciously or not, we are directly afflicted by buildings, design, proportions and scale. More broadly, the shape of Marlow is determined by the layout of its main streets, the width of the High Street being offset by the relative narrowness of West Street and Spittal Street. The beauty of Marlow High Street lies in the dimensions of its buildings and their intimate relationship with the length and breadth of the roadway.

But the Street has another more unusual, almost unique, quality. The space it occupies is defined, towards the south, by church, bridge and river; towards the north by the sudden broadening of the Market Square, by the obelisk, and the Crown Hotel. So the Street is enclosed as an entity, and this characteristic provides its unifying potency. If we now add another through road, parallel to the High Street, the unifying shape of the town centre is destroyed, and the primacy of the High Street is diminished. Speeding traffic in the High Street will lead to demand for calming measures which are alien to Marlow's historic town centre.

This may seem to be a theoretical rather than a practical objection but we invite those who live in the town and visit its shops in the main streets to imagine the impact on the town of an additional main road built for housing but used to divert traffic from the High Street. We should insist that main streets are to be seen as providing services for the people of the town, not as throughways for vehicles. The Link Road would distort the rectilinear street plan around which the town has developed.

Bucks County Council set the line of the Link Road in December 1990 when a commercial development of Portlands was expected. This is no longer so. The Marlow Group **supports** the proposition that it should be removed from the Plan.

M. Dagg

P. Kerry

M. Post

M. Schonegevel

S. Warren

Marlow Group 16 April 2013

(Continue on a expand box /separate sheet if necessary)

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested change, as there will not normally be a subsequent opportunity to make further representations.

Signature:

Mike Post on behalf of
Marlow Group

Date:

17 April 2013