

**Aude Pantel**

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**From:** david putnam  
**Sent:** 17 April 2013 16:43  
**To:**

**Subject:** Examination of the Wycombe Delivery and Site Allocations Plan response to inspectors comments

Attached my response to Inspectors comments and recommendations  
David Putnam

Planning Policy Team                      12th April 2013  
Wycombe District Council

Examination of the Wycombe Delivery and Site Allocations Plan - Consultations of the partial revocation of the South East Plan

Dear Sir

My comments concerning the Inspectors modifications following his examination of the DSA Plan are as follows:

Policy MM11 page 46 MR4 Portland's Gardens, Marlow.

I fully endorse and welcome the Inspectors recommendations to the Council to abandon proposals for the northern section of Link Road between West Street and its connection with Malthouse Way. Including the extinguishing of vehicular access to Marlow High Street and thereby restricting vehicular access to the Portland's Development site from Malthouse Way and Pound Lane in the South. Retaining Portland's Alley for pedestrian / cycle use only.

The continued protection of the Link Road Policy in the Local Plan can no longer be justified. The present policy has constrained and obstructed the possibility of development of the Portland's site in the centre of Marlow, so that it has remained derelict for many years. Development design would have been forced to include and finance, not only the north section of Link Road including its junction with West Street. Rear service access to West Street and High Street premises, but also provide car parking spaces displaced by the Link Road, difficult to achieve elsewhere in the town. Such constraints, together with the requirement to provide 40% affordable housing would clearly impede any prospect of development in the foreseeable future unless the Link Road policy is abandoned.

Its abandonment would maximise the design and layout potential of the Portland's site for badly needed domestic housing.

The Link Road would route commercial traffic through residential areas with unacceptably increased levels of air / noise pollution not only to Brewery / Portland's, but also Weatherhead Park, Pound lane and West Street and would be contrary to current Planning Guidance. Its abandonment would protect and conserve

West Streets historic environment. Environmental and conservation constraints preclude a satisfactory link to West Street, especially with regard to the offset junction with Oxford Road. (see BCC Highways comments)

The Link Road would encourage faster traffic in the High Street, be hazardous for pedestrians endangering the current happy relationship between shoppers and traffic in the town and create congestion at the West Street junction with the Link Road, It might also encourage implementation of a one way gyratory system as a next regressive step and sending heavy traffic through a predominantly residential area. Rear service access to West Street and High Street premises, would compromise their security and be unacceptable through a residential area.

Marlow is an attractive historic riverside town. The introduction of any major infrastructure such as the Link Road should be actively discouraged and it should therefore be deleted from the Local Plan as the Inspector recommends.

Policy MM12 page 47 MR5 Liston Road Car Park

Inspectors revision to clause (b) insertion of 'conserves' in place of 'sensitive to'

I am unable to discern the subtle difference between the two statements. Or what added protection to adjoining properties the amended clause provides for.

The SDA plan states the site is allocated for residential with an equivalent amount of public parking, assumed no less than the existing ie. 73 spaces. If residential parking is also to be included, such a planning brief requirement can only be satisfied, given the narrowness of the site, by a multi storey solution. With a loss of amenity the policy is designed to protect. Resulting in..

- (a) Unacceptable overlooking, lack of privacy.
- (b) Traffic noise and disturbance / parking and manoeuvring of vehicles.
- (c) Visual intrusion, overshadowing / loss of daylight and sunlight.

Local Plan Policy G8 (Design and Guidance and Local Amenity) requires the development proposals to safeguard the amenity of residents / users etc. Such multi storey development would breach policy guidelines and would not meet the strict requirements of clause MR 5 (b). The residential element should therefore be deleted from the policy.

Yours faithfully

David Putnam