



**Imagine the Future 5 – Delivering the Strategy for Wycombe**

**Public Consultation on the Delivery & Site Allocations Update  
Consultation Development Plan Document**

**Consultation Feedback Report**

**November 2009**

## Contents

<b>Section</b>	<b>Page No.</b>
1. Executive Summary	3
2. Purpose of the Consultation	4
3. The Consultation Process	6
4. Conforming with our Statement of Community Involvement	7
5. Meetings & Events	9
6. Summary of Public Meetings	11
7. Summary of Responses	18
8. Next Steps	20
Appendix 1 - Summary of responses from consultation events	22
Appendix 2 - Summary of responses to district-wide policies & designations (Policies B1-B18 and Transport Infrastructure)	50
Appendix 3 - Summary of responses to area based & site specific policies	82
Appendix 4 - Summary of additional sites suggested through the consultation process	139
Appendix 5 - Summary of additional comments received	146

## **1. Executive Summary**

- 1.1 In summer 2009 Wycombe District Council consulted on the latest version of their Delivery and Site Allocations Development Plan Document. This most recent consultation forms the fifth part of a series of public consultations on the development of the Wycombe Development Framework, known as the 'Imagine the Future' consultations and is subsequently referred to as IF5.
- 1.2 This report sets out the processes undertaken as part of the consultation and summarises the representations received, both through stakeholder consultation events and written representations.
- 1.3 Over 250 people attended the consultation workshops and exhibitions and 550 written representations were received. Key areas of discussion and comment included the potential development of greenfield reserve sites as identified in the Core Strategy, the development of the M40 Gateway area of High Wycombe and proposals for the implementation of the town centre vision for High Wycombe. Comments were also received on specific sites within the district and on proposals for Marlow and Princes Risborough.

## 2. Purpose of the Consultation

2.1 The purpose of the Imagine the Future 5 consultation was to undertake an update public consultation on the Delivery and Site Allocations DPD (June 2009). The document allocates main development sites within the district, including for housing, employment, retail, leisure and mixed use developments. The document also sets out new or revised land use designations and related policies and sets out key infrastructure requirements to support these developments.

2.2 Work first started on preparing the Delivery and Site Allocations Development Plan Document in 2004, when it was known as the Site Allocations Development Plan Document. Because of the important role that the document will play in delivering the vision for the District to 2026, the name has been changed to Delivery & Site Allocations.

2.3 Considerable consultation work has already been undertaken on this document:

- Issues and Options: Public Consultation on the issues and options that need to be considered as part of preparing the document was undertaken in two key stages:
  - Imagine the Future Part 2 (October – December 2004)
  - Imagine the Future Part 3 (September 2005)
- Imagine the Future Part 4: Preferred Options (February 2007): in light of the earlier feedback received, and the emerging evidence base, the Preferred Options document set out the Council's preferred options in relation to new development sites designations, and policy approaches that should apply to these sites and areas

2.4 Since the last consultation in February 2007, much has changed; the Core Strategy has been adopted, development within the district has come forward and the economy has experienced a dramatic shift. All of which have prompted a need to revisit the policies and proposals in the 2007 draft of the document.

2.5 In addition, the rules governing the preparation of DPDs have been changed<sup>1</sup>: the Issues & Options and Preferred Options consultations stages have now been replaced by a new public participation stage which also involves consideration of options. All previous work is seen as part of this one, significant stage of the process.

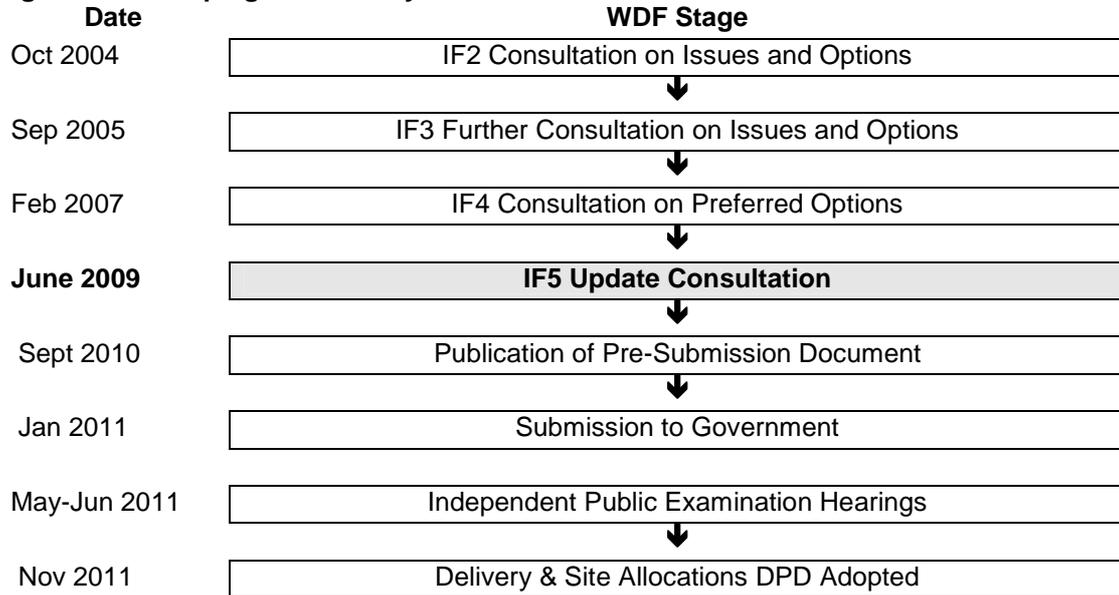
2.6 Following this consultation, the Council has begun to consider the responses we received and use them to begin to refine the document prior to publishing the pre-submission document prior to submitting it to Government to be examined. The process is set out below in Figure 1, with the current stage shown in bold. Previous stages have been part of

---

<sup>1</sup> The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008

the 'Imagine the Future' consultations ("IF" for short) and the current anticipated timetable for future stages is also outlined.<sup>2</sup>

**Figure 1. Developing the Delivery & Site Allocations DPD**



<sup>2</sup> This is an update to the currently published programme in the Wycombe Local Development Scheme.

### **3. The Consultation Process**

3.1 The Imagine the Future 5 consultation began on Tuesday 16<sup>th</sup> June 2009 and ran for 8 weeks, until Friday 14<sup>th</sup> August 2009.

#### **Notification of Consultation**

3.2 The Imagine the Future 5 consultation commenced immediately after the approval of the consultation document by the Cabinet of Wycombe District Council on Monday 15<sup>th</sup> June 2009.

3.3 Prior to this date advanced warning of the consultation had been given to stakeholders. This was especially important given the proximity of the consultation events and meetings to the launch of the consultation. Advanced promotion of the consultation included:

- Parish & town councils and community & amenity groups were notified in writing of the consultation one month in advance of its start. These organisations were also sent posters advertising the consultation to display in their communities.
- In addition over 400 identified stakeholders received a letter notifying them of the forthcoming consultation.
- Seminars were held to present the issues addressed through the consultation to Wycombe District Council and Buckinghamshire County Council Members.
- Notification items were included in Weekly Planning Bulletin and Members Update from the middle of May.
- The consultation website ([www.wycombe.gov.uk/planningconsultations](http://www.wycombe.gov.uk/planningconsultations)) was launched on the 15<sup>th</sup> May, which included information on the consultation events.
- Meetings were held with specific stakeholders to discuss the proposals and including landowners and planning agents.
- The consultation was discussed and promoted at a meeting of all Parish Clerks on Thursday 11<sup>th</sup> June 2009.
- A press briefing was held with the local press to advertise the proposals and the upcoming consultation. This resulted in press coverage of the proposals and consultation in the Bucks Free Press on Friday 12<sup>th</sup> June.

3.4 Parish & town councils, community & amenity groups and local ward members were seen as important links for the dissemination of information regarding the consultation and proposals to local residents. Some local councils and community and amenity groups distributed information to their local residents through leaflet drops and discussions at meetings.

3.5 When the consultation began, over 1000 individuals and organisations (including those notified initially in May 2009) were notified of the beginning of the consultation.

3.6 In the first three weeks of the consultation, a newsletter summarising the main proposals contained within the consultation document was delivered to households within the district. The newsletter also contained information on the consultation events that were being held and other opportunities for being involved. We were unable to deliver the newsletters prior to the start of the consultation as the proposals required the approval of Cabinet on Monday 15th June. District wide distribution of the newsletter was completed by Friday 3<sup>rd</sup> July. Priority was given to the distribution of the newsletter in ward areas where the consultation events which affected those wards were happening first e.g. Marlow and High Wycombe town centre. The newsletter was also made available on the consultation website.

### **Availability of consultation material**

3.7 Hard copies of the consultation document were made available in the WDC offices in High Wycombe, Marlow and Princes Risborough from Tuesday 16<sup>th</sup> June. An electronic version of the document was available in libraries across the district from Tuesday 16<sup>th</sup> June and a hard copy was available in libraries from Wednesday 24<sup>th</sup> June. Hard copies of the document were also sent to all statutory consultees, including parish and town councils.

3.8 The consultation document, appendices and all the background papers were available to download for free from the consultation webpage.

3.9 Additional newsletters were also sent to Marlow and Princes Risborough Information Offices and in addition print outs of the Marlow exhibition boards were made available in the Marlow Information office.

## 4. Conforming with our Statement of Community Involvement

4.1 The Statement of Community Involvement<sup>3</sup> (SCI) was adopted in October 2006 and sets out the Council's approach for engaging with the community in the preparation of the Wycombe Development Framework.

4.2 Since we last consulted on this document in February 2007 Government guidelines on how we must consult with the public on Development Plan Documents has changed.<sup>4</sup> The previous stages of Issues & Options and Preferred Options have been replaced by one stage of "public participation of a development plan document". However, we will continue to monitor our performance against the stages set out in the SCI.

4.3 Our approach to involving the community in the preparation of Development Plan Documents is set out in Table 1 below.

**Table 1 – Community Involvement in the preparation of Development Plan Documents**

<b>Stage in Preparing the Document</b>	<b>What we must do as set out by Government regulations<sup>5</sup></b>	<b>What extra we may be doing</b>
IF5	<ul style="list-style-type: none"> <li>▪ Notify the consultation bodies that we consider may have an interest in the DPD of the consultation and invite them to make representations on it</li> <li>▪ Invite representations from persons who are residents or carrying on business in the area</li> <li>▪ Make arrangements for the purposes of inviting representation as appropriate</li> <li>▪ Take into account any representations made to us</li> </ul>	<ul style="list-style-type: none"> <li>▪ Use of existing groups and forums for discussing proposals</li> <li>▪ Publish a 'newsletter; or 'flyer' to provide the whole community with details and the coverage of the consultation</li> <li>▪ Publication of Consultation Documents that make information available in a wide range of formats</li> <li>▪ Hold events that will offer a range of opportunities to be involved</li> <li>▪ Events should generally be held early in the stage to allow for written responses to be received in good time</li> <li>▪ The use of the website will be encouraged, as there is greater potential for interactive use</li> </ul>

<sup>3</sup> Get Involved in Planning: Statement of Community Involvement; WDC; October 2006

<sup>4</sup> The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008

<sup>5</sup> The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008

## 5. Meetings and Events

5.1 The Council organised four consultation events and two exhibitions across the district which were targeted at the areas the consultation document focused on. These were attended by over 250 people.

5.2 The events were location specific and aimed at giving the local community the opportunity to consider and comment on the sites and issues identified in their area. The events were held in the following locations:

<b>Topic</b>	<b>Date</b>	<b>Location</b>	<b>Type of Event</b>
Marlow	Tues 7 July 1400 – 2000	Court Garden, Marlow	Exhibition
High Wycombe Town Centre	Weds 8 July 1900 – 2100	The Hub, High Wycombe	Workshop
Housing (including greenfield release)	Thurs 9 July 1900 – 2100	Town Hall, High Wycombe	Workshop
M40 Gateway	Mon 13 July 1900 – 2100	Amersham & Wycombe College, Flackwell Heath	Workshop
Desborough	Weds 15 July 1400 – 2000	Green St. Youth & Community Centre, High Wycombe	Exhibition
Sustainability	Thurs 16 July 1900 – 2100	John Hampden School, High Wycombe	Workshop

5.3 Each workshop began with context setting presentations which outlined the main potential allocations and issues relevant to that topic and/or area, followed by a Question & Answer session. Following the presentations, attendees were divided into workshop groups which worked through a series of questions / scenarios based around the key questions set out in the consultation document and facilitated by a member of WDC planning staff. Responses to the workshop questions were recorded on pre-prepared tables or flip chart paper. Where attendees felt they could not answer the questions and/or wished to discuss other issues, these discussions were also recorded.

5.4 The two exhibitions (Marlow and Desborough) were held over a longer period of time (14.00-20.00) than the workshops to enable a greater number of people to drop in to look at the proposals. The exhibition boards set out the context for the consultation and then outlined the proposals for that area as set out in the consultation document. WDC planning staff were on hand to answer any questions and the full consultation document and other relevant background reports were available to view. Response forms were available at the exhibitions if attendees wanted to submit written feedback.

5.5 At the Desborough exhibition, an Urdu translator was present to translate the exhibition boards and any questions for staff if required. This was felt to be an appropriate resource for the exhibition given the demographics of

the population in the Desborough area. The presence of the translator had been advertised through posters translate into Urdu which had been put up in the Desborough area prior to the exhibition.

5.6 In addition to the events organised by Wycombe District Council, the proposals within the Delivery & Site Allocations document which related to transport were also discussed at the annual Transport Symposium organised jointly by Buckinghamshire County Council and Wycombe District Council. The event was titled 'Delivering a Sustainable Wycombe 2026' and was held on Tuesday 7<sup>th</sup> July at the Town Hall, High Wycombe. The event was by invitation only and attendees represented a cross-section of stakeholders and interested parties, including representatives of local business, town and parish councils and local amenity groups. Topics covered by the event included the links between economic growth and land use planning, including supporting economic growth through the Local Development Framework and specific transport issues relating to the Delivery & Site Allocations document including the town centre masterplan for High Wycombe, town centre parking strategies, park & ride and strategic North-South links on a district and county level.

## 6. Summary of Public Meetings

6.1 The following represents a summary of the key issues raised during the public meetings. A complete record of the feedback received at each meeting is set out in Appendix 1.

### High Wycombe Town Centre Consultation Event

The meeting was divided into two separate areas of discussion

- 1) Revitalising the town centre in the short-term, including proposals to address the impact of the current economic climate
- 2) Future proposals for the implementation of the longer-term town centre vision through the masterplan

#### *Revitalising the Town Centre*

- Importance of improving and maintaining the vitality of the High Street, including the use of the previous Woolworths store
- Eden & Sainsbury's had helped to bring people into the town, but should be seen as an addition, not an alternative to the older town centre
- The Chiltern Centre & Frogmoor were important areas of the town centre that needed help to make the most of the opportunities presented there
- Support expressed for the idea of a more flexible approach through the Local Development Order, although need to ensure that area is not visually degraded as a result

#### *Town centre masterplan*

- In general there was support for the vision and the removal of Abbey Way, although some attendees did question the need for a new vision for the town
- Support for the re-opening of the river Wye through the town centre was strong
- Concerns were expressed over the alternative A40 route proposed, including possible increases in congestion, number of traffic lights and the impact on local residents, businesses and school and hospital
- The Swan Frontage site was seen as a key site within the vision, and attendees were of the opinion that the existing Swan Theatre could become the focal point at this location as oppose to additional new landmark buildings
- The Oxford Road roundabout was another site which attendees felt deserved good quality buildings and space
- Opinion was divided over the options for bus routing around the town.

### Housing Consultation Event

In the first half of this workshop attendees were asked to discuss the pros and cons of the reserve greenfield sites, and following this discussion put down their own priority order for the sites and reasons why. During the discussions, some attendees expressed that they did not feel in a position to be able to prioritise the sites as they felt they did not know enough about the sites to

rank them. Therefore the feedback on these questions reflects a small sample of the opinions at the meeting (i.e. only opinions that were formally recorded).

Attendees ranked the sites in the following priority order (no.1 to be developed first):

	1st	2nd	3rd	4 <sup>th</sup>
<b>Ashwells</b>	0%	50% (5)	50% (5)	0
<b>Gomm Valley</b>	10% (1)	10% (1)	0	80% (8)
<b>Slate Meadow</b>	18.2% (2)	27.3% (3)	27.3% (3)	27.3% (3)
<b>Terriers Farm</b>	61.5% (8)	15.4% (2)	15.4% (2)	7.7% (1)

The reasoning behind these rankings can be found in Appendix 1.

Attendees were also asked to consider the option for comprehensive development in the M40 Gateway area, with the release of Abbey Barn North and Abbey Barn South alongside the development of RAF Daws Hill. 61.5% of respondents thought that there should be comprehensive development, citing the ability to ensure the delivery of the necessary infrastructure as the prime reason. 38.5% voted against comprehensive development, citing the impact on the area and in particular road congestion and the desire to keep the site undeveloped for as long as possible. Some attendees commented that Abbey Barn South could be released for development alongside RAF Daws Hill but to retain Abbey Barn North as greenfield. The impact on traffic and the local road network were of a major concern and attendees commented that further work was required to assess the impact and possible mitigation measures.

In the second half of the workshop, attendees were asked to identify the issues relating to the development of a site (normally the site where they have a particular affiliation) and any requirements necessary from any development of the site. Listed below is a summary of the key issues raised for each site:

Site	Summary of Key Issues Raised
Gomm Valley	<ul style="list-style-type: none"> <li>▪ Access to public transport</li> <li>▪ Volume of traffic on Cock Lane</li> <li>▪ Protection of ecologically sensitive areas</li> <li>▪ Increased water run-off</li> <li>▪ Housing type and size</li> </ul>
Ashwells	<ul style="list-style-type: none"> <li>▪ Access to public transport</li> <li>▪ Volume of traffic on Cock Lane</li> <li>▪ Protection of ecologically sensitive areas</li> <li>▪ Increased water run-off</li> <li>▪ Housing type and size</li> </ul>
Slate Meadow	<ul style="list-style-type: none"> <li>▪ Village green must remain where it is</li> <li>▪ Access/ local roads not sufficient to cope with increased traffic</li> <li>▪ Need to preserve gap between settlements</li> <li>▪ Need to preserve gap wildlife on site</li> <li>▪ Infrastructure provision</li> <li>▪ Type of housing</li> <li>▪ Maintain village feel</li> </ul>
Terriers Farm	<ul style="list-style-type: none"> <li>▪ Need to address comprehensiveness issue (current</li> </ul>

	developments of Wellesbourne & Terriers School) <ul style="list-style-type: none"> <li>▪ Need accessible employment opportunities</li> <li>▪ Better planned public transport</li> <li>▪ P&amp;R should not be dependent on Terriers</li> <li>▪ Need wildlife corridor within development site</li> </ul>
Daws Hill & Abbey Barn South	<ul style="list-style-type: none"> <li>▪ 40% affordable homes</li> <li>▪ All houses, no apartments</li> <li>▪ Public transport provision is important</li> </ul>
Abbey Barn North	<ul style="list-style-type: none"> <li>▪ Debate whether Abbey Barn North site should or should not be developed alongside Abbey Barn South and/or RAF Daws Hill</li> <li>▪ Issue of provision of infrastructure, especially for traffic</li> </ul>

Additional issues discussed at the event included the provision of affordable housing, housing developments within Marlow, potential improvements to the A4010 North/South route and proposals for open space provision in Desborough.

### M40 Gateway Consultation Event

The workshops were divided into three parts/issues to be discussed; land use proposals and options; transport; and masterplan.

#### *Part 1: Land-Use Proposals for Abbey Barn South*

Three options were given as possible land-use options for the eastern end of the Abbey Barn South site and attendees were asked to discuss the pros and cons of each option and express a preference for an option if possible.

<b>Option</b>	<b>Pros</b>	<b>Cons</b>
<b>Option 1 – High quality office development</b>	<ul style="list-style-type: none"> <li>▪ Will bring more jobs to the town as a whole</li> </ul>	<ul style="list-style-type: none"> <li>▪ Question need for more offices within the town</li> <li>▪ Would this be the best place for commercial development – other more appropriate sites such as Handy Cross</li> <li>▪ Where will people live?</li> <li>▪ Should maximise site for housing</li> </ul>
<b>Option 2 – Relocation of Catholic Schools</b>	<ul style="list-style-type: none"> <li>▪ Some traffic advantages to this scheme</li> <li>▪ Better to have offices near Handy Cross so schools should go on Abbey Barn South</li> </ul>	<ul style="list-style-type: none"> <li>▪ Complex ownership of site may affect deliverability</li> <li>▪ Would move traffic problem somewhere else</li> <li>▪ Schools are already established and have had lots of money spent on them</li> <li>▪ Additional problem of denominational schools</li> </ul>
<b>Option 3 – Mixed use of residential &amp; business development</b>	<ul style="list-style-type: none"> <li>▪</li> </ul>	<ul style="list-style-type: none"> <li>▪ Don't think that this would make a community</li> <li>▪ Concerns that this doesn't meet any needs</li> </ul>

*Part 2: Transport*

Attendees were asked to discuss three issues relating to the transport proposals for the area; public transport proposals; the options for a public transport link between the Sports Centre and Daws Hill Lane; and highway options.

Q. What do you think about the public transport proposals for the area?

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Need to encourage bus use</li> <li>▪ Should be able to offer a service from Abbey Barn Road to coachway/P&amp;R with a circular route</li> <li>▪ Utilise route of former Bourne End – High Wycombe railway alignment as part of public transport route</li> <li>▪ Possible use of light rail</li> </ul>	<ul style="list-style-type: none"> <li>▪ Length of route may mean that time will discourage passengers</li> <li>▪ How attractive will be the public transport offer be?</li> <li>▪ Railway bridge on Abbey Barn Lane will be a significant bottle neck</li> </ul>

Q. Which option do you prefer for the public transport link between Daws Hill Lane and the Sports Centre?

Option	Pros	Cons
<b>Option 1 – Route via Daws Lea</b>	<ul style="list-style-type: none"> <li>▪ Most direct route for buses</li> </ul>	<ul style="list-style-type: none"> <li>▪ Issue of safety for residents of Daws Lea</li> <li>▪ Affect on quality of life for residents of Daws Lea</li> <li>▪ Impact of increased pollution for residents due to increased number of vehicles</li> <li>▪ Steep road up to Daws Hill Lane</li> </ul>
<b>Option 2 – Route via Catholic Schools access road</b>	<ul style="list-style-type: none"> <li>▪ <i>No comments recorded</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>No comments recorded</i></li> </ul>

*Additional Comment*

- Something needs to be done about the drop off/pick up arrangements for the Catholic Schools. The routing of coaches and buses to the rear of the Catholic Schools would relieve pressure on Daws Hill Lane and Knights Templar Way. If parking was allowed on both school sites this would also reduce pressure on surrounding road network.

Q. What are the pros and cons of the highway options? Do you have any alternative suggestions?

Q. Which of the highway options do you prefer?

<b>Option 1 – Local Measures (localised junction improvements)</b>		
Pros	Cons	Comments
<ul style="list-style-type: none"> <li>▪ Will reduce attractiveness of existing rat-runs</li> </ul>	<ul style="list-style-type: none"> <li>▪ Some junction improvements would mean demolition of properties</li> <li>▪ Network won't be able to cope</li> </ul>	<ul style="list-style-type: none"> <li>▪ Problem of significant increased traffic on Abbey Barn Lane</li> <li>▪ Improve for public transport &amp; walking rather than car</li> </ul>

	<ul style="list-style-type: none"> <li>▪ Not good enough for levels of housing &amp; office provision</li> <li>▪ Current proposals for improvements are not clear</li> </ul>	<ul style="list-style-type: none"> <li>▪ Make sure parking provision is adequate</li> <li>▪ What about sorting out existing problems?</li> </ul>
--	--	--

**Option 2 – Strategic & Local Measures (including provision of Southern Link Road – SLINK)**

Pros	Cons	Comments
<ul style="list-style-type: none"> <li>▪ Need road to take traffic</li> </ul>	<ul style="list-style-type: none"> <li>▪ Opposition to building roads in AONB</li> <li>▪ No need for new road – improve existing roads instead</li> <li>▪ Risk of further development site between M40 and SLINK</li> </ul>	<ul style="list-style-type: none"> <li>▪ Consider route parallel to Daws Hill through Abbey Barn School connecting to Marlow Hill</li> <li>▪ London Road needs addressing as is route of all problems</li> <li>▪ Make Winchbottom Lane two track and then link below bypass for safety</li> </ul>

**Option 3 – Low Environmental Impact Approach**

Pros	Cons	Comments
<ul style="list-style-type: none"> <li>▪</li> </ul>	<ul style="list-style-type: none"> <li>▪ This is misleading – any change to Winchbottom Lane would have a dramatic effect on the landscape &amp; environment of AONB</li> </ul>	<ul style="list-style-type: none"> <li>▪ What would a minor upgrade look like? Would it make any difference without changing the character adversely?</li> <li>▪ Need more emphasis on smarter choices &amp; more practical public transport options</li> </ul>

Only a limited number of attendees expressed a preference for the highway options:

Option 1: One preference accompanied by smarter choices on option 3

Option 2: One expression of support for SLINK if the southerly option is chosen.

Very significant second choice option as makes little contribution to problem it is trying to solve

Option 3: One comment expressed said that option does not achieve the aims set out

*Part 3: Masterplan*

Attendees were asked to give comments on the draft illustrative masterplan for the RAF Daws Hill and Abbey Barn South site. Key issues raised were:

- Proposals should focus on housing only. No justification for non-housing uses on greenfield sites.
- Possibly look for opportunities for a care home / homes for the elderly
- Should be a two-storey limit on housing

- Density levels important.

*General comments*

- Debate over land uses on sites – requirements for housing and business development.
- Importance of infrastructure provision emphasised, including issues of schools and transport
- Significant emphasis on the importance of transport solutions to the success of the development of this site
- Opposition to principle of development on these sites. Suggestion to distribute housing development amongst five sites so that numbers of housing on Daws Hill can be reduced therefore need for infrastructure and facilities will be reduced.

<b>Sustainability Consultation Event</b>
--

Attendees were asked to comment on the proposed approach to the Green Infrastructure Network. Attendees were generally supportive of the proposed approach and that this issue was being addressed through the DSA. Comments and suggestions were given to specific areas where further detail was required or new areas for inclusion (see comments in Appendix 1 for further detail). Issues regarding ownership of the network, resources to implement it and conflicts of interest between protection of green infrastructure network and housing proposals contained within the DSA were also raised.

Attendees went on to discuss the proposals for open space contained within the DSA. There was discussion of the most important priority to consider when improving open space, with a range of priorities raised including accessibility, quality and quantity (specific areas attendees thought did not have adequate provision were highlighted). Attendees were then asked to comment on the options for open space standards within the DSA. No comments were received on the option for a district-wide minimum standard but the following were recorded on the option for a local standard tailored to local requirements:

- Any benefits must come to local area which is being developed
- Provision needs to reflect local circumstances
- Should be opportunity to negotiate
- Target/standard should be a minimum

Attendees also discussed Policy B16 Sustainable Construction and the Council's approach to this. Three key issues were identified which attendees were asked to comment on.

<b>Issue</b>	<b>Comments</b>
Moving ahead of the government's timetable for Code for Sustainable Homes	<ul style="list-style-type: none"> <li>▪ Will moving ahead be allowed by the Government?</li> <li>▪ How much scrutiny of renewables in terms of carbon reduction will be done?</li> </ul>

Higher requirements for renewables than 15% were considered	<ul style="list-style-type: none"> <li>▪ Make it as tough as possible</li> <li>▪ Major site should be “eco-town” standard, specifically self-contained and/or edge-of-town</li> <li>▪ Other issues to consider: targets for using locally sourced building materials and styles; eco-homes targets; local food production; use of water</li> </ul>
15% generation of renewables in new build is higher than the SE Plan requirement of 10% because of constraints on wind power generation within AONB	<ul style="list-style-type: none"> <li>▪ ESCO is needed to deliver renewable energy</li> <li>▪ Don't believe AONB should be a block on placing wind power in the area</li> <li>▪ Should concentrate on solar hot water and PV</li> <li>▪ Reduce S106 contributions and put money into providing renewable solutions</li> <li>▪ Other issues: design of house, permeable front gardens required, problems of flash flooding, requirement for better insulation</li> </ul>

**'Delivery a Sustainable Wycombe 2026' Transport Symposium**

There were a number of different discussions and workshop groups at the event, targeted at the interests of the stakeholders present at the event throughout the day. A summary of the main points relating to land use & transport planning is set out below.

The main points include:

- Support for the town centre vision and the proposed changes, but with concern that traffic and other impacts are fully taken into account and concerns regarding deliverability.
- Concern that the current arrangements, especially given the location of the bus station do not well serve all parts of the town centre. Some interest in alternative bus routing through the town centre if practicable, if this were to reduce severance, better serve the hospital and better connect the railway station with the bus station.
- Support for continued development of High Wycombe town centre with good access by car, public transport, walking and cycling, and with appropriate parking.
- The north – south sub-regional connectivity issue was highlighted, with concern that the option of using the former railway line between High Wycombe and Bourne End be retained and further explored. There was support for the Coachway/Park and Ride although there was concern whether coach services would come forward to fulfil its potential to improve north south links. There was also concern at the impact of moving the existing park and ride service from its current route.
- An integrated approach to parking strategy and tariffs received support including interim park and ride on the other approaches where possible; some suggestions re possible sites to consider.

## 7. Summary of Responses

7.1 A total of 550 written representations were received in response to the consultation on the Delivery & Site Allocations document. Representations varied from single issue responses to multiple issue responses, resulting in over 1200 individual comments on specific sites or policies. Responses were received from individuals & residents, town and parish councils and resident and amenity groups, professional bodies (planning agents, consultancies and developers) and government bodies.

7.2 District wide policies which received a large number of comments were (in order of the number of responses made):

### B3 Phasing of Greenfield Sites (69 responses)

- Comments were received on the principle of ordering the release of the greenfield release sites and respondents also commented on the order proposed and suggested new alternative orderings. Comments tended to reflect the individual site interest of each respondent. Comments on individual sites are reported under the specific site policies.

### B2 Meeting the Housing Requirement (36 responses)

- Overall support expressed for the 'brownfield first' and 'plan, monitor, manage' approach to housing supply. There was a split in opinion amongst respondents as to the use of 'no information' sites above greenfield reserve sites when planning for housing.

### Walking and Cycling Networks Proposals (32 responses)

- Overall support for the development of round Wycombe and Marlow cycle networks. Respondents also suggested additional / alternative routes for the networks.

### The Former Bourne End to High Wycombe Railway Alignment (31 responses)

- Overall support for the protection of the railway alignment but split in opinion amongst respondents as to the transport link to be created (heavy rail; public transport corridor (e.g. light rail) or walking & cycling route). The creation of a walking & cycling route, at least in the short term, was supported.

### B18 Viability & Delivery (26 responses)

- Respondents supported the recognition of delivery and viability issues in the document. Concern was expressed by some that the policy may restrict sites coming forward and that greater clarity in the wording was required, whilst others were concerned that the policy may inhibit the delivery of necessary infrastructure required as part of new development.

7.3 Individual sites which received a large number of comments were (in order of the number of responses made):

RL1 Slate Meadow (192 responses)

- Overall objection to the development of this site with specific reference to impact on the traffic network, impact on landscape and loss of green space, loss of separation between Bourne End and Wooburn and the inadequate capacity of local infrastructure to cope with development.

RL5 Gomm Valley (99 responses, including a petition with 326 signatures)

- Overall objection to the development of this site with specific reference to impact on the traffic network, impact on landscape and loss of green space and the inadequate capacity of local infrastructure to cope with development.

RL6 Ashwells, Tylers Green (73 responses, including a petition with 19 signatures)

- Overall objection to the development of this site with specific reference to impact on the traffic network, loss of green boundary between High Wycombe and Tylers Green and the inadequate capacity of local infrastructure to cope with development.

RL4 Abbey Barn South (47 responses)

- Overall objection to the development of this site with specific reference to the adequacy of the existing transport network to cope with expected increase in traffic and the loss of green space and impact on the natural environment. No overall majority was established regarding the comprehensive development of Abbey Barn South with RAF Daws Hill.

MU16 Former Compair (42 responses)

- The majority of responses objected to the development of a residential block between the Hughenden Stream and properties on Hughenden Road as show on the concept diagram for the Hughenden District.

The policies HWTC1-HWCT4 concerning the vision for High Wycombe town centre also received a significant amount of responses and comments. The majority of respondents supported the vision for the town centre and the principles behind it, although concerns were raised regarding the feasibility and deliverability of the vision, including the removal of Abbey Way Flyover and its impacts.

7.4 Appendices 2 - 5 summarise the responses by site, policy and area. The full texts of individual representations are available on request. Please contact WDC Spatial Planning team on 01494 421581 or [spatial\\_planning@wycombe.gov.uk](mailto:spatial_planning@wycombe.gov.uk) for further information.

## **8. Next Steps**

- 8.1 The Council will be considering all responses as part of the work to finalise the Delivery and Site Allocations DPD as set out in section 1 of this report.
  
- 8.2 We will publish the final version of the Delivery & Site Allocations document later in summer 2010 for further public consultation, before submitting it to Central Government early in 2011. If the document is found sound following an Examination in Public in early summer 2011, it is anticipated that the document could be adopted in late 2011.

## Appendices

Section	Page No.
Appendix 1 - Summary of responses from consultation events	22
Appendix 2 - Summary of responses to district-wide policies & designations (Policies B1-B18 and Transport Infrastructure)	50
Appendix 3 - Summary of responses to area based & site specific policies	82
Appendix 4 - Summary of additional sites suggested through the consultation process	139
Appendix 5 - Summary of additional comments received	146

N.B. Appendix 2 – 5 are a summary of the written responses received. Where responses highlighted similar issues these have consolidated within the summaries.

## **Appendix 1 – Summary of responses from Consultation Events**

## **RESPONSES FROM HIGH WYCOMBE TOWN CENTRE CONSULTATION EVENT WORKSHOPS**

### **TOPIC ONE: REVITALISING THE TOWN CENTRE**

#### **1. Do you support the different roles and functions identified for different parts of the town centre on Figure 5.8?**

- The town centre is too big i.e. too much space is allocated for town centre uses. The town centre area should shrink, with specific reference to Easton and Castle Streets. The introduction of residential uses in the town centre has been beneficial. There may be more scope for residential to replace the town centre uses
- Parking and shopping were strongly linked, and that easy parking was important to the success of the TC
- Support for roles and functions identified
- High Street – must make sure it doesn't die.
- Need to advertise old town in the new town (Eden centre)
- Woolworths – market inside? Through access to Castle Street.
- Woolworths could be an indoor market
- Need food store in High Street.
- Decent market but not enough quality stores.
- Moving library has affected landlords – this is important to town
- Sainsbury's will bring people into town.
- Possibility of walkover between M&S and Sainsbury's like in Aylesbury between car park and shops
- Eden – should have been an 'add on' not an alternative.
- Chiltern Centre – need to do something
- Above Chiltern centre – accommodation – modern flats and then do up the retail with the revenue
- Post office needs to be more prominent and to be larger (fewer queues). Need more Post Offices
- Frogmoor – important good open space
- Frogmoor should be focussed on student bars and facilities.
- Frogmoor is a lost opportunity. Need something more exciting.
- Green tubs and recycle bins in Frogmoor and town centre are tasteless, hideous, and appalling
- Possible for Easton Street to revert back to residential plus offices serving the law courts.

#### **2. Do you agree with the more flexible approach that we are proposing?**

- LDO – very positive, should increase uptake. Opportunities for smaller businesses and niche market.
- Support for more flexible approach
- Generally support
- Concern that there may be a negative impact on the appearance of the area. Idea is supported if area is not visually degraded as a result
- Support as long as it remains for town centre uses (the term 'business' uses was used)
- Concern that it may result in inappropriate clustering of uses (i.e. estate agents, charity shops) which may bring the area down
- WHSmiths is a key link between old and new town centre, and if planning becomes too relaxed, this link may break.

### **TOPIC TWO: TOWN CENTRE MASTERPLAN**

#### **3. Do you agree with the vision for High Wycombe town centre?**

- Town Centre has lost its shape

- Yes, support for the vision
- Support for taking out Abbey Way.
- Agree with the vision - definitely want the river.
- Support for removal of Abbey Way.
- Strong support for the removal of the flyover
- Don't think a new vision is needed for the Town Centre
- Town doesn't feel split to me.
- TC and road network was perfectly fine as it is, that there was no problem for pedestrians who could easily walk wherever they wished via the underpasses and formal crossings, that proposals would only cause problems
- Like visuals for development opportunities in town centre

**4. Do you feel the vision for the town centre could be improved upon? Is there anything missing?**

- Judging from the graphics presented at the meeting – are the opportunities presented by the removal of the flyover ramps being capitalised upon?
- In terms of the environmental improvements, the proposals are only “half-way there”
- Importance of the market – High Wycombe is a historic market town
- HW has a unique setting - the high street is terminated to the east by a park (Rye) and much more should be made of this
- River – very important
- Should make something of river.
- Water feature not good enough.
- Should be more greenery, less hard surfacing and a more serious attempt to open up the river
- River – not important
- Would it not be more cost effective to improve Denmark Street (past Tesco) as a main pedestrian thoroughfare? But removal of the ramp provides a much better opportunity for an attractive route connecting Eden with the old town.
- More bus priority measures required; reduce car parking spaces
- Need for improved bus link between rail station and bus station.

**5. Do you support the new route for traffic around the town centre and other changes?**

- Re-route of A40 is good.
- Concerned about links across town if Abbey Way removed, don't see a practical alternative
- Not convinced that re-routing of traffic will work
- Flyover – ugly but performs purpose – good quick route E –W.
- People won't park and walk
- Traffic lights/roadworks.
- Traffic flow - car parks need to work
- Increasing use of traffic signals elsewhere in town centre is bad, so use of roundabouts at base of Marlow Hill is positive.
- Draconian measures on parking on Queen Alexander Road and Suffield Road required.
- Gas work Link Road – good idea!
- Parking problems on Desborough Road.
- Bridge Street – problems of parking could we ban parking?
- Bridge Street – make one way for cars, not 2-way, from South to North only
- Desborough Avenue – possible alternative to Westbourne Street link.
- Need good access to hospital required.
- Businesses on Bridge Street – need to be aware of take account of it.
- Issue of impact – Hamilton Road

- Takes traffic past Hamilton School.
- Concern at the potential for interaction and disruption between Eden traffic and other traffic. At present (Eden) peak times, traffic queues approaching the car parks queue back onto network but dual lanes ensure a clear way remains for through traffic. If there were regular problems this could damage the reputation of HW and Eden as an accessible place and undermine trade.
- Rename to A4020 would help locals
- Not the A40 - A4020 instead

#### **6. Key sites – Swan Frontage / Archway / Oxford Road roundabout**

**a) Are we creating the places that people want to see?**

**b) What's important to go here – opening up of the river etc?**

**c) Do the benefits outweigh the negative effects – looking at the benefits gained in these areas against the rerouting of traffic through QAR / gas works / Desborough Road**

##### Swan Frontage

- Concerned about timescale of redevelopment of Swan Frontage, new location of replacement club
- Shouldn't knock down all old buildings – incorporate into designs.
- Need very high design quality
- Key green views coming down the Marlow Hill.
- University – development in front shouldn't block Swan theatre.
- Front of the Swan should be a landmark building – hotel/offices.
- Swan area for cafes and bars.
- Emphasis that landmark building must not detract from the Swan.
- Development should not be too tall
- Do not want to see buildings in front of the Swan frontage.
- Gateway at foot of Marlow Hill should be such that there is a plunge and a good view of the Swan Theatre.
- Vision is clear at making land available at bottom of Marlow Hill – Abbey Way as open space. How much would it be used?
- How usable would the reconnected green space be given its proximity to a busy road?
- Consider removing the fire station, etc and creating a new green space adjacent to the river. Or relocate the green space adjacent the river and the new office buildings further south adjacent to the bottom of Marlow Hill.
- Fire station – possibility moving.
- Fire Station current location is best place for it to be
- Continue road from Liberal Club to in front of the Swan – very important

##### Oxford Road roundabout

- Need a good quality building at Octagon Parade when looking down Oxford Road/West Wycombe Road.
- Archway could and should be downgraded much sooner to achieve improvements to the Oxford Rd roundabout.

##### Overall balance

- Proposals would only cause problems, in particular by encouraging rat-running through residential areas such as Downley, and that they certainly were not worth the cost.

## **7. Which of the two town centre bus routing options do you support, and why?**

- Impressed by the degree of thought relating to the direction of the bus loop and locations of subsequent bus stops in relation to the town centre.

### Option 1 – Existing Bus Routing

- Church Street – problems of buses mixing with pedestrians
- Happy with existing routing

### Option 2 – One-way bus loop

- One way option – not far away from High Street.
- Elements are good: Buses going anti-clockwise. Change of routing down Easton Street, Queen Victoria Road, Archway all good.
- Strong support for the benefits of the option to route buses around the town centre, especially if this were in connection with the use of the park and ride service to provide a circular bus service round the town centre.
- Bringing buses close to the town centre on the south side is regarded favourably
- Support – but need to recognise historic core
- Bus gyratory 2<sup>nd</sup> best to getting buses out of Queen's Square.
- Think one way route would be inconvenient
- Would like bus stop outside library for picking up if one way system was put in place
- Can the circular Town Centre bus route be free to users as per Manchester?
- When railway station opens need to make sure that buses are not diverted away from the high street and stops for residents with heavy shopping from the market. Noted that many residents from East of town get a bus to the bus station and then walk through town to the market to buy heavy food items and then catch the bus home.

### **GENERAL COMMENTS**

- Morrisons site – example Wycombe Marsh.
- Tesco – river deep for foundations gas works site – develop at same time as line.
- Currently problems for buses coming out of the bus station – difficulties turning out, may need addressing at the traffic lights with stop lines pulled back.
- Suggested Eastern Park Ride site – boundary lane, old Railco engineering site. Could use existing buses 37, 35 and 74.
- Should take down the wall between the Council offices and the Rye
- Want to feel confident that it has been properly thought out – “please take the time to ensure it will work properly.”
- As ideas get developed they often get watered down. It was hoped this wouldn't happen here.

## **RESPONSES FROM HOUSING CONSULTATION EVENT WORKSHOPS**

### **SESSION 1 – PRIORITISING GREENFIELD SITES**

Please tell us which sites you are interested in?

Ashwells	0% (0)	Slate Meadow	28.6% (2)
Gomm Valley	28.6% (2)	Terriers Farm	42.9% (3)

No information for Abbey Barn South & Abbey Barn North

**In light of the presentation and the summary of the analysis of those sites we want you to:**

- a) Discuss the merits of the sites / analysis of them
- b) On your own form, put down your priority order and explain why.

**Part 1 – Please put the following sites into priority order (no. 1 to be developed first)**

	<b>1st</b>	<b>2nd</b>	<b>3<sup>rd</sup></b>	<b>4<sup>th</sup></b>
<b>Ashwells</b>	0%	50% (5)	50% (5)	0
<b>Gomm Valley</b>	10% (1)	10% (1)	0	80% (8)
<b>Slate Meadow</b>	18.2% (2)	27.3% (3)	27.3% (3)	27.3% (3)
<b>Terriers Farm</b>	61.5% (8)	15.4% (2)	15.4% (2)	7.7% (1)

#### *Reasons for Developing First*

Ashwells	<ul style="list-style-type: none"> <li>▪</li> </ul>
Gomm Valley	<ul style="list-style-type: none"> <li>▪ Sensitive, high quality development can be delivered. Park &amp; Ride can be facilitated.</li> </ul>
Slate Meadow	<ul style="list-style-type: none"> <li>▪ Smaller size</li> <li>▪ Small enough not to require significant, relatively few constraints, can come forward quickly</li> </ul>
Terriers Farm	<ul style="list-style-type: none"> <li>▪ Potential to be developed with limited impact on existing transport links. If developed with P&amp;R site I would like to see the housing on this site built with very restricted parking provision to encourage non-car ownership.</li> <li>▪ Park &amp; Ride</li> <li>▪ Park &amp; Ride</li> <li>▪ Tested through the previous LP process as the most sustainable of the reserve sites. Best located and affords the most appropriate development. Option in seeking to provide a sustainable new community.</li> <li>▪ Bus routes unavailable</li> <li>▪ With Park &amp; Ride which negates impact of extra housing on traffic in area.</li> <li>▪ Good transport. Material progression from the town centre</li> </ul>

#### *Reasons for Developing Second*

Ashwells	<ul style="list-style-type: none"> <li>▪ The site is close to public transport links (Route 31 and buses to Beaconsfield Station at peak). Housing here with deliberately restricted parking could encourage bus use and add to viability of buses and support village infrastructure / retail outlets.</li> <li>▪ Not in Wycombe</li> <li>▪ Smaller size</li> <li>▪ Small site, few constraints</li> <li>▪ Natural progression of Tylers Green and not too major a</li> </ul>
----------	--

	development to affect services.
Gomm Valley	▪
Slate Meadow	▪ Not in High Wycombe Town
Terriers Farm	▪ Traffic issues ▪ A fairly large site and other than highways, seems suitable

*Reasons for Developing Third*

Ashwells	▪ Sensitive development has limited potential to contribute ▪ Not in High Wycombe town ▪ Too far from Bus Routes
Gomm Valley	▪
Slate Meadow	▪ With careful and sympathetic development could support local retail/business infrastructure. However, I am mindful of local concerns and rank this site 3rd in hope that it may be possible to avoid development. ▪ Reasonable transport and access to services
Terriers Farm	▪ Less environmental issues than Gomm Valley ▪ Significant new housing already in this area. Too far from Town Centre and employment areas.

*Reasons for Developing Fourth*

Ashwells	▪
Gomm Valley	▪ In the hope that it may not be required at all, if sufficient brownfield sites come forward. Any Gomm Valley development could damage/compromise an area of great environmental value. ▪ Wild life issues ▪ Love green area too good to build on ▪ Most sensitive to landscape of High Wycombe ▪ Sensitive Site ▪ Significant access constraints, ecology, landscape issues. Large Greenfield ▪ This should not be developed. Many species of fauna and next to AONB would merge village of Tylers Green with High Wycombe. Poor transport.
Slate Meadow	▪ Full schools; terrible traffic jams. Maintaining a gap between Bourne End and Wooburn Green. ▪ Lack of infrastructure in roads and schools already over subscribed and overused.
Terriers Farm	▪ Largest remaining site - substantial other developments in area - traffic congestion already!

**Part 2 – Should Abbey Barn North and Abbey Barn South (ABS) be released as part of a comprehensive package with RAF Daws Hill? Please tell us why.**

Yes: 61.5 % (8)

No: 38.5% (5)

Yes

- Only Abbey Barn South with new roads for transport
- To ensure infrastructure is delivered unlike Terriers with piecemeal approach of 3 separate developments and no infrastructure improvements. Abbey South should be developed with Daws Hill.
- To provide road system
- To ensure proper and comprehensive development of the area

- Short term disruption for large gain - also infrastructure will be expanded to cope in one area.
- Ensures infrastructure is delivered. But not delivered early; past 2026.
- Both sites offer very good potential for comprehensive developments. Have S106 funding for infrastructure.

No

- Would prefer to keep as greenfield site for as long as possible, preferably for ever!
- Other than transport, this seems a suitable large site
- It would have a major impact on the area and in particular road congestion

Comment

- Daws Hill is a major development and transport roads and buses should be worked out fully first before any housing is started.
- Should be subject to further testing as to what could be provided and timing of release
- OK for comprehensive package but only if done without any significant traffic impact
- Possibly but must be very nicely done. Concern over additional traffic on already over congested roads.
- Abbey Barn South & Daws Hill should be developed together but not Abbey Barn North
- Should start with presumption that there should be “no increase in traffic is proposed” and show how this will be done rather than assuming the development will produce traffic and therefore needs new roads

**If your answer is no then where would you put these two sites in terms of your prioritisation of sites?**

Abbey Barn North	Last	▪ Completed unrelated to Daws Hill / ABS
	Fourth	▪ Very sensitive site in environmental terms. Possible acceptable use for allotments.
	Fourth	▪ Site is separate from ABS – cannot see synergies
	Fifth	▪ Too many constraints on Abbey Barns
		▪ Useful open space for local residents and species of fauna
Abbey Barn South		▪ Depends entirely on whether transport issues can be resolved. No point having comprehensive development if it doubles the adverse impact.
	Sixth	▪ Too many constraints on Abbey Barns

**SESSION 2 – DISCUSSION ABOUT INDIVIDUAL GREENFIELD SITES**

For each site identify the issues relating to development of the site and any requirements necessary from any development of the site.

Site	Issues	Requirements	Other Comments	Key Issues Feedback
GOMM VALLEY		<ul style="list-style-type: none"> <li>▪ Gomm Valley is very sensitive ecologically - sufficient buffer zones need to be provided.</li> <li>▪ Expensive 4/5 bedroom housing is not needed in the area and high rise property would be out of place.</li> </ul>	<ul style="list-style-type: none"> <li>▪ RPS/AXA agree broadly with WDC approach</li> <li>▪ Lack of services and infrastructure and increased congestion of traffic on A40</li> <li>▪ Increased run off from the main water centre A40.</li> </ul> <p><u>Ecology</u></p> <ul style="list-style-type: none"> <li>▪ Proximity of new housing/new roads to BBOWT nature reserve – impact on wildlife and fauna/flora.</li> </ul> <p><u>Infrastructure</u></p> <ul style="list-style-type: none"> <li>▪ The DPD should seek to address both the qualitative and quantitative housing needs. Will be PDL deliver the type of dwellings needed?</li> <li>▪ How can you prioritise sites when detailed solutions for each site not yet determined, e.g. traffic and roads.</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>Access to public transport</b></li> <li>▪ <b>Volume of traffic on Cock Lane</b></li> <li>▪ <b>Would buffer zones protect the ecologically sensitive areas?</b></li> <li>▪ <b>Increased run-off</b></li> <li>▪ <b>Housing type and size – not high rise, not large 5 bed</b></li> </ul>

Site	Issues	Requirements	Other Comments	Key Issues Feedback
ASHWELLS	<ul style="list-style-type: none"> <li>▪ Only access via Ashwells - why not whole area?</li> <li>▪ Should swap emergency access and main access</li> <li>▪ Very narrow land for increased access</li> <li>▪ Bus service only goes to High Wycombe and therefore Cock Lane would be used even more for cars to A40 and then to other places besides Wycombe.</li> <li>▪ Buses cannot be re-routed</li> <li>▪ Ashwells well beyond the 400 metre walk to bus</li> </ul>			<ul style="list-style-type: none"> <li>▪ Access to public transport</li> <li>▪ Volume of traffic on Cock Lane</li> <li>▪ Would buffer zones protect the ecologically sensitive areas?</li> <li>▪ Increased run-off</li> <li>▪ Housing type and size – not high rise, not large 5 bed</li> </ul>
SLATE MEADOW	<ul style="list-style-type: none"> <li>▪ The close in Stratford Drive is too narrow to take more traffic.</li> <li>▪ Slate Meadow village green is an established nature reserve with roe deer, badgers, rooks, mature trees.</li> <li>▪ Inadequate infrastructure on existing roads network access.</li> <li>▪ Lack of employment opportunities in the immediate area.</li> <li>▪ The school is oversubscribed with some locals already transporting their children to other schools – this situation is likely to be abated</li> <li>▪ Cores End Road is too narrow</li> <li>▪ Will rights of way across site be maintained?</li> </ul>	<ul style="list-style-type: none"> <li>▪ Natural break between Bourne End and Wooburn Green needs to be maintained.</li> <li>▪ Wildlife corridor needs to be preserved.</li> <li>▪ Both Stratford Drive and Frank Lunnon Close are too small for current traffic – more houses and cars would be a nightmare.</li> <li>▪ The primary schools in the area are already over subscribed. Where would the children from new housing go?</li> <li>▪ Any development needs to be sympathetic to existing character of area.</li> <li>▪ There is a need maybe for key worker housing – included in the affordable housing?</li> </ul>	<ul style="list-style-type: none"> <li>▪ Fails to take full account of actual ecology highways proposals.</li> <li>▪ Fails to take account of the problems of linking Stratford Drive and Frank Lunnon Close.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Village green must remain where it is.</li> <li>▪ Access/local roads not sufficient to cope with increased traffic</li> <li>▪ Need to preserve gap between settlements</li> <li>▪ Need to preserve the wildlife on site for residents and children.</li> <li>▪ Maintain settlement identity</li> <li>▪ Infrastructure</li> <li>▪ Type of housing</li> <li>▪ Maintain village feel</li> </ul>

Site	Issues	Requirements	Other Comments	Key Issues Feedback
		<ul style="list-style-type: none"> <li>▪ Emphasise community and social issues – need for youth facilities, sports facilities.</li> <li>▪ Any development needs to maintain / be sympathetic to the landscape and visual character of the area</li> </ul>		
<b>TERRIERS FARM</b>	<ul style="list-style-type: none"> <li>▪ No Park and Ride</li> <li>▪ Local employment – limited provision in local area.</li> <li>▪ Can employment be provided as part of development?</li> <li>▪ Park and ride not connected to the development – Needed anyway but is this the best location?</li> <li>▪ Green Corridor conservation area to AONB.</li> <li>▪ Major access to Kingshill Road should not be allowed.</li> <li>▪ Protect Lady’s mile and SSSI.</li> <li>▪ Is there proof/studies that how the Park &amp; Ride at Terriers will work to manage the traffic in this area?</li> </ul>	<ul style="list-style-type: none"> <li>▪ Transport into town centre – joined up thinking.</li> <li>▪ Park and Ride needs to be effectively linked with other public transport.</li> <li>▪ Keep/increase nursery facilities.</li> <li>▪ Deliver infrastructure; medical, schooling.</li> </ul>		<ul style="list-style-type: none"> <li>▪ <b>Concerned about comprehensiveness – there is also Wellesbourne and Terriers School developments.</b></li> <li>▪ <b>Need accessible employment opportunities</b></li> <li>▪ <b>Better planned public transport</b></li> <li>▪ <b>P&amp;R should not be dependent on Terriers – best location locally should be found.</b></li> <li>▪ <b>Need wildlife corridor within Terriers – mustn’t be split</b></li> </ul>
<b>DAWS HILL &amp; ABBEY BARN SOUTH</b>	<ul style="list-style-type: none"> <li>▪ Daws Hill only</li> </ul>	<ul style="list-style-type: none"> <li>▪ Schools - swap it.</li> <li>▪ Reopen slip road. HA would object – what would BCC do for just Daws Hill?</li> <li>▪ 40% affordable housing has to be included in Daws Hill.</li> <li>▪ Houses not apartments.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Take traffic off main road, but will move to somewhere else.</li> <li>▪ Only viable if includes ABS to</li> <li>▪ Daws Hill only – because of roads</li> <li>▪ Other brownfield sites in</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>Only build Daws Hill, not either of the Abbey Barns</b></li> <li>▪ <b>40% affordable homes</b></li> <li>▪ <b>All homes, no apartments</b></li> <li>▪ <b>Public transport provision</b></li> </ul>

Site	Issues	Requirements	Other Comments	Key Issues Feedback
		<ul style="list-style-type: none"> <li>▪ 1-2 beds, with garden &amp; garage.</li> </ul>	<p>town</p> <ul style="list-style-type: none"> <li>▪ Piece of land between YMCA and Park and Ride – purchased for housing.</li> </ul>	
<b>ABBEY BARN NORTH</b>	<ul style="list-style-type: none"> <li>▪ Is the pain of doing the work on roads, worth putting the houses in? No.</li> <li>▪ Traffic will head for Junction 3 as will all the commuters.</li> <li>▪ Abbey Barn North – should be included in with ABS and Daws Hill.</li> <li>▪ Problems on Hill.</li> </ul>		<ul style="list-style-type: none"> <li>▪ ABN – promote as no development site.</li> <li>▪ Infrastructure not in and no easy way of doing it. BCC has no solutions for ABS.</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>Debate whether Abbey Barn North site should or should not be developed alongside Abbey Barn South and/or RAF Daws Hill</b></li> <li>▪ <b>Issue of provision of infrastructure, especially for traffic</b></li> </ul>

## **Additional areas of interest / concern**

### Affordable Housing

- Risks to delivery
- Impact on wider cost of housing
- Social impact of not building affordable housing
- Key worker housing
- New mechanism for provision of “Council Housing”

### Marlow

- Car park sites lost to housing
- Future of football club/site/green spaces
- Backland development
- Quoittings Square
- Portlands access and servicing

### Bassetsbury Allotments

- Allotment future
  - Development
  - Allotment use e.g. planting solutions
- Update residents
- Bassetsbury Lane
- Barley Way
- Dorrells Road, Longwick

### North/South Route (A4010)

- Traffic increase between HW and Aylesbury
- Need for early solutions/piecemeal delivery?
- Funding sources?
- M40 J3 entry/exit key to HW traffic issues
- Dual carriageway

### Desborough Open Space

- Support for access to Castlefield Wood

## RESPONSES FROM M40 GATEWAY CONSULTATION EVENT WORKSHOPS

### PART 1: LAND USE PROPOSALS AND OPTIONS

#### Discuss in the group

1. The overall land use package for the sites
2. The 3 options for the eastern end of Abbey Barn South (i.e. business park/offices; Catholic Schools relocations; mixed use housing and business)

Q1. What are the pros and cons of the options for Abbey Barn South?

Q2. If development has to take place, which of the options for Abbey Barn South do you prefer?

#### Option 1 – High Quality Office Development

Pros	Cons	Preferences
<ul style="list-style-type: none"> <li>▪ Good idea – as brings more jobs to this town as a whole.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Is there a need for more offices, given how many offices there are already? Not a priority.</li> <li>▪ Oppose business campus on this site - maximise housing instead</li> <li>▪ Oppose development in principle on Abbey Barn South housing</li> <li>▪ Where are people going to live?</li> <li>▪ Cannot see the logic of more office/commercial development. Surely there is more than sufficient at Cressex?</li> <li>▪ Don't think office development is a good idea in the Daws Hill/Abbey Barn scheme – better at new Park and Ride/ Sports Centre.</li> <li>▪ No offices! Too much traffic</li> <li>▪ Office development better placed at Handy Cross.</li> <li>▪ Best place for offices is where people want offices – Handy Cross not Abbey Barn South</li> </ul>	<ul style="list-style-type: none"> <li>▪ Yes - 1<sup>st</sup> preference.</li> <li>▪ Option 4 – reconsideration option.</li> </ul>

#### Option 2 – Relocation of Catholic Schools

Pros	Cons	Preferences
<ul style="list-style-type: none"> <li>▪ Recognise some traffic advantages but no strong vision</li> </ul>	<ul style="list-style-type: none"> <li>▪ Complex ownership of current site may mean couldn't be developed.</li> </ul>	No

<ul style="list-style-type: none"> <li>▪ Have schools at an early stage and then generate houses for a later stage (to (ABS)</li> <li>▪ Would need proper school bus service</li> <li>▪ Supposing costs permit – Better to have offices nearer the Handy Cross junction – put schools on Abbey Barn</li> </ul>	<ul style="list-style-type: none"> <li>▪ Ensure phasing new schools and roads/infrastructure</li> <li>▪ Remove from catchment – more cars</li> <li>▪ Additional problems of denominational schools</li> <li>▪ Problem will increase further along if relocating schools</li> <li>▪ Surely need new schools not Catholic schools – the Catholic Schools are established and have had millions spent rebuilding them. Financially this would be crippling and would just move traffic elsewhere to wherever the schools are relocated. Making the highway development could alleviate traffic/policy problems.</li> </ul>	
--	---	--

**Option 3 – Additional mixed use of residential and business development**

Pros	Cons	Preferences
<ul style="list-style-type: none"> <li>▪</li> </ul>	<ul style="list-style-type: none"> <li>▪ Don't think this would make a community</li> <li>▪ Concerns that this doesn't meet any of the needs.</li> <li>▪ Need to do more to create a sustainable community to avoid a housing estate on the edge of town.</li> <li>▪ Move to Daws Hill site.</li> </ul>	<ul style="list-style-type: none"> <li>▪ May be a good idea – 2<sup>nd</sup></li> <li>▪ No to mix except ski slope</li> <li>▪ Prefer housing on end of Abbey Barn South.</li> </ul>

**PART 2: TRANSPORT**

**Q3. What do you think about the public transport proposals for the area?**

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Encourage bus use</li> <li>▪ Route should mean more buses can be run</li> <li>▪ Should be able to offer a service from Abbey Barn Road to coachway/Park and Ride with a circular route</li> <li>▪ Should use route of Bourne End - HW railway as part of public transport or at least cycle/pedestrian route</li> <li>▪ Why not build new road along bus route behind Catholic Schools?</li> <li>▪ Bus lanes need buses – see London Road currently</li> <li>▪ Light railway (extension of Maidenhead line) across town from Station to Eden, up Desborough Avenue to coachway then along</li> </ul>	<ul style="list-style-type: none"> <li>▪ Buses are subject to market forces – can't dictate to bus companies</li> <li>▪ Length of route may mean that time is over-long no discourage passengers</li> <li>▪ Question about how attractive/well used will be the public transport</li> <li>▪ Traffic on Abbey Barn Lane - old railway bridge at bottom is a significant bottleneck if traffic increases</li> </ul>

to Daws Hill/Flackwell Heath, rejoining Maidenhead Line at Wooburn	
--	--

**Q4. Which option do you prefer for the public transport link between Daws Hill Lane and the Sports Centre?**

**Option 1 - Route via Daws Lea**

Pros	Cons	Further Comment
<ul style="list-style-type: none"> <li>▪ Support for this option as the most direct route for buses</li> </ul>	<p>Object to this option:</p> <ol style="list-style-type: none"> <li>1. Not safe for children who live in Daws Lea.</li> <li>2. Affects quality of life of residents. They will be sandwiched between M40 and proposed links.</li> <li>3. Serious health risk due to M40 pollution and increased no of vehicles in the area</li> </ol> <ul style="list-style-type: none"> <li>▪ No point doubling frequency of buses if route taken means it takes twice as long and presumably costs more</li> <li>▪ We object to this option as it affects the quality of life of residents. They are already affected by the M40 noise. With the proposed link they will be sandwiched between M40 and the new road.</li> <li>▪ This is a steep road up to Daws Hill Lane</li> <li>▪ Pollution will be generated near the Care Home and Residential Home</li> </ul>	<ul style="list-style-type: none"> <li>▪ Debate and disagreement within the group on the need to start a subsidised night bus service in High Wycombe to serve potential all night coach services at Coachway</li> <li>▪ Something must be done urgently about the drop off/pick up arrangements for the Catholic Schools. The present usage of the Knights Templar Estate is dangerous and also means that at peak time emergency vehicles cannot reach parts of the estate.</li> <li>▪ Maintain suitable width pavements for pedestrians and not use them up in road widening (note at bottom of Marlow Hill)</li> </ul>

**Option 1 - Route via Catholic Schools access road**

Pros	Cons	Further Comment
<ul style="list-style-type: none"> <li>▪</li> </ul>	<ul style="list-style-type: none"> <li>▪ Rubbish! Don't do it!</li> </ul>	<ul style="list-style-type: none"> <li>▪</li> </ul>

- The option to route coaches through the Highways Department to the rear of the Catholic Schools would relieve pressure on Daws Hill Lane and Knights Templar Way where 6 coaches a day use the latter as a turning circle! Knights Templar Way has been seriously damaged by coaches and needs resurfacing! By bringing coaches and maybe cars into the rear of the schools it would release a large amount of pressure on Daws Hill Lane. Also achieved by allowing parking on both school sites and providing some encouragement.

**Q5. What are the pros and cons of the highway options? Do you have any alternative suggestions?**

## Q6. Which of the highway options do you prefer?

### Option 1 – Local Measures

Pros	Cons	Comments	Preference
<ul style="list-style-type: none"> <li>Improved junctions reduces attractiveness of routes to rat runs &amp; traffic</li> </ul>	<ul style="list-style-type: none"> <li>Traffic on Daws Hill Lane will want to turn right onto Marlow Hill. Road network won't be able to cope, especially junction of Daws Hill Lane and Marlow Hill</li> <li>Realignment of Abbey Barn Lane at North end would mean demolition of house</li> <li>Not good enough for housing &amp; office provision</li> <li>The improvements at the end of Daws Hill are not clear, e.g. Is it proposal that one will be able to turn right at the end of DHL to go down Marlow Hill? Or is it just widening end of DHL onto Marlow Hill going up the hill?</li> </ul>	<ul style="list-style-type: none"> <li>Problem of significantly increased traffic on Abbey Barn Lane is crucial to any development options</li> <li>Improve for public transport &amp; walking rather than car</li> <li>Don't rule out cycling!! Cycle down hill &amp; bus back uphill</li> <li>Footpaths currently don't feel safe without a group of people due to woodland</li> <li>Fund problems which will obstruct development</li> <li>Roads – extra traffic through Flackwell Heath more must be done, they will not use London Road to access</li> <li>Sports Centre parking – make sure there is more parking not less. Often problems parking now</li> <li>What about the existing problems, such as folk sitting for 5-10 minutes at a time at top of Sheepridge Lane due to short sight etc. Who owns the land on the right side at the top of Sheepridge Lane? Could this be used for a roundabout?</li> </ul>	<p>– Preference YES with smarter choices on 3</p>

### Option 2 – Strategic & Local Measures

Pros	Cons	Comments	Preference
------	------	----------	------------

<ul style="list-style-type: none"> <li>▪ Contrary view – need road to take the traffic – limited impact on AONB (Winchbottom Lane South)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Opposition to build roads in the AONB due to major improvements</li> <li>▪ London Road - Station Road – Loudwater – have traffic concerns</li> <li>▪ Not a high profile entrance – not wanted (e.g. AONB)</li> <li>▪ Not supported no need for new road improve existing instead</li> <li>▪ Risk of a further development site between M40 &amp; SLINK</li> <li>▪ Use and open up existing roads in area e.g. Winchbottom Lane as per Fig 5.21 amendments.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Consider route parallel to Daws Hill through Abbey Barn School connecting to Marlow Hill</li> <li>▪ Make London Road a dual carriageway</li> <li>▪ London Road needs addressing as is route of all problems</li> <li>▪ No more traffic on Winchbottom Lane without making it all two track</li> <li>▪ Make Winchbottom Lane two track up to then link below bypass for safety</li> </ul>	<ul style="list-style-type: none"> <li>▪ Some support for SLINK if the southerly option is chosen.</li> <li>▪ Very significant 2nd as makes little contribution to problem trying to solve – preference NO</li> </ul>
---	--	---	---

### Option 3 – Low Environmental Impact Approach

Pros	Cons	Comments	Preference
	<ul style="list-style-type: none"> <li>▪ To call option 3 Low Environmental Approach is misleading – any change to Winchbottom Lane would have a dramatic effect on the landscape &amp; environment of AONB</li> <li>▪ Traffic coming out onto A4155 all the way from Bourne End to Marlow</li> </ul>	<ul style="list-style-type: none"> <li>▪ Another proposal – footpath to Flackwell Heath (e.g. cycleway) supported</li> <li>▪ What would a minor upgrade look like? Would it make any difference without changing the character adversely?</li> <li>▪ Rat run is Sheepridge Lane from Marlow to Flackwell Heath – valued character of routes as they are in AONB</li> <li>▪ Need more emphasis on smarter choices &amp; more practical public transport options.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Makes no sense and does not achieve aims</li> </ul>

### **PART 3 MASTERPLAN**

**Q7. What do you think about the draft illustrative masterplan?**

**Q8. Do you think that Daws Hill & Abbey Barn South should be developed comprehensively? Do you think Abbey Barn North should be treated separately from Daws Hill / Abbey Barn South?**

- Infrastructure synergies do not appear to justify bringing forward development of Abbey Barn South. Infrastructure improvements seem now to be un-ambitious. However, better than going through AONB.
- Proposals should focus on housing only. This is a highly undesirable development and should be kept as small as possible. There can be no justification for non-housing uses of green field sites.
- Care home; Homes for elderly.
- Two storey limit on housing.
- More detail needed.
- Density too high. Why put medium density near the existing houses – just to add to the congestion?
- If you have this level of development the traffic issues are not solvable.

### **GENERAL COMMENTS**

- If Daws Hill is Phase 1 how much is covered by Daws Hill?
- Is Daws Hill the only site available?
- Leisure okay but housing to be dispersed to other areas of the district.
- No business development as it will bring too much traffic. Provide only a few shops only, no schools as they create too much traffic.
- Is it a proposal that Daws Hill Lane area residents will be able to have less access to and from Wycombe railway Station?
- Where are all the children from these new developments going to go to school?
- More attention need to be given to locals in Flackwell Heath e.g. Kingsmead Road, Treadaway Hill, Station Rd, Boundary Rd, Station Rd / A40 Boundary
- What's going to be behind Wallingford Gardens?
- Consider the college site
- Infrastructure first is a must
- Transport solutions to all options is key. If transport solutions cannot be delivered then Abbey Barn South goes further down the greenfield pecking order (down Terriers Farm) Some recognition that ABS better then other sites like Gomm Valley
- Opposition in principle to development.
- Distribute housing amongst five sites so that numbers of housing on Daws Hill can be reduced therefore need for infrastructure and facilities will be reduced

## **RESPONSES FROM SUSTAINABILITY CONSULTATION EVENT WORKSHOPS**

### **GREEN INFRASTRUCTURE NETWORK**

**a) Using the Green Infrastructure map, are there any areas which you think should be included or excluded from the Green Infrastructure Network? How closely should the boundaries of the network be defined?**

- Need to ensure links between green spaces are robust
- Links (especially any additional ones e.g. footpaths in AONB) may need to be thickened to provide the multifunctionality (especially regarding access & biodiversity)
- Biodiversity may require more links than shown between the different green patches
- Railway line also an important part of the wildlife corridor
- Winchbottom Lane – reduce two-way with underpass for wildlife
- Lack of infrastructure in Flackwell Heath. Nothing joining Flackwell Heath to Abbey Barn & Daws Hill – needs to be linked. Topography needs to be taken into account in this area
- Wildlife coming towards Wycombe Abbey generally – comes up to motorway
- Gardens need to form part of green infrastructure / open space especially in affordable homes
- More green areas needed in Flackwell Heath / Bourne End – more in east side of town
- HW-Bourne End railway - possibility of linear nature reserve along transport link?
- Wildlife meadows – it is important to connect wildlife habitats
- River Thames “River Valley Corridor” – need to define river corridor; differences with regard to planning control; map might require defining
- Needs to be a whole district network and also cross boundaries (district, county etc.)
- Should show/include the AONB
- Floodplains should be considered to be more important in the GI network – offer good multifunctionality possibilities
- Include green roofs in GI network – useful for providing GI in high density areas
  
- GI network need to be defined to the level required useful.
- Boundaries defined to level to be robust.
- Buffer zones need around designations

**b) Following your discussion around question 1a, do you think the policy is proposing the right approach for the protection and enhancement of the Green Infrastructure Network?**

- Need to think of links first not afterwards – this policy will do that.
- Concerned over degree to which “multiuse” will adversely affect bio-diversity despite best effects.
- Believe biodiversity function should be delivered by all GI elements, plus one or more of the other elements.
- Could increase access & therefore reduce bio-diversity value.
- Bio-diversity should have great weighting
  
- Particularly like the 2<sup>nd</sup> paragraph wording. Creation is good.
- Good that something is actually happening on the ground (unlike the Green Arc)
- Who will have responsibility for the network shown on the map?
- Concerns about that strategy feeding into GI Strategy
- Difficult to comment as very high level

- “Bottom up” approach (Parish level) is a good idea – have local knowledge & ownership; helps to focus activity/action; more awareness’ encourages use of volunteer resources
- Welcomed as proposal to put environment higher on agenda – are there sufficient resources to see this through? Champion for Green Infrastructure on senior level?
- Conflict of interest between building houses & protecting green spaces
- Development at Abbey Barn puts barriers in whole of green infrastructure network
- We cannot support greenfield development (Abbey Barn) – it goes against biodiversity strategy
- The effect of climate change on the natural world needs to be given high priority. In the past, ‘planning’ has been confined to where buildings should or should not go, but the inevitability of climate change means a change of thinking. For example, species which now provide shade may die in the event of climate change.
- Species and plants need to give weight to future climate change.

#### OPEN SPACE

##### a) **What in your view is the most important priority for improvement of open space, i.e. are you aware of any problem areas or issues, e.g. facilities, access, quality etc?**

- Green space for cemeteries – identification of open space is needed
- Peace Gardens, not Islamic Gardens, wanted by community
- Lack of infrastructure in Flackwell Heath. Nothing joining Flackwell Heath to Abbey Barn & Daws Hill – needs to be linked. Topography needs to be taken into account in this area
- More allotments close to affordable homes.
- More green areas needed in Flackwell Heath / Bourne End – more on east side of town
- Not enough open space in Desborough and town centre
- Closing of croquet lawns at Bassetsbury Manor is really bad – don’t need removal but more or replacement
- Marlow Football Club – should be designated to avoid arguments over green belt.
- Best place for Wycombe Wanderers is Handy Cross
- All in group thought that accessibility was the most important thing – felt that there should be a linked mosaic of spaces as well as big “lumps” which would also be linked to the smaller spaces
- Good design is important to make spaces usable – may be more expensive now but will save money in the long term
- Can you use S106 money elsewhere – what would be sacrificed if more S106 money was spent on green spaces?
- Unhappy with quality of sports facilities and lack of public consultation.
- Quality is also important
- Most important priority are health (physical & mental); climate change; enjoyable environment

**b) Using Table 1, which of the options for open space standards do you consider most suitable?**

<p><b>Option 1: Local standard tailored to local requirements</b></p>	<ul style="list-style-type: none"> <li>▪ Any benefits must come to local area which is being developed e.g. town centre development must not benefit rural areas</li> <li>▪ Needs to reflect local circumstances</li> <li>▪ Need to connect green spaces – therefore provide extra acreage</li> <li>▪ Preferred option.</li> <li>▪ Better provision</li> <li>▪ Opportunity to negotiate</li> <li>▪ Target should be minimum</li> <li>▪ This approach - also with a minimum –is this possible? Or would this always default to the minimum?</li> <li>▪ Should push for maximum</li> </ul>
<p><b>Option 2: District-wide minimum standard</b></p>	

**SUSTAINABLE CONSTRUCTION**

**Policy wording**

- Need to include more on other aspects of sustainable construction not just renewables
- End of 1<sup>st</sup> paragraph – appears to be offering a get out clause which is not acceptable

**a) Using Table 2, please comment on the issues and options presented**

Issues	Comments
<p><b>Moving ahead of the government's timetable for the Code for Sustainable Homes</b></p>	<ul style="list-style-type: none"> <li>▪ Will moving ahead be allowed by the government? (unfortunate circumstances of last SPD)</li> <li>▪ How much scrutiny of renewables in terms of carbon reduction will be done? Particular concerns over biomass where overall inputs need to be considered.</li> </ul>
<p><b>Higher requirements for renewables than 15% were considered</b></p>	<ul style="list-style-type: none"> <li>▪ Needed to have a supply of fuel (readily accessible) for renewables – partnership working / facilitated by Council</li> <li>▪ Issue of locally sourced building materials and local style – are there targets? There should be!</li> <li>▪ Are contractors given incentives to use local contractors / skills?</li> <li>▪ Why are we not looking at eco-homes using straw, flint etc – could we have target for providing a certain number of eco-homes within development?</li> <li>▪ Targets are required but Council should be more proactive and set higher targets</li> <li>▪ Discussion of water some and energy use but absolutely no mention or discussion of local food production. Adequate back garden space and</li> </ul>

	<p>allotments essential.</p> <ul style="list-style-type: none"> <li>▪ No mention of water. Although all new builds demand reduced water use, has work been done on water availability?</li> <li>▪ Make it as tough as possible</li> <li>▪ Major sites should be “eco-town” standard – specifically self-contained and/or edge-of-town</li> </ul>
<p><b>15% generation of renewables in new build is higher than the SE Plan requirement of 10% because of constraints on wind power generation within AONB i.e. we are limited in how we generate renewable energy</b></p>	<ul style="list-style-type: none"> <li>▪ ESCO is needed to deliver renewable energy</li> <li>▪ Don't believe AONB should be a block on placing wind power in area – put at Handy Cross and along M40 / Daws Hill / Abbey Barn South / Terriers &amp; Gomm Valley (Tylers Green) and Bledlow Ridge</li> <li>▪ Not sure about Handy Cross proposal – once new buildings up would the wind turbines work effectively? Plus they would have a huge landscape effect.</li> <li>▪ District is not a great area for wind generation. Should concentrate on solar hot water and PV</li> <li>▪ AONB does not preclude wind turbines.</li> <li>▪ Water heaters should be provided on individual houses</li> <li>▪ Photovoltaic – payback is small. Not carbon neutral in production</li> <li>▪ Reduce S106 and put money into providing renewable solutions</li> <li>▪ Design of houses is important – from the beginning</li> <li>▪ Front gardens – need to be permeable, at the moment are creating run-off</li> <li>▪ Problem of flash flooding – need for more areas for run-off, permeable materials; need green spaces not built on</li> <li>▪ Need for better insulation on houses</li> </ul>

## **RESPONSES FROM 'CREATING A SUSTAINABLE WYCOMBE 2026'** **TRANSPORT SYMPOSIUM**

### **Session 1: Breakfast for Business, focusing on economic growth and land use Workshop: Discussion and feedback on supporting a thriving local economy within the framework of LTP3, the WDF and the SCS**

- Members of the groups were broadly supportive of the proposals to remove the Abbey Way flyover, but the point was made that they felt that if the current road layout could not cope with traffic levels, how could the future network?
- Members of the group representing vulnerable adults made the point that they wished to see access maintained for drop-off by car throughout the town centre.
- A major issue was felt to be signage, both to direct visitors by car to appropriate car-parks (including alternatives when car parks are full) as well as signage for pedestrians to ensure easy navigation around the town centre.
- The coachway proposal was very much supported. It was noted that this would mean more affordable access to London for recreation for vulnerable adults and those on a low income.
- No opinions were offered on the routing of bus services, though several in the groups emphasised that access to the town centre would need to be maintained.

### **Session 2: focusing on spatial planning and strategic transport planning**

#### **Questions and Answers**

#### **Q1. Sharon Henson, West Wycombe Parish Council – Has SEERA or SEEDA accepted that something needs to be done about the level of traffic and congestion on the A4010?**

*Answer: Cllr Val Letheren, Cabinet Member for Transportation, BCC*

“I regularly attend the Regional Transport Board (RTB). The RTB recognise the problems of north-south transport movements through the county (from Milton Keynes to the Thames Valley) and we are currently working with them to look at solutions. SEERA have acknowledged the problem and have allocated some money for study to look at this in further detail. Unlikely that money will be given for a roads solution (i.e. no dual carriageway) but will probably have a public transport focus. BCC will work to keep this issue on the radar of the regional bodies and will continue to lobby them for solutions.”

#### **Q2. Bob Savage, The Marlow Society – Has any work been done to look further at the A404 Bisham roundabout and its impacts on Marlow?**

*Answer: Cllr Val Letheren, BCC*

“Giving a political view, this is an important route from the M40 to the M4, but owned and operated by the Highways Agency. The HA are keen to see improvements to the Bisham roundabout and schemes have been drawn up which look to make the roundabout operate more effectively. However the HA will have to bid for money to implement scheme.”

*Answer: Keith Shaw, BCC*

“Currently there are four alternative options. We are currently working with the HA on the most appropriate option and then will need to bid for money. Consultation on the proposed option will be undertaken by the HA (though the timescale for this has not yet determined).”

#### **Q3. Radnage Parish Council – Can you give further detail on proposals for relaxing frontages policy in the town centre?**

*Answer: Ian Manktelow, WDC*

“Existing policies restrict change of uses within the town centre. In the current circumstances (including vacancy levels), we need to be more flexible in our approach.”

**Q3a. Will a more flexible approach lead to change in appearance of the buildings?**

Answer: No.

**Q4. Derek Done, The Marlow Society – Are monies collected through Section 106 agreements ring-fenced for specific projects?**

Answer: *Cllr Lesley Clarke, Leader, WDC*

“Section 106 monies collected so far cannot be used for the review of parking restrictions as part of the civil enforcement area e.g. in Marlow. They must be used for a transport scheme forming part of the agreed transport strategy.”

Answer: John Callaghan, WDC

“Particular developments could contribute to a specific review if this addressed problems of displaced or overspill parking arising from the development.”

**Q4a. Would it be possible to have a Park & Ride link between the new Coachway facility and Marlow? Would this contribute to helping with north-south links?**

Answer: *Ian Manktelow, WDC*

“Currently looking for lower cost interim solutions – need to consider issues of finance and deliverability.”

Answer: *Cllr Lesley Clarke, WDC*

“Could look into possibility of north-south coaches from the Coachway pulling into Globe Park to pick-up / drop-off passengers”

Answer: *John Callaghan, WDC*

“Cannot see how we could afford a dedicated Park & Ride for Marlow. Could look instead at making use of the existing services (five an hour between Marlow & High Wycombe) if these could be routed via the Coachway/P&R and using technology such as Real Time Passenger Information.”

**Q5. Wendy Mallen, WDC Member for Downley & Plomer Hill – The new Aylesbury Transport Hub links together the train station and bus station within the town; in High Wycombe these are all separate. Is there anything that can be done about this?**

Answer: *Cllr Val Letheren, BCC*

“Aylesbury received around £20m for infrastructure to support its status as a growth area. In High Wycombe, through the masterplan work, we will look at ways of achieving better connections between the two interchanges, including options for town centre bus routing.”

**Q6. Peter Challis, Sustrans – How have the Park & Ride options been evaluated? Do the Council consider that Park & Ride will reduce carbon footprint? Should the Park & Ride facilities be positioned further away from the town centre; should we be encouraging people to use public transport for their entire journey or to cycle where possible?**

Answer: *John Callaghan, WDC*

“High Wycombe is not in the same league as other places where Park & Ride is provided on a larger scale e.g. Oxford or Winchester. Here it is a smaller part of the overall mix of transport option. Park & Ride sites are linked to major development sites due to issues of finance and deliverability. Using existing bus services is an important part of the strategy but a balanced approach is needed as not everyone

can use local buses, notably those living in outlying rural areas away from bus routes.”

## **Workshop One: Discussion and feedback on transport issues relating to the DSA**

### **Topic One: Town Centre**

#### **Table 1**

- The table agreed with the vision for High Wycombe. They thought that taking out Abbey Way was a really good idea as that really does separate the old and the new town centres.
- Whilst they thought the vision was quite clear they were concerned that it was not deliverable, especially because of the cost/challenge of dealing with the severance of the 'old' and 'new' town centres.
- The group felt that integration of the 'new' and 'old' centres is really important and many of their comments related to that and what they currently perceive as the 'severance' of those centres.
- They would change the bus routes (and, if possible the location of the bus station) as they felt that the buses don't help with the severance of the old and new town centres. However neither of the bus routes was strongly preferred as they thought that they both created severance.
- A40 Abbey Way route is still a barrier.
- They would like Frogmoor to become a one way street and it should be made a more attractive space. They also felt it is currently dangerous to cross.
- Church Street is currently noisy and full of diesel fumes with a problem of buses backed up.
- Concern about delivery vehicles with the new road layout.
- It also came out in other conversations that parking was very important to the group and they felt that there needed to be a parking strategy with any new office development, making appropriate provision.

#### **Table 2**

- Town Centre Vision supported - as it is no longer clear where the town centre is now
- Important to make sure no additional traffic (from the A4010) is encouraged to use new route
- Management of traffic around the Oxford Road, Bridge Street area very important
- Concerns about the amount of traffic lights and delays
- Concerns about A4128 traffic movements around Eden and more traffic lights
- Wider view needs to be taken to consider other choices across town centre e.g. links between rail and bus stations for pedestrians and cyclists
- A404 - Marlow Hill route works better, with the proposed road layout.
- Traffic routes not obvious from drawing in terms of road labelling e.g. A404, 4010, etc ....
- Carbon reduction must be in balance in relation to mobility not at its expense.

#### **Table 3**

- Concern over viability of the A40 alternative routing (following the closure of Abbey Way) and whether it can cope with the expected traffic.
- Need to make sure that with any new traffic routings people can still access car parks.
- Any changes to the road network will need to be properly signed as at the moment this isn't the case.
- High Wycombe C of E school (Loakes Road) are very concerned about traffic rerouting as it will go nearer the school. Parents stop along Suffield Road

currently and the school is buying short term parking permits. Please include the school in future discussions.

- The proposal for a circular bus route serving the hospital was suggested.
- Consideration for any journey time implications as a result of bus route changes need to be made.
- Concern that distances between the rail station and the bus station will hinder a bus circular routing, particularly as the rail station doesn't appear to be served.
- Move the bus station and incorporate more spaces because it is already too small.
- Signage needs to be improved to ensure walking within the town is easier.
- Need to ensure buses can access the town centre most efficiently with no additional journey time and with minimal restriction by other traffic.
- No consensus about which was the preferable bus routing option.

## **Topic Two: Parking/Park and Ride**

### **Table 2**

- An integrated parking strategy is necessary to support any park and ride with park and ride much cheaper than town centre car parks.
- A western option should be considered. Maybe by putting more pressure on Chiltern Rail.
- Bus companies would like to see an end to cheap parking charges for both long and short term parking.
- Any interim park and ride site needs to be clearly explained to avoid problems if it moves or is removed.
- Need to avoid the problem that bus companies find of supporting an interim P&R, improving their fleet to support it and then, when a permanent P&R gets implemented seeing their hard work going to waste because a different operator wins the contract.
- To attract people to the interim P&R sites they will have to be a lot cheaper than town centre parking prices.
- The interim option seems like an appropriate way of implementing P&R in the short term.

### **Table 4**

- Identified priority routes in from the west seen as necessary to serve Park & Ride on that side of town (possibly at the Pedestal roundabout). However the problems of identifying a suitable site were recognised.
- In an ideal world there would be Park & Ride on all four radial routes into High Wycombe. Consider sites to north at Hazlemere, and east at Knavesbeech area
- Surveys needed to understand people's reasons for visiting High Wycombe so that there is better understanding of parking needs and requirements.
- Balance needed in the town centre between short-term parking for shoppers and long-term parking for businesses/employers.
- Need for more promotion of softer measures such as car-sharing. BNU have example of car-sharing between campuses the 'Common Wheels' initiative.

## **Topic Three: North-South links**

### **Table 4**

- Concern that the coachway may only siphon off E-W coaches and make little difference to N-S connectivity
- Would like to see better connections to Heathrow although the current A40 bus provides a good non-motorway service.
- Are there any ways to improve west-facing links from J3 to avoid traffic having to travel through town to get west?
- Ultra Light Rail (ULR) could provide a solution for some trips.

**Table 3**

- Currently inadequate public transport to Maidenhead and the Thames Valley
- Super tram – not a viable option.
- Question over whether heavy rail was a feasible option.
- Connections required between the railway station and bus station.
- Need for a continuous / through-running of any train/ULR service to Maidenhead so as not to require a change at Bourne End.
- Further work needed to be done on engineering feasibility of options.
- High Wycombe needs connectivity into high speed regional coach network. Therefore supportive of concept of coachway but sceptical of ability to create and sustain north-south coach links.

**Table 4**

- Top three issues were identified as:
  1. Park & Ride sites are needed on all four points of the compass around High Wycombe for the strategy to be really successful
  2. Need for further encouragement / promotion of softer measures such as car-sharing
  3. Balance of car parking provision in High Wycombe is required – balance needed between short and long-term parking.

**General feedback: Comments from Sharon Henson, Clerk, W Wycombe Parish Council**

- Extend cycle routes and ensure they are through 'safe' areas, more shared pedestrian/ cycling pavements.
- Reduce car parking fees on the slightly further out car parks to encourage walking/cycling from car parks to centre of town.
- Planning at WDC need to work with BCC Highways to ensure that sufficient parking is allowed on developments to ensure that pavements and roads are good enough for pedestrians and cyclists to use pavement/roads safely, without obstruction by parked cars.
- Increase frequency or size of buses on the very successful route 40 through West Wycombe.
- Everyone work together to improve broadband to allow more people to work from home.
- Could the non English speaking bus drivers please have English lessons to make using buses a bit more user-friendly?

**Appendix 2 - Summary of responses to district-wide policies & designations**

**(Policies B1- B18 and Transport Infrastructure)**

## **LAND FOR BUSINESS**

**Number of Representations:** 23

**Respondent:** Arriva; High Wycombe Society; West Wycombe Parish Council; Westmark Developments; AXA Reim; Hughenden Parish Council; Lane End Parish Council; Living Streets; Little Marlow Parish Council; W E Black Limited; Mr. J. Swift; Frontier (Stokenchurch) Ltd; St. James Group Ltd.; Buckinghamshire County Council; Linden Homes Chiltern Limited; Mr Hugh Gordon; Chepping Wycombe Parish Council; High Wycombe & South Bucks Chamber of Commerce; Liberal Democrats; Mr. Paul Turner; Mr. Neil Timberlake.

### ***Q.1 Do you agree with our overall strategy for meeting the needs of business?***

- Support strategy
- Evidence required supporting need for new office space in the town
- There are a number of attractive locations available in the town that remain un-let.
- Improve the office stock already available by upgrading it and refurbishing it rather than build more.
- Support identification of Gomm Valley for business.
- The Council should take more proactive stance in favour of Gomm Valley for business.
- Expansion of Peregrine Business Park into Gomm Valley should be encouraged during any stage of the plan period.
- Picts Lane is not a "key" new site
- Agree need to plan ahead but should be flexible enough to respond to different levels in demand (e.g. out of town business parks at Abbey Barn South and Sports Centre should not be encouraged if it means town centre will decline)
- Business matters as employment is needed but sites need to be accessible by public transport.  
Business possibilities need to be kept and a good mix is healthy.
- Should promote business development in locations which promote low-impact, 'green' transport modes. Concentration of retail & office space in town centre allows for concentrated travel patterns & improves cost-benefit case for various public transport priority methods.
- Pulling office space into centre area also contributes to a viable retail environment.
- Support shift of office and commercial property to focal points of the public transport network. Essential if we are to restrain and hopefully reduce long-term car journeys for commuting.  
Support proposed 'tiers' for the promotion of land earmarked for business to meet needs of business

## **POLICY B1 SCATTERED BUSINESS SITES**

### ***Q.2 Do you agree with the new approach to scattered employment sites?***

#### **Issues raised:**

- Overall support for change to policy
- More detail required in relation to size threshold, time period for marketing, and reasonable Price
- Town Centre Offices should be exempt (ground floor)
- Contrary to PPS6
- Residential should be acceptable
- Previous approach better
- Mixed response to different approach to town centre offices

### ***Q.3 Should there be a different approach to the protection of scattered (office) sites in the town centre? Should they be accorded more protection?***

#### **Issues raised:**

- More protection should be afforded to town centre office sites.
- Town centre locations are more efficiently and conveniently served by public transport.
- There is good argument for drawing residential units into town centre, but much of the benefit of this can be achieved through encouraging residential occupation of spaces above street-level retail or office accommodation.
- Approach as set out should offer sufficient protection to sites whether in or outside of the town centre, so long as the marketing and pricing conditions are met and the 'sufficient period of time' is set out clearly & derived from advice of property, marketing and business professionals.
- There is an oversupply of offices in Marlow (judging by number to let) and other uses would be justified.
- Scattered (offices) sites in the town centre should be protected apart from those on the ground floor
- No need for change.

## **HOUSING SUPPLY, INCLUDING THE POTENTIAL RELEASE OF GREENFIELD SITES**

### **POLICY B2 MEETING HOUSING REQUIREMENTS**

***Q.4 Should these additional previously developed land sites where there is a lack of information on their deliverability be included, with a related decrease in greenfield housing requirements?***

**Number of Representations:** 36

**Respondent:** Croudace Strategic Ltd.; Gleder; High Wycombe Society; West Wycombe Parish Council; Mrs Alison Cicin-Sain; Mr. Anthony Levings; Berkeley Strategic; Gladedale Special Projects Ltd.; Harbour Castle; Marlow Town Council; AXA Reim; Hughenden Parish Council; Persimmon Homes (Thames Valley) Ltd and Redrow Homes (Southern) Ltd.; Little Marlow Parish Council; Mr. J. Swift; Pimms Action Group; St. James Group Ltd.; Buckinghamshire County Council; Chiltern Society; Mrs. Susan Young; Chilterns Conservation Board; Chepping Wycombe Parish Council; High Wycombe & South Bucks Chamber of Commerce; Mrs. Sarah Rogers; Miss Susan Cunningham; Mr. Peter Morris; Mr. Paul Turner; Liberal Democrats; Berks, Bucks & Oxon Wildlife Trust; Ms. Elizabeth Brodie; Mr. Edward Ambrose; Mr. Geoffrey Stevens; Mr. Neil Timberlake; Defence Estates, Ministry of Defence; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership.

#### **Issues raised:**

- Support for brownfield sites first approach
- Careful balance required. Additional previously developed sites could be back gardens or loss of green spaces in town centres.
- An element of discount/flexibility should be applied to the number of dwellings to be delivered through brownfield sites
- Council should be cautious about relying solely on all the sites identified in the SHLAA
- Additional previously developed land should only be included where it is certain (through appropriate surveys) that there would not be a greater biodiversity loss by including this land than a greenfield housing site
- Absence of viability testing of sites relied upon to 2026, contrary to SHLAA guidance
- WDC should seek to ascertain whether or not the owners of other brownfield sites are willing or unwilling to dispose of the site for housing. Where there is no objection these sites should be included in the potential housing supply assessment.
- Need for flexibility in timescale of bringing forward reserve greenfield sites
- Support approach of phasing greenfield sites in 2019-2026. Given the large capacity of each of the greenfield sites it may be that shortfall identified is less than capacity of greenfield sites. Therefore a greenfield site would have to be phased causing problems with viability and provision of infrastructure. Suggest sites with a 'varying capacity' could be identified as an alternative.
- Too much uncertainty in current economic circumstances to warrant the exclusion of bringing forward all the reserve greenfield sites

- Not sustainable or viable approach to assume densities of higher than 50 dpha
- SHLLA identifies a significant number of dwellings on employment land. This is likely to adversely affect the supply of employment land, contrary to the South East Plan
- SHLAA is flawed in consideration of supply from employment sites – Wycombe Marsh could provide 100-150 dwellings and reduce the need for Greenfield sites
- Any delay in bringing forward RAF Daws Hill and other developable sites is likely to necessitate the early release of Terriers Farm
- DPD fails to refer to monitoring – recommend specific trigger based policies to ensure development is implemented by certain dates
- Total target figure for the District is too high with a disproportionate focus on the South of the District
- No mention of rural exception schemes – cumulative impact of these schemes could make some contribution to overall supply.
- Much needed housing needs to be dispersed through Wycombe district and serious consideration should be given to developing new housing in a new village or town outside of High Wycombe town.
- Consideration should also be given to having new developments near villages to invigorate villages and allow everyone to share the pain/joy of new development

#### **Response to Q.4**

Yes (18)

- Greenfield sites should be removed from the list of possible housing sites as the numbers allow
- Allowance should be made for windfall sites in order to obviate the need to release greenfield sites
- The Core Strategy's Inspectors Report has indicated that these can be counted towards the target
- Might negate the need to develop one large and one small greenfield site from those listed
- Sits alongside the 'Plan, Monitor, Manage' approach
- Windfall sites should also be included

No (4)

- Inclusion of sites with 'no information' would add an unnecessary element of uncertainty to SHLAA
- Further information needed on SHLAA sites before they can be included in housing supply
- SHLAA sites with no information means that they are not deliverable or achievable so little value in relying on them at all

## **POLICY B3 PHASING OF GREENFIELD SITES**

***Q.6 Based on the technical work summarised and on work in the M40 Gateway area (Daws Hill/Abbey Barn) area, we would like your view on the following approach:***

***(a) Whether Abbey Barn South & Abbey Barn North should be released as part of a comprehensive delivery package with RAF Daws Hill, regardless of the detail of the housing land supply position.***

***(b) Whether you agree with the following suggested order of release of the remaining greenfield sites:***

- 1. Terriers Farm***
- 2. Slate Meadow***
- 3. Ashwells***
- 4. Gomm Valley***

**Number of Representations: 69**

**Respondent:** Highways Agency; Croudace Strategic Ltd.; Gleder; High Wycombe Society; West Wycombe Parish Council; Mr. Malcolm Keep; Mrs. Alison Cicin-Sain; Nicky McCarthy; Miss Debbie Hill; Mrs. Ann Pendergast; Mr. Geoff Brit; Mrs. Christine Illsley; Mr. Anthony Levings; Bourne End Residents Association; Brands Hill Residents Association; Berkeley Strategic; BECA; Grange Action Group Trust; Great Kingshill Residents Association; Gladedale Special Projects Ltd.; Mrs. Clarke; Penn & Tylers Green Residents Society; AXA Reim; Hughenden Parish Council; Mr. Gareth Ward; Persimmon Homes (Thames Valley) Ltd and Redrow Homes (Southern) Ltd; Mrs. Laura Bascombe; Mrs. Linda Miles; Mr. & Mrs. J.A. Cleary; Mr. Nigel Shepherd; Mr. Peter Matthews; Mrs. Gianna Plumridge; St. Pauls School, Bourne End; Little Marlow Parish Council; Pimms Action Group; Wooburn & Bourne End Parish Council; Cllrs. Fowke & Pollock, Wycombe District Council; St. James Group Ltd.; Buckinghamshire County Council; Mrs. Cynthia Jenkins; Mr. Graham Jenkins; Chiltern Society; Mrs. Susan Young; Mr. Paul le Blond; Chepping Wycombe Parish Council; High Wycombe & South Bucks Chamber of Commerce; Miss. Susan Cunningham; Mr. Peter Morris; Mr. Steve Brown; Mr. Peter Lerner; Mr. John Johnson; Mr. Paul Turner; Liberal Democrats; Berks, Bucks & Oxon Wildlife Trust; Mr. Geoffrey Stevens; Mr. Neil Timberlake; Defence Estates, Ministry of Defence; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership.

### **Issues raised:**

- Concern over restriction of greenfield sites before 2019
- Question need for such a ranking at this stage, given that greenfield site is not likely to be needed for 10 years. Impossible to say in 2009, which Greenfield site will be the most appropriate in 2019 or later.

- Approach to pecking order is fundamentally unsound. An inconsistent approach within the SA Update has been applied to the comments made on the various criteria.
- Approach is overtly prescriptive. Little value in phasing greenfield post-2019 as sites have already passed tests of PPS3 and is therefore no need for such phasing here. Pecking order must provide flexibility.

### **Response to Q.6a**

- Five respondents supported the comprehensive development of RAF Daws Hill, Abbey Barn South and Abbey Barn North
  - Both have constraints and only benefits come from releasing ABS in tandem with ABN and Daws Hill
  - Regardless of detail of housing land supply
  - Potential advantage of producing more integrated approach to service and infrastructure planning and developer contributions
  - If Abbey Barn sites area required it is important to ensure that an integrated approach to the development of the sites. Support the principle of a phased approach (Daws Hill first) if a comprehensive approach adopted, but current evidence base does not provide sufficient clarity or justification. Need to be much clearer about infrastructure requirements for phase 1 and evidence for it. Abbey Barn North should be safeguarded to help deliver highway improvements.
- Eight respondents supported the comprehensive development of RAF Daws Hill and Abbey Barn South, but not Abbey Barn North.
  - Will optimise infrastructure delivery by sharing infrastructure costs equitably and exploiting economies of scale, such as improving the higher viability of frequency public transport early in the development.
  - Failure to plan comprehensively would result in uncertainty r.e. timing of delivery and infrastructure delivery.
  - Phased delivery of Abbey Barn South after Daws Hill is not appropriate as comprehensive approach commits to release of site. A phased approach is likely to undermine deliverability of infrastructure.
  - Site should be released regardless of housing supply position
  - ABN has minimal relationship with Daws Hill/ABS
- Five respondents did not support the comprehensive development of the three sites
  - Plans for Daws Hill should allow for the later development of Abbey Barn sites if and when appropriate
  - Daws Hill site should be developed first and its impact on local communities assessed before ABS is considered for release
  - Comprehensive development would undermine Core Strategy as other better located smaller greenfield sites, and brownfield sites, should be delivered first. Site would be a very large urban extension.
  - No a compelling case for release of sites for development now, even including with possible development at Daws Hill

### **Response to Q.6b**

- No objection in principle (2)
- Object (1)
  
- Support for Gomm Valley at the bottom
- Support for Ashwells at the bottom
- Object to Terriers Farm at top
- Support Terriers Farm at top of list as it is the most sustainable of reserve site options
- Slate Meadow should be number 1, alongside Terriers Farm
- Terriers Farm & Slate Meadow should be released before Ashwells & Gomm Valley
- If ABS not developed comprehensively, then site should be top of order of release as site performs well against the other reserve sites (1)
- ABN should be placed between Ashwells and Gomm Valley
- ABN between Slate Meadow & Ashwells

#### *Alternative Proposed Orders:*

- Terriers Farm; Ashwells; ABN; Slate Meadow; Gomm Valley
- Slate Meadow; Ashwells; Gomm Valley; Terriers Farm
- Terriers Farm; Town Centre Redevelopment (homes for local people); Rural Exception Sites (in conjunction with Parish Councils); Ashwells (rural exception site in conjunction with Parish Councils); ABS
- Terriers Farm; Ashwells; ABN; Slate Meadow; Gomm Valley

***See also responses to individual site policies for reserved greenfield sites (Policies RL1 – RL6)***

<b>POLICY B4 THE PRINCIPLE OF HOUSING DEVELOPMENT</b>
---

**Number of Representations:** 7

**Respondent:** Arriva; AXA Reim; Frontier (Stokenchurch) Ltd; Mr. J.D. Burnham; Chepping Wycombe Parish Council; Mr. Clive Narrainen; Berks, Bucks & Oxon Wildlife Trust.

**Issues raised:**

- Penultimate paragraph should include enhancements and net gains for biodiversity

- All development should achieve a high standard of design. WDC should adopt the widely used practice of using a Design Panel.
- Homes need to provide realistic living space and room for storage. Minimum parking standards should be the requirement
- Reference should be made to the role that elderly accommodation and residential care homes can make towards meeting local needs.
- Building for Life standards should not be used as a basis for determining a planning application
- Need for development sites to be selected with reference to economic public transport provision to enable public transport providers to be able to offer attractive services to encourage use

## **TOWN CENTRES AND RETAIL**

### **POLICY B5 TOWN CENTRE BOUNDARY AND ALLOCATIONS**

#### ***Q.13 (part) Do you agree with the policy approach to and detailed definition of the town centre boundaries?***

**Number of Representations:** 12

**Respondent:** High Wycombe Society; Mrs. M. Saunders; Loumin Estates Ltd.; National Grid Property Holdings Ltd.; House of Fraser; Thames Valley Police Authority; Mr. J.D. Burnham; West Wycombe Parish Council; High Wycombe & South Bucks Chamber of Commerce; Mr. Paul Turner; Liberal Democrats; Mr. Neil Timberlake.

#### **Response to Q.13**

- General support for approach proposed
- Support for extension of High Wycombe town centre boundary
- Important to integrate Eden with the rest of the town centre
- More integration of town centre with Desborough Road area needed
- Need to clarify in policy as to whether 'edge of centre' sites fall between the Primary Shopping Area and the town centre boundary shown on Map 14, or whether 'edge' of centre sites fall outside of the town centre boundary completely
- Support the approach to encourage a mix of town centre uses in accordance within PPS6 within the High Wycombe town centre boundary
- Need to retain a town centre police presence through the provision of a front counter facility within the town centre boundary if police station is relocated
- Looking at vacancy rates now is meaningless in a document planning for up to 2026

- Important that provision of new additional retail over and above that already committed is soundly based on quantitative and qualitative need, that it positively contributes to the town centre, complements existing provision, effectively integrates with the rest of the town centre, and does not adversely impact on existing retail
- Opposed to any growth in edge or out of centre retailing that would adversely impact on the regeneration of the town centre
- Designated extent of shopping frontage in Marlow is already being challenged by Waitrose application for Chapel House beyond the secondary frontage

#### **POLICY B6 THE PRIMARY SHOPPING AREAS**

***Q.13 (part) Do you agree with the policy approach to and detailed definition of the primary shopping area?***

**Number of Representations:** 2

**Respondent:** High Wycombe Society; Liberal Democrats

**Issues raised:**

- Support for proposed shopping areas

#### **POLICY B7 DISTRICT CENTRES**

***Q.13 (part) Do you agree with the policy approach to and detailed definition of the District Centre boundaries?***

**Number of Representations:** 4

**Respondent:** High Wycombe Society; Wooburn & Bourne End Parish Council; Liberal Democrats; Cllrs. Fowke & Pollock, Wycombe District Council

**Issues raised:**

- Oppose extension of Bourne End District Centre boundary due to the current level of retail vacancies
- Agree with the inclusion of the entire area of Parade Court in Bourne End District Centre.
- Former police station should be retained as a residential designation.

## **SETTLEMENT BOUNDARIES**

### **POLICY B8 SETTLEMENT BOUNDARIES**

**Number of Representations:** 1

**Respondent:** Chilterns Conservation Board

**Issues raised:**

- The AONB should be clearly marked on all maps.

## **GREEN INFRASTRUCTURE**

### **POLICY B9 GREEN NETWORKS AND INFRASTRUCTURE**

**Number of Representations:** 15

**Respondent:** Mr. Michael Chadwick; Buckinghamshire County Council; AXA Reim; Environment Agency; Mr. J.D. Burnham; Chiltern Society; Mr Robert Overall; Chilterns Conservation Board; Mr. Hugh Gordon; Berks, Bucks & Oxon Wildlife Trust; Wycombe Wildlife Group; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership; Revive the Wye Steering Group; The Environment Agency; English Heritage

**Issues raised:**

- Introduction of this policy approach strongly supported.
- B9, B10 and B14 should be combined to an overarching GI policy to provide a network of green spaces that are multi-functional and therefore can cover the objectives of all three policies

- Restrictive wording of Policy B9 are believed to be inconsistent with Core Strategy policy CS17.
  - Welcome the inclusion of the 'historic environment' as a key theme
  - Care must be taken with regard to the conflict between access and biodiversity.
  - Suggest that instead of corridors fulfilling two of the functions they should have a biodiversity role plus one or more of the other functions in order that biodiversity is the priority.
  - Where there is scope to do so, one possible approach is to explicitly make a distinction between corridors whose prime function is recreational and those where it is a natural environment, or both, and manage them accordingly
  - As it stand this policy allow relates to development within the boundary of the GI network and GI opportunity areas. This should be extended to areas which lay beyond the boundaries but which are likely to have a negative effect on these areas
  - GI needs to appear on proposals maps. The boundaries of the network must be defined and mapped sufficiently precisely that they are useable in practice. Specific 'GI development briefs' analogous to site development briefs may also be needed
  - Support reference to River Wye as an opportunity area
  - Agree with the importance given to the avenue and woodland ride at Daws Hill / Abbey Barn South
  - Support former High Wycombe to Bourne End railway corridor
  - More detail should be given for Marlow Gravel Pits area. Support the creation of a country park and any development here should be resisted.
  - Objection to this policy in so far as it extends over the Hawks Hill / Kiln Lane site which should be free of designation and considered as a development site for a number of small dwellings
- 
- Proposed hierarchy of requirements for the development areas which incorporate the river Wye and the Hughenden Stream. Hierarchy based around different development locations: river corridor running through open space; areas where there is a need to incorporate pedestrian routes close to the river; urban locations.
  - Proposals maps should show the paths of the river Wye and Hughenden Stream, indicating the sections where they are culverted and make reference to the matter in the text supporting all the relevant site allocations.
- 
- Concept diagrams vary in the extent to which heritage features are identified – some include all listed and locally important buildings
  - Disappointing that little is said about the historic environment given the contribution it makes to local distinctiveness. Sustainable development looks at social, economic and environmental matters in an integrated way and the natural, built and historic environments collectively need protection and environment.
  - Table 7 provides no indication of the impact of these sites upon the historic environment (plus Appendix 2).

- Not clear what evidence-base was used for site-specific evaluations as only some seem to have involved consultation with County Archaeological Service & Historic Environment Record. Many allocated sites or areas where an historic environment assessment and/or archaeological field evaluation will be necessary

## **POLICY B10 GREEN SPACE**

**Number of Representations:** 15

**Respondent:** Mr. Michael Chadwick; Mr. P. Laws; High Wycombe Society; AXA Reim; Lane End Parish Council; Wooburn & Bourne End Parish Council; Mr. J.D. Burnham; Buckinghamshire County Council; Chiltern Society; Mr. Robert Overall; Mr. Hugh Gordon; Berks, Bucks & Oxon Wildlife Trust; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership.

**Issues raised:**

- Need for clearer definition of the terms use, specifically green space and open space
- Policies B9, B10 and B14 should be combined to an overarching GI policy
- Need to ensure consistency of policy working to avoid conflict between B9 and B10
- Support of standards and initial analysis on allotment strategy but envisages further demand. Need to raise awareness of alternative growing schemes
- Open space provision should reflect Natural England's ANGSt Standard
- Support designation of Cadmore End Cricket Ground as green space
- Support of green space designation of corner Grassy Lane and Kiln Lane
- Area near Marlow Rd / Little Marlow Road should not be designated as green space but as Park & Ride
- Designation of Hawk's Hills, Bourne End as green space should be removed. No work substantiates inclusion of Hawks Hill compared to Local Plan 2004.

## POLICY B11 SITES AND SPECIES OF NATIONAL AND INTERNATIONAL IMPORTANCE

**Number of Representations:** 9

**Respondent:** High Wycombe Society; AXA Reim; Environment Agency; Buckinghamshire County Council; Chiltern Society; Chilterns Conservation Board; Berks, Bucks & Oxon Wildlife Trust; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership.

**Issues raised:**

- Support for policy approach
- Rename policy 'Sites, Habitat and Species of International & National Importance'
- Question the statement 'No options have been considered as these are in line with national guidance and best practice'
- Include text to highlight 'veteran' trees (will complement Policy B13 which makes specific reference to significance of 'veteran' trees)

## POLICY B12 SITES OF LOCAL AND REGIONAL IMPORTANCE

**Number of Representations:** 10

**Respondent:** Buckinghamshire County Council; High Wycombe Society; AXA Reim; Environment Agency; Chiltern Society; Chilterns Conservation Board; Liberal Democrats; Berks, Bucks & Oxon Wildlife Trust; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership.

**Issues raised:**

- Support for policy approach
- Should be renamed 'Sites of Regional & Local Importance' and numbered correctly
- Further definition of what constitutes a "green space" or "open space of nature conservation or landscape value in rural settlements" is required
- Show Biodiversity Opportunity Areas (BOAs) on proposals maps
- Show Biological Notification Sites (BNSs) on proposals maps (have the same protection as Local Wildlife Sites LWSs until their planned review is complete)
- Only include regional BOAs – they have been identified using a consistent approach and including local BOAs results in a two-tier system and may lead to misinterpretation or cause confusion

- First paragraph appears too strong, especially in relation to BOAs
- BOAs should be removed from the list specifying where development will not be permitted if harmful. BOAs are not a constraint and it is inappropriate to include them with designations be they national or local. More logical to include text (or similar) on BOAs in Policy B11, or Policy B13 which includes reference to habitat connectivity, functioning corridors etc. Additionally, it should be clear that any compensatory measures, enhancements etc for BAP habitats are not just confined to proposals that fall within BOAs, and should apply across the entire district.
- Concern that policy says no development on BNS's or LWS's etc which are not designated but are normally privately owned. Therefore this should be taken out and referred to NE and DEEFRA guidance to avoid confusion.
- More distinction needed between local & national sites. Needs rewording as there is a lack of statutory guidance to back up this policy.

## **POLICY B13 BIODIVERSITY IN DEVELOPMENT**

**Number of Representations:** 10

**Respondent:** Buckinghamshire County Council; High Wycombe Society; AXA Reim; Environment Agency; Little Marlow Parish Council; Chiltern Society; Chilterns Conservation Board; Berks, Bucks & Oxon Wildlife Trust; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership.

**Issues raised:**

- Support for policy
- Suggest Spade Oak Lake becomes a local nature reserve
- Include consideration of ecosystem services and the opportunity to offset the effects of climate change in the policy wording
- To ensure the policy is robustly and effectively applied, it needs to be accompanied by explicit guidance material for both applicants and Development Control Officers

## **POLICY B14 OPEN SPACE IN NEW DEVELOPMENT**

***Q.14 Which of the two options for open space standards outlined above do you think is the most suitable?***

***Q.15 What in your view would be the most important priority for improvement of open space?***

***Q.16 Is the proposed threshold for seeking open space provision set at the right level?***

***Q.17 Would you agree with the development thresholds for on-site open space provision?***

**Number of Representations: 22**

**Respondent:** Croudace Strategic Ltd; Buckinghamshire County Council; High Wycombe Society; Westmark Developments; Gladedale Special Projects Ltd.; Hughenden Parish Council; AXA Reim; Little Marlow Parish Council; St. James Group Ltd.; West Wycombe Parish Council; Chiltern Society; Chilterns Conservation Board; Chepping Wycombe Parish Council; High Wycombe & South Bucks Chamber of Commerce; Mr. Paul Turner; Liberal Democrats; Mr. Neil Timberlake; Defence Estates, Ministry of Defence; Natural England.

### **Issues raised:**

- Possibility of combining B9, B10 and B14 into one overarching policy
- Need clearer definitions of green space and open space
- Support for policy approach
- Support of flexibility in approach. Options of flexibility of off-site contributions welcomed.
- Need more flexible and less descriptive approach
- NPFA/FIT should be starting point of standard.
- NPFA not adequate measure
- Use ANGSt standard
- It will not be possible for all developments to comply with standards.
- In the Daws Hill area consider changes to access arrangements rather than increase in quantity. Policy should take account of opportunities to increase quality as well as quantity
- Requirements should be site specific
- Requirements of natural / semi-natural provision is inappropriate. There is overlap in categories so more clarity required.
- Request for consultation of Rights of Way & Access group on Open Space strategy

### **Response to Q.14**

- Seven respondents supported Option 1 Local Standards tailored to local requirements
  - Each application should be considered on its own merits

- Provision should take account of local need rather than area as a whole
- Two respondents supported Option 2 District Wide minimum standard
  - Insufficient justification for higher standards in Option 1
- Both options represent significant increases in provision. Unrealistic to meet any of the standards, as it is already impossible to meet NPFA on-site. Realistically only larger sites can deliver, e.g. Gomm Valley

#### **Response to Q.15**

- Support of greatest provision of open space for amenity and play
- Suggested priority is amenity space and outdoor play for youth and adults
- Need to increase open space provision in High Wycombe. Different types of character of open space may be required, e.g. communal gardens/farms or allotments
- Priority is provision of gardens and natural spaces in keeping with nature.

#### **Response to Q.16**

- Support of provision thresholds – should refer to need of pooling of contributions from smaller sites
- Provision to onerous. Standard should be 2.4ha /1000
- Objection against 2,500sqm threshold on grounds of insufficient evidence. Policy not flexible enough to meet changing requirements.
- Threshold at wrong level. Not enough open space in higher density areas of High Wycombe
- Should have lower threshold for seeking contributions
- All developments should contribute - concerns about population increase through backland development

#### **Response to Q.17**

- Yes, threshold at the right level for on-site provision
- Threshold at wrong level.
- Should have lower threshold for on-site provision
- Concern that on-site provision threshold is too low, resulting in small open space with little benefit. Important that on-site thresholds are set out clearly and that on-site provision is based on locally defined standards, taking into consideration local provision and requirements
- All developments should contribute - concerns about pop increase through backland development

#### *Potential future opportunities areas*

- PR - Access improvements along A4010 and between long-distance trails

- Marlow - BCC has plans to upgrade footpaths between Spade Oak & Marlow. Much work has been done in Little Marlow Gravel Pits area already
- Further opportunities for improvements where BCC are landowner in parts

## ***PLANNING FOR FLOOD RISK MANAGEMENT***

### **POLICY B15 REDUCING FLOOD RISK**

#### **Number of Representations: 2**

**Respondent:** Environment Agency; Buckinghamshire & Milton Keynes Biodiversity Partnership.

#### **Issues raised:**

- We would welcome a policy stating that where appropriate, flood alleviation will be designed for the benefit of biodiversity (PPS9 para. 14)
- The Sequential test is required to be submitted alongside the submission document
- The outcome of this testing process may require replacement allocations for some sites, if a suitable lower risk alternative is available.
- Suggested wording changes to para.4.7.3 to make text in accordance with PPS25
- Policy should specify all circumstances where a flood risk assessment (FRA) is required and be flexible in identifying that sites affected by other sources of flooding will need an FRA
- Policy should include reference to development in areas of historic groundwater flooding requiring a FRA
- Policy should be flexible to allow for new information to be taken into account
- Bullet point 3 should stipulate that a PPS25 compliant flood risk assessment is required, to ensure all relevant aspects of flood risk are covered.
- All FRAs should investigate groundwater levels and soil permeability in order to address potential groundwater flooding issues.
- Bullet point 4 - the wording of this bullet point be replaced with two points, as follows:
  - "...Council will require applications to be supported by:
    - development proposals demonstrating a sequential approach has been taken within the site, directing the most vulnerable uses to the areas of lowest flood risk.
    - development proposals demonstrating the relative benefits of resilient and resistant construction methods in managing residual risk and delivering an overall reduction in flood risk. "

- Bullet point 5 – should refer to ‘open space’ or ‘areas above ground’, rather than just ‘space’.
- Once the sequential test has narrowed down the proposed sites in areas at risk of flooding, each site allocation should set out what will be expected by requiring the site design and layout to contribute to reducing overall flood risk.

## **SUSTAINABLE CONSTRUCTION**

### **POLICY B16 SUSTAINABLE CONSTRUCTION**

**Number of Representations:** 13

**Respondent:** Mr. Michael Chadwick; Westmark Developments; Berkley Strategic; Gladedale Special Projects Ltd.; WM Morrisons Supermarkets Plc.; Environment Agency; Cllr. Bendyshe-Brown, Wycombe District Council; Frontier (Stokenchurch) Ltd.; Mr. J.D. Burnham; West Wycombe Parish Council; Chilterns Conservation Board; Liberal Democrats; Defence Estates, Ministry of Defence.

#### **Issues raised:**

- Policy should be deleted and replaced by national and regional policies
- 15% requirement for renewables is potentially onerous and conflicts with PPS22
- PPS22 states that small-scale wind power proposals can be permitted in AONBs if no significant environmental impact - so should not rule out the contribution of wind power.
- Might act as a disincentive to development, especially on small sites
- Policy should be flexible
- Council has not consulted with industry to assess if BREEAM Excellent is achievable or realistic
- Clarification of the terms 'decentralised and renewable or low carbon sources' required and method of calculating carbon savings needs to ensure real savings delivered.
- Consideration of viability and feasibility should be deleted from policy
- Steps in Policy B16 are in advance of Government's suggested timetable towards compliance, and we congratulate and support WDC for this policy approach.
- Support principles of policy
- Proposed timetable for achieving specific levels of the Code should be linked with the nationally agreed timetable (not higher levels in advance of the national targets), particularly in the light of economic viability issues.

- Policy should include some 'ratcheting' to increase requirements to 15% and then 20% with specific timelines included so that developers are not caught unaware.

## **INFRASTRUCTURE AND DELIVERY**

### **POLICY B17 INFRASTRUCTURE AND DELIVERY**

***Q.18 Do you agree with the Infrastructure Schedule set out in Appendix 3?***

***Q.19 Are there things missing or things that should be changed?***

**Number of Representations:** 24

**Respondent:** Croudace Strategic Ltd; High Wycombe Society; Buckinghamshire Primary Care Trust; Berkeley Strategic; Gladedale Special Projects Ltd.; Highways Agency; Hughenden Parish Council; National Grid Property Holdings Ltd.; Thames Valley Police Authority; Thames Water Property Services; Little Marlow Parish Council; Frontier (Stokenchurch) Ltd.; St. James Group Ltd.; Mr. J.D. Burnham; Buckinghamshire County Council; West Wycombe Parish Council; Chilterns Society; Chilterns Conservation Board; Chepping Wycombe Parish Council; High Wycombe & South Bucks Chamber of Commerce; Liberal Democrats; Mr. Neil Timberlake; Defence Estates, Ministry of Defence.

#### **Issues Raised**

- Repetition of Policy CS21
- Appendix 3 is unnecessary in this document as it is time limited and should be included in the Developer Contributions SPD. Further consideration needs to be given to opportunities to monitor and update infrastructure schedule over the life of the LDF prior to the next stage of the DPD. Recommend that DSA cross-refers to Developers Guide as an accompanying document to SPD which will be regularly updated to reflect latest information including the cost & nature of contributions sought
- Support principle of ensuring appropriate infrastructure in place to support new development as long as approach is in line with Circular 5/05 tests
- Infrastructure schedule is area-specific and does not relate directly to site-specific allocations. It is assumed that the SPD on Developer Contributions will provide the link between district-wide infrastructure requirements and their translation into site-specific developer obligations. However, this should be made clear within the Policy.
- Policy and appendix 3 should state that any request for contributions need to be related to the impact caused by the site. None of the sites included in the document are supported by deliverability assessments

- Supports the Council's intentions of working in partnership with other local delivery bodies, local authorities, developers & service providers, in order to secure and co-ordinate the delivery of infrastructure
- Should be made clearer in the policy that developers will be expected to engage with utility infrastructure providers at an early stage in the development process to ensure infrastructure can be provided in a timely fashion.
- A lot seems dependent on developer contributions
- Support recognition of viability and delivery issues
- Under the Green Infrastructure heading of Section B of Appendix 3, reference should also be made to further infrastructure requirements which may arise from current development of the Green Infrastructure Network.

### **Response to Q.18 & Q.19**

#### *Agree*

- Appendix 3 (Infrastructure Schedule) includes the infrastructure requirements of TVP to ensure it can continue to effectively police the district.
- Support references to Thames Water infrastructure requirements in Appendix 3. Not an exhaustive list but highlights the strategic infrastructure improvements needed in the district.

#### *Missing*

- Lack of NHS dentist in Flackwell Heath. Since the opening of the medical centre in Loudwater provision of health services in Flackwell Heath have deteriorated.
- Improvements to the environment are a high priority - improvements are a high priority. Developers should demonstrate how they will enhance an area.
- Parts of Chepping Wycombe parish are deficient in play areas and facilities, particularly for teenagers and girls. Existing play areas are in need of refurbishment and Derehams Park Sports Ground is in need of complete rejuvenation. Also need sports hall/covered leisure facility serving the parish and the wider residential area along the Wye Valley corridor.
- Infrastructure schedule should include full range of demand management, sustainable travel and network management measures first and only highways improvements as a last resort.
- Schedule should include smarter choice measures, identification of potential gaps in funding and identification of risks to delivery of infrastructure.
- Road improvements linking Aylesbury to High Wycombe and infrastructure improvements from Widmer End to High Wycombe
- Culture & Learning Services are currently looking at providing new archive accommodation for both Buckinghamshire & Milton Keynes.

- Probation infrastructure requirements have not been identified. Will infrastructure requirements from the DAAT and CS perspective be identified & addressed through retrospective mainstream per capita funding?

### *Change*

- Sub-regional infrastructure requirements at Kidlington for HQ should be identified at cost of £290,000
- TVP will be reviewing possible need to relocate Roads Policing Section from Amersham to closer to J2 M40
- HW/PS3 - cost of new neighbourhood patrol vehicles should read as £180,000
- Capacity building works at Stokenchurch and Bourne End police stations have been complete - can be removed from schedule.
- SR/T6 - £12m figure seems low, we would like to see more detail of what is proposed & how the figure is arrived at.
- DW/T3 - No costs are offered for 'increased car parking, improved road links and public transport at High Wycombe, Princes Risborough & Saunderton'
- DW/E1 - is L&SC in a position to make an investment of £50m for A&W College redevelopment?
- No Primary Public Transport Corridors seems to be proposed for A40 London Road or A40 West Wycombe Road
- Bourne End area projected to have deficit of 33 places when we include pupil growth arising from planned development in the area including Slate Meadow. Would require an additional 0.5 forms of entry if primary & pre-school provision. One option may be to expand Clayton's Combined School - would need to be agreed through the area planning process and would be dependent on whether the school had the scope to expand.
- Using figures available within the document for the High Wycombe area, project the creation of additional demand for 683 primary places (equivalent to four forms of entry). Delivery framework only allows for one new primary school (Daws Hill - one form of entry) - additional contributions will need to be sought related to the cost of providing both the buildings & land to make up the 3 form entry shortfall. Potential locations at Highworth and South East High Wycombe).
- Secondary school - sufficient capacity within upper schools in Wycombe to accommodate planned growth from new housing if we allow for additional places provided at Cressex and existing temporary provision. Contributions will be required from all future development to meet the costs to the Local Authority of providing additional places at Cressex and the existing temporary classrooms in schools.
- Grammar school provision - currently 36 surplus places over next 5 years (rising to 80 in 10 years). Planned site allocations are projected to provide an additional 167 grammar school pupils - need approximately 300 additional places (1.5 forms of entry). Within area planning process, we will need to consider the scope of schools to expand - possible solutions include John Hampden Grammar School & Wycombe High School
- HW/E2 and E3 - Education Authority should be restrained from further sales of school sites unless demonstrated that need can be met on the remaining sites.  
Specific to Princes Risborough, TVP has identified the need for adaptation and possible replacement of the existing Police Station to

increased its capacity to serve an enlarged population. Estimated cost of extending police station would be £75,000. Would be seeking developer contributions to meet the cost of expansion.

- Could be future issues regarding water supply network, specifically low pressure. Local network upgrades may be required.
- Little Marlow STW will require future sludge improvements to meet new sludge regulations.
- Upgrade of Princes Risborough STW will be completed at the end of 2009 to ensure the STW meets discharge consents and the upgrade will create capacity for an additional 1250 dwellings to be provided within the catchment of the STW, including Princes Risborough town.
- Wycombe sewer network is close to capacity and a strategic network solution is required to address this key infrastructure constraint.
- HW/T2 - ensure not an excuse to justify more traffic lights than are necessary. Roundabouts should be maintained and restored and lights removed where this is the most effective solution.
- HW/T3 - traffic/access on West Wycombe Road - all proposals should be checked by an independent expert to ensure they do not make the situation worse.
- HW/T4 - - traffic/access on London Road - all proposals should be checked by an independent expert to ensure they do not make the situation worse.
- HW/T3, T8 and T9 - bus lanes are controversial and should not be committed too without further public consultation. Hamilton Road not suitable for buses with, or without a bus lane.
  
- Mention of cost of £110m for ultra-light rail in Appendix 3 is not appropriate given the limited work carried out on this topic on scheme costs and deliverability.
- To base the education contribution on a population density multiplier is contrary to the guidance - calculation of contribution should have regard to the proposals and whether there is capacity at nearby schools.
- It is premature to include without any qualifying text a Community Stadium for London Wasps and Wycombe Wanderers before the justification, viability, funding and acceptability in planning terms have been scrutinised and consulted on.

## **POLICY B18 VIABILITY AND DELIVERY**

***Q.20 Do you agree with the suggested approach to addressing viability concerns in the current climate?***

***Q.21 Given the long term nature of the Delivery & Site Allocations document, is the approach still valid in the long term in potentially different market conditions?***

**Number of Representations: 26**

**Respondent:** Croudace Strategic Ltd; High Wycombe Society; Berkeley Strategic; Gladedale Special Projects Ltd.; Highways Agency; Hughenden Parish Council; AXA Reim; True Investments Ltd.; National Grid Property Holdings Ltd.; Thames Valley Police Authority; Planning Issues Ltd.; Frontier (Stokenchurch) Ltd.; Cllrs. Fowke & Pollock, Wycombe District Council; St. James Group Ltd.; Mr. J.D. Burnham; Buckinghamshire County Council; West Wycombe Parish Council; Chiltern Society; Linden Homes Chiltern Limited; Mr. Hugh Gordon; High Wycombe & South Bucks Chamber of Commerce; Mr. Paul Turner; Liberal Democrats; Mr. Neil Timberlake; Defence Estates, Ministry of Defence.

### **Response to Q.20**

- Support recognition of viability and delivery issues, including the balance to be achieved between ensuring the delivery of infrastructure to support development, and contributions being agreed at such a level that developments are viable
- Policy should be used positively in determining applications to ensure delivery of developments in the short and medium term
- Policy unnecessary as should be part of the Developer Contributions SPD / guidance on this matter is given in Circular 05/2005
- Policy conflicts with PPS3 and the Housing Green paper which seek to meet housing need and demand. There is a contradiction between allocating sites in an DPD and then including a policy which prevents them from coming forward
- Suggested approach would undermine any hope of timely and adequate provision of infrastructure. There is already enough flexibility in the Developer Contributions SPD and Core Strategy.
- While recognising the case for some flexibility, the concession implied in the B18(b) is too great
- Amend general policy to allow greater flexibility and recognition of the purpose of section 106 agreements to the delivery of necessary and directly related elements and not capture uplift in land values
- Policy should make clear of those planning reasons which may be considered satisfactory to override the full payment of infrastructure contributions
- Provisions of the policy are likely to act as a disincentive to large allocated sites leading to a supply met by windfall sites
- Policy does not take into account of the many ways in which the profit margin on a scheme can change
- Should set out those elements of infrastructure that are non-negotiable, even if the time of delivery is altered

- The section on viability is unclear, open to interpretation and does not set out what would happen when a site would need to be delivered immediately
- None of the sites included in the document are supported by deliverability assessments.
- Infrastructure requirements need to be rigorously tested and evidence that they can be delivered without undermining viability and deliverability of development
- Many brownfield sites will be coming forward in the next few years and they will be pleading viability case. Therefore may need greenfield sites sooner.
- Council must take responsibility for ensuring funding streams are in place to support the necessary infrastructure before development is approved
- Affordable housing policy should not be overridden. If market circumstances change, all efforts should be made to keep to the policy, or refuse planning permission until market conditions change again.
- Requesting developers to pay for initial viability appraisal further adds to viability but also questions the independence of the advice.
- Would expect some flexibility in the policy to enable negotiation to take place

#### **Response to Q.21**

- Yes, approach is still valid in the long term and in difficult market conditions
- The approach is not valid in the long term, in potentially different market conditions
- The inclusion of a policy seeking to deal with long-term circumstances is not appropriate in a long-term document of this sort
- A lot of the infrastructure delivery seems dependent on S106 developer contributions. If the economy shifts to a new long-term position, then it must be possible that WDC vision will prove undeliverable
- A long term view should be that affordable housing policy must be there to be adhered to
- On large schemes we would encourage new legal agreements to consider viability over the whole construction and sales period, as it may be appropriate to include S106 clauses (as in B18d), with overage & clawback provision, and with planning conditions imposed controlling the commencement of different phases of development

## **TRANSPORT INFRASTRUCTURE**

### **Responses to the general approach to the provision of transport infrastructure**

#### **Number of Representations: 8**

**Respondent:** Chepping Wycombe Parish Council; Government Office for the South East; Living Streets; High Wycombe Society; Liberal Democrats; Mr. Neil Timberlake; Mr. J. Burnham; West Wycombe Parish Council

#### **Issues raised:**

- Reducing congestion by modal shift is the right approach
- Transport modelling is a highly subjective method and assumptions should be treated with caution
- No realistic proposals to address the issue of additional traffic are offered other than provision of public transport and a parking strategy
- Suggestion that new development will be within 400m of a frequently served bus stop is extremely ambitious. This should be more clearly defined (assumed that the distance would be from the farthest dwelling on site to the bus stop)
- The same standard (new dwellings within 400m of a frequently served bus stop) should be applied retrospectively for all existing dwellings in the district
- The issue of public transport provision is sufficiently important to justify the inclusion of a local policy to require provision/inclusion of public transport facilities in new development
- Welcome the Coachway proposal but this does not address the volumes of traffic likely to be generated by the new developments in the town. It is unclear how the Coachway is expected to solve the issue of north-south links between MK-HW-Thames Valley. Costs for the facility also appear to be very high.
- Principles for proposals for the railway station are welcomed.
- Transport Improvements Lines need further explanation.
- Object if no. 19 on the Transport Improvement Lines refers to a link road between West Street and Pound Lane traversing the West Street car park

## **PARK & RIDE**

***Q7a Do you agree with the potential sites identified for park & ride?***

***Q7b Do you wish to suggest alternative sites for park & ride that you feel would be practicable and affordable?***

## **Number of Representations: 19**

**Respondent:** Highways Agency; Arriva; Mr. Michael Chadwick; High Wycombe Society; Mrs. Alison Cicin-Sain; Sands Residents Association; Hughenden Parish Council; AXA Reim; West Wycombe Parish Council; Chiltern Society; Chilterns Conservation Board; Chepping Wycombe Parish Council; High Wycombe & South Bucks Chamber of Commerce; Mr. Paul Turner; Liberal Democrats; Mr. Geoffrey Stevens; Mr. Neil Timberlake.

### **Response to Q.7a & Q.7b**

- Support for southern P&R at Handy Cross
- Support for northern P&R at Terriers Farm
- If P&R located at Terriers, it should take into account impact on AONB
- If northern P&R is required, should deliver now and not wait for Terriers to be developed / short-term goal
- Object to P&R location at Terriers Farm
- Northern P&R should be further out of town
  - Suggested locations:
    - Queensway at Hazlemere
    - In vicinity of Hazlemere crossroads
- P&R on eastern side of town along London Road corridor would be more viable than a location at Terriers Farm
- Kingsmead Recreation Ground too close to town centre & does not address congestion issues on A40 London Road
- Eastern P&R should be in the vicinity of J3 M40
  - Suggested locations
    - Knaves Beech industrial area
    - Railko site
- West location of P&R at Saunderton would give improved service along West Wycombe Road and help queues at Pedestal roundabout
- Effective bus priority measures are key for P&R to work
- Support idea of interim park & ride sites, using existing bus services

## **TOWN CENTRE PARKING**

***Q.8 Do you think our approach to town centre parking is the right one? Do you think the existing car parking facilities are adequate? Will they complement the masterplan for the town centre and make it easier to access – and park in – the town centre?***

**Number of Representations:** 15

**Respondent:** Highways Agency; Arriva; High Wycombe Society; Mrs. Alison Cicin-Sain; CTC Cyclists' Rights Network; Hughenden Parish Council; Living Streets; Sainsbury's Supermarkets Ltd.; Mr. J.D. Burnham; Buckinghamshire County Council; West Wycombe Parish Council; Chiltern Society; High Wycombe & South Bucks Chamber of Commerce; Liberal Democrats; Mr. Neil Timberlake.

### **Response to Q.8**

- Sufficient car parking in town centre to meet needs
- Existing town centre parking should be retained
- Good quality parking is important to maintain vitality and viability of town centres
- Should reduce car parking provision but only as part of a balanced & controlled policy of committing to high quality, frequent bus services and new provision made at any P&R sites
- Reduce car parking – important in rebalancing transport modes, aiding promotion of travel choices and complementing P&R proposals
- Short-term & long-term parking should be discouraged. Should not be made easier to park in town centre
- More should be done to encourage low paid staff who work in the town to car-share & use P&R leaving spaces free for shoppers & visitors
- Encourage additional resident's parking schemes
- P&R sensible approach to providing additional parking
- Concern over reliance on P&R if driving into town centre remains convenient & cheap. Need other alternatives also, such as increased buses for whole journeys. P&R should not be at the expense of measures that facilitate end-to-end journeys by non-car modes
- Most of High Wycombe's urban traffic is generated internally / Town residents unlikely to use P&R – need better and lower cost bus services first & foremost, especially on all radial routes

## THE FORMER BOURNE END TO HIGH WYCOMBE RAILWAY ALIGNMENT

**Q.9 Do you agree with any of the options for the protection of the former High Wycombe to Bourne End rail alignment?**

**Q.10 Are there any other alternative options for protection that you think we should consider?**

**Number of Representations:** 31

**Respondent:** Croudace Strategic Ltd; High Wycombe Society; Mrs. Alison Cicin-Sain; Mrs. Julia Lockwood; CTC Cyclists' Rights Network; Gladedale Special Projects Ltd.; Mr. John Gore; Sands Residents Association; Hughenden Parish Council; Mr. David Rees; Mr. Richard Williams; Mrs. Maureen Woodham; Mr. Anthony Levings; Little Marlow Parish Council; Wooburn & Bourne End Parish Council; Cllrs. Fowke & Pollock, Wycombe District Council; St. James Group Ltd.; Mr. J.D. Burnham; Buckinghamshire County Council; Chiltern Society; Chepping Wycombe Parish Council; High Wycombe & South Bucks Chamber of Commerce; Mr. Paul Turner; Liberal Democrats; Berks, Bucks & Oxon Wildlife Trust; Mr. Geoffrey Stevens; Mr. Ian Stanyon; Mr. Neil Timberlake; Wycombe Wildlife Group; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership.

### **Response to Q.9 & Q.10**

Support for protection but no option specified (3)

#### *Option 1 – Up to & including Heavy Rail*

- Support (7)
- Object (3)
- Negative impact on existing residents on alignment
- Unrealistic & un-achievable

#### *Option 2 – Public Transport (light rail, busway)*

- Support (12)
- Support as sub-optimal option if heavy rail cannot be delivered (4)
- Object (0)
- Should be progressed to enable services to link up with CrossRail services at Maidenhead
- Need to be able to travel straight through to connect to services with Maidenhead / minimal requirement to change
- Majority stated support for light rail, as opposed to bus, due to connection issues

#### *Option 3 – Walking & Cycling route*

- Support (6)
- Support for short term measure before public transport corridor implemented in long term (10)
- Object (1)
- Would provide traffic free route between High Wycombe & Bourne End & complement existing RoWs & Quiet Lane Network
- Wildlife along alignment (including Biological Notification Site) would be sensitive to increased disturbance if anything more than walking & cycling route
- An established walking/cycling route will make it difficult to rebuild a railway. To incorporate both needs more land & fencing, costs more & is less likely to happen
- Section from Cores End (Blackbird Cottage to Manor Farm) be designated as a cycle route

*Option 4 – Remove protection of alignment*

- No support for this option
- Protection of whole route also justifiable for Green Infrastructure reasons / creation of green linear park
- Document only ask whether route should be protected – nothing in document which talks about delivery / currently not on table
- Is a transport link here needed? If so, alignment should be protected, if not should be allowed to be developed. Should not be protected 'just in case'.
- Full width of corridor including embankments / maximum width should be preserved

**WALKING & CYCLING NETWORKS**

***Q.11a What do you think of our plans for a walking and cycling network for round Wycombe and for Marlow?***

***Q.11b Are there other opportunities for walking and cycling that are not shown on the maps?***

**Number of Representations: 32**

**Respondent:** Highways Agency; Buckinghamshire County Council; Olwen Elliott; High Wycombe Town Committee; Mrs. Alison Cicin-Sain; Mrs. Julia Lockwood; Mrs Marian Mulady; Kathryn Kerr; CTC Cyclists' Rights Network; Marlow Town Council; Mr. Anthony Pell; Hughenden Parish Council; Mrs. Barbara Wallis; Little Marlow Parish Council; Mr. Richard Williams; Mr. Stuart Petitt; Mr. J.D. Burnham; Mr. & Mrs. Keith & Brenda Harris; West Wycombe Parish Council; High Wycombe Society; Chiltern Society; Chepping Wycombe Parish Council; High Wycombe & South Bucks Chamber of Commerce; Mr. Paul Turner; Liberal Democrats; Mr. Geoffrey Stevens; Mr. Ian Stanyon; Mr. Neil Timberlake.

### **Response to Q.11a & Q.11b**

- Support for networks (19)
- Object / cyclists should be low priority (2)
- Some detailed comments about quality of maps / inaccuracies
- Need to ensure routes are as direct as possible / not marginalised onto quieter less direct routes
- Mixed road use not viable / not wide enough for cycle tracks / shared paths/cycleways don't work
- Need clear distinction between cycling for pleasure & cycling for getting to school/work

### *High Wycombe*

- Cycle routes for HW unsuitable unless in flat areas / buses should have capacity to carry bicycles
- Town centre masterplan needs to take into account east-west cycle route plus additional new routes
- Hughenden Valley connecting with E-W route & continuing through Hughenden Park to Cryers Hill
- East side of Marlow Hill, between town centre & Handy Cross)
- South side of London Road, between Bassetsbury Lane & Easton Street
- Pauls Row to Priory Road through High Street
- East side of Queen Victoria Road, between town hall & junction with Easton Street
- If Daws Hill developed – connection between London Road & Handy Cross
- Along length of Bourne End to Loudwater road 3
- Heath End Road / Daws Hill to Flackwell Heath
- HW – Lane End
- Link Hughenden Valley to De La Rue
- Extension of route through West Wycombe Park to join A40 at gate near Pedestal roundabout
- A40 West Wycombe Road into town centre
- Promotion of Winchbottom Lane for cycling, linking to M40 bridge and improved cycle route down Keep Hill to the Rye

### *Marlow*

- Map 4 should show planned network east of A404 around gravel pits, River Thames & Westhorpe Park to show which routes in Marlow complement these plans
- Cycle routes should follow main routes to/from Marlow schools with appropriate crossing points
- Westwood Road, Harwood Road & Penwood Lane are not Quiet Road routes – problems with on-street parking
- Zone should be extended further east along A4155

- Support for pedestrian crossing on Dean Street between Wethered Road and Queen's Road Queen's Head (Little Marlow) to Marlow town centre
- Support cycle path along the Thames (Spade Oak to Bourne End)
- Marlow to Coldmoorholme Lane – required several crossings of A4155
- Little Marlow to Marlow
- Western end of red route should be extended beyond Sentry Hill to connect with lane that leads to Pullingshill Wood & Marlow Common
- Chalk Pit Lane to link town with Bovingdon Green. Plus extended to take in Lower Pound Lane – Lower Grounds Farm – Harleyford Lane
  
- Cycling & equestrian link between A4010 linking Upper Icknield Way and Ridgeway track behind Princes Risborough

#### **MOTORWAY NOISE**

***Q.12 Do you support these proposals for road noise reduction?***

**Number of Representations:** 17

**Respondent:** Berkeley Strategic; Highways Agency; Hughenden Parish Council; Little Marlow Parish Council; Frontier (Stokenchurch) Ltd.; Cllrs. Fowke & Pollock, Wycombe District Council; West Wycombe Parish Council; Chiltern Society; Mrs. Susan Young; Chilterns Conservation Board; Chepping Wycombe Parish Council; High Wycombe & South Bucks Chamber of Commerce; Mr. Paul Turner; Liberal Democrats; Mr. Geoffrey Stevens; Mr. Neil Timberlake; Defence Estates, Ministry of Defence.

#### **Response to Q.12**

- General support for proposals to reduce motorway noise
- Specific mention of impact on new developments proposed at Daws Hill and Abbey Barn South
- HA comment of cooperation

**Appendix 3 - Summary of Responses to Area Based & Site Specific Policies**

## **HIGH WYCOMBE TOWN CENTRE**

### **POLICY HWTC1 HIGH WYCOMBE TOWN CENTRE VISION**

**Q.22 Do you agree with our vision for the town centre as set out in Policy HWTC1 and Fig 5.2?**

**Q.23 Does it meet with your aspirations for the town centre? If not, what suggestions / changes would you make?**

**Q.24 What kind of place would you like the town centre to be in 2026?**

**Number of Representations:** 41

**Respondent:** Batrachian Management Co Ltd.; The Royal London Mutual Insurance Society Ltd.; High Wycombe Society; Mr. Paul Hughes; Mrs. Alison Cicin-Sain; Mr. Ken Durkin; Mrs. Elizabeth Levings; Brands Hill Residents Association; CTC Cyclists' Rights Network; Golden Apple Ltd.; Mr. Peter Batchelor; Mr. Anthony Pell; Hughenden Parish Council; Mr. Gareth Ward; Environment Agency; National Grid Property Holdings Ltd.; House of Fraser; Brookfield Eden Unit Trust & Aldersgate Eden Unit; Tesco Stores Ltd.; Thames Valley Police Authority; Sainsbury's Supermarkets Ltd.; Royal Mail Group Limited; St. James Group Ltd.; Mr. J.D. Burnham; Buckinghamshire County Council; West Wycombe Parish Council; Chiltern Society; Bucks New University / Art4Every1; Chilterns Conservation Board; High Wycombe & South Bucks Chamber of Commerce; Mr. Paul Turner; Mr. RG. Pawley; Liberal Democrats; Mr. Ian Stanyon; Mr. Neil Timberlake; Wycombe Wildlife Group; Buckinghamshire & Milton Keynes Biodiversity Partnership.

#### **Response to Q.22,**

- 26 respondents stated their support for the vision and that it met the aspirations for the town centre
- Five respondents commented that they thought there was no need to change the current town centre layout and road network

#### **Response to Q.23 & Q.24**

- Less traffic, pedestrian & cycle friendly with improved high-quality public realm, including more open spaces
- Mix of uses required; business, retail, cultural, sporting & residential
- Good retail offer
- Town well-served by public transport
- More integrated town centre
- Make the most of Wycombe's heritage & history
- Integrated bus and train networks / better access to train station
- Needs to be an attractive destination

- Access to the town centre should be easy, including adequate parking
- Better access to the Rye from town centre
- Ability to move more quickly on major north-south and east-west axes
- There was split in opinion over the need for high quality office provision with the town centre. Three respondents said they would like to see this in the town centre, while three respondents said they were not convinced of the need for any more office accommodation

**Issues raised:**

- River Wye – support for opening up river / should be central feature of town centre redevelopment / need to be clearer about potential to open up river / water feature is not good enough
- Redevelopment should allow enough space within the development for a more natural river corridor to be reinstated
- Frogmoor is an important area of the town - should be developed as a traffic-free Community Space
- Not worth opening up river
- Money should be saved for other projects – what about other parts of the district instead of concentrating effort and money on the town centre? The Council can alienate people in the outer urban and rural areas who are finding the continued emphasis on Eden a bit too much.
- Such proposals would normally fall outside the remit of a Site Allocations document and should be included within the Core Strategy, or an early update of the Core Strategy where this is already adopted

**POLICY HWTC2 PRINCIPLES FOR DELIVERING THE VISION**

***Q.24a Do you agree with the principles for delivering our vision, as set out in policy HWTC2?***

**Number of Representations: 28**

**Respondent:** Arriva; Batrachian Management Co Ltd.; High Wycombe Society; Mrs. Elizabeth Levings; Mr. Russell Lacey; Loumin Estates; Golden Apple Ltd.; Environment Agency; National Grid Property Holdings Ltd.; House of Fraser; Brookfield Eden Unit Trust & Aldersgate Eden Unit; Tesco Stores Ltd.; Thames Valley Police Authority; Sainsbury's Supermarkets Ltd.; Mr. J.D. Burnham; West Wycombe Parish Council; Chiltern Society; English Heritage; Chilterns Conservation Board; Mr. Paul Turner; Mr. Ian Reid; Ms. Elizabeth Brodie; Liberal Democrats; Mr. Edward Ambrose; Berks, Bucks & Oxon Wildlife Trust; Mr. Neil Timberlake; Wycombe Wildlife Group; Buckinghamshire & Milton Keynes Biodiversity Partnership.

**Issues raised:**

- Principle number 5 'Environment – realising opportunities to enhance the environment and public realm within the town centre' should be strengthened to make this the most important and pressing issue
- Support changes to the transport network to assist in creating high quality bus priority routes to achieve high levels of accessibility to the town centre
- Essential that flow of buses through Desborough Road can continue unimpeded after re-routing of A40
- Need to look further at to what extent the river can be re-opened up. Should be ensured that restoration creates semi-natural habitat where possible. Policy wording should be revised to reflect this.
- Current road network works (keeps traffic moving and traffic & pedestrians separate – scheme is not worth doing just to make things look nice
- Proposals will just create another windy, wet canyon to link up with the far end of Eden
- A substantial reduction in accessibility of town centre stores is likely to result in a significant trade diversion out of the town centre to out-of-centre retail locations which, in itself, would undermine the Council's vision for High Wycombe town centre and would lead to pressure for out-of-centre development.
- Proposals should not be too burdensome and be in proportion of the benefits produced
- Why isn't Gas Works site included on the list of key gateway sites?
- Considered vital that the continued success of the Eden Centre is fully reflected in the Council's vision and policies for the town centre and district as a whole
- Need to ensure that short term developments do not prejudice implementation of long term vision for town centre
- Proposed new A40 route must not prejudice the function of land affected by the new route
- Council should also clarify that where necessary to deliver the vision the Council will consider using its Compulsory Purchase powers to appropriate circumstances
- Need to ensure that plans are firmly supported by a strong evidence base

<b>POLICY HWTC3 DELIVERING THE TOWN CENTRE VISION IN DETAIL</b>
---

**Number of Representations:** 32

**Respondent:** Batrachian Management Co Ltd.; Mr. Michael Chadwick; High Wycombe Society; Mr. Phillip Bond; Mr. D. Vye; Mr. Ken Durkin; Mrs Nicola Pearson; Mrs. Anna Ditta; Mrs. Andrea Hawes; Mrs. Clare Sherwood; Loumin Estates Ltd.; Golden Apple Ltd.; Governors of High Wycombe Church of England Combined School; Mr. Christopher Coward; Mrs. Kath Dunn; Mr. Brian Gilbert; Mrs. Helen Lipinski; Mrs.

Samantha Nixon; Mrs. Liz Richers; Mrs. Karen Spurling; Mr. Gareth Ward; Environment Agency; Mrs. Joanne Allen; National Grid Property Holdings Ltd.; Brookfield Eden Unit Trust & Aldersgate Eden Unit; Tesco Stores Ltd.; Thames Valley Police Authority; Sainsbury's Supermarkets Ltd.; Royal Mail Group Limited; Buckinghamshire County Council; Berks, Bucks & Oxon Wildlife Trust; Wycombe Wildlife Group; CTC Cyclists' Rights Network.

**Issues raised:**

- Support for the proposals is based on assessment that the benefits for movement to sustainable modes in the town centre outweigh the disadvantages for vehicular traffic
- Need to make sure that elements of the wider urban transport strategy, such as town centre parking, park & ride and bus priority are in place for the town centre to continue to work effectively
- Proposed alternative A40 route:
  - Increased congestion/ levels of traffic/ journey time
  - Circuitous / unacceptable
  - Reduction in accessibility to town centre / hospital
  - Concerns relating to delivery
  - Anticipated that car borne visitors to the town will be deterred and a reduction in visitors, particularly car-borne customers, would be of very significant concern to existing investors in the town
  - New road alignment cuts off Desborough area, including new arts centre at St. John's Church
  - May have negative impact on bus flows along Bridge Street / Desborough Road
  - Removal of on-street parking on Desborough Road will have detrimental effect on businesses – will need mitigating
  - Increased rat-running through Downley and Priory Road
  - Further work required on alternative route, especially junction design, capacity and environmental impacts
- Particular concerns relating to High Wycombe Cof E School:
  - Proximity of main route (A40) to school with increased volume of traffic along Suffield Rd and increased risk of accidents
  - Increased air and noise pollution
  - Reduction in local parking places
  - Impact on emergency services – alternative route proximity to ambulance station
  - What mitigation measures will be put in place? Suggestions of reduced speed limits and new crossing/ footbridge
- Oxford Road roundabout area will not create a key gateway entrance into the Octagon shopping centre
- Support two-way running up Queen Victoria Road / Easton Street
- No indications of what direct & attractive linkages for pedestrians and cyclists means. Needs to be shown in more detail.
- Proposals must not impact on the function of existing town centre users

- Parts of the Town Centre are within Flood Zone 2 (medium risk). Therefore if the sequential test is passed, any redevelopment in those areas should include flood resistant and resilient measures to reduce the overall risk from fluvial flooding
- Support principle of allocating land uses to specific sites to help deliver the town centre vision
- Support policy requirement for all development sites within the town centre to contribute either directly or indirectly to the provision of infrastructure to support the town centre vision
- Indicative timing of 2009-2014 for the creation of an alternative route may be premature
- Object to Table 11 – Phasing of Delivering the Town Centre Vision. Believe it possible to undertake work on the western side of town (Oxford Road roundabout), at least in part, in advance of the rest of the plan
- Needs stronger evidence base. Current evidence base does not confirm that the satisfactory re-routing of the A40 can be achieved and/or evidence presented does not answer questions asked by Core Strategy Inspector

#### **Suggested Alternatives**

- Maintain existing flyover and open out access beneath such as already exists in the shopping centre
- Decorate flyover with planting
- Don't deviate down by alternative route via Gas Works site but keep going along Queen Alexandra Road to junction with Desborough Avenue and then north to A40 West Wycombe Road

<b>POLICY HWTC4 FUNDING THE TOWN CENTRE VISION</b>
--

**Number of Representations:** 11

**Respondent:** Batrachian Management Co Ltd.; Mr. Ken Durkin; Golden Apple Ltd.; Mrs. Kathleen Gilbert; National Grid Property Holdings Ltd.; Tesco Stores Ltd.; Thames Valley Police Authority; Sainsbury's Supermarkets Ltd.; Buckinghamshire County Council; High Wycombe Society; Mr. Ian Reid.

#### **Issues raised:**

- When part of the site is required to deliver town centre vision, this should be taken into account in the overall package of S106 contributions. Developers who make land available to deliver the town centre vision should benefit from exemptions or reductions in other contributions.
- Concern about the suggestion of seeking enhanced contributions to reflect uplift in value in the current economic circumstances. Considers that seeking enhanced contributions to reflect uplift in value is not in accordance with National Planning Guidance

- Approach within the policy in terms of future development proposals contributing towards the financial cost of delivering the town centre vision is supported, subject to viability. The intention of ensuring that the four gateway sites provide an enhanced financial contribution which reflects the uplift in land value secured following changes to the highway network appears entirely logical. This should be calculated on a site by site basis, which takes into account the specific issues associated with developing each site and market conditions.
- Agree that all monetary contributions from town centre sites towards transport, open space and environmental improvements should be put towards delivering the town centre vision
- May not be realistic to assume that developer contributions will fund proposals – some element of ‘forward funding’ may be required
- Support expansion of the geographical area for development contributions to contribute to the delivery of the masterplan
- Phased approach for implementing certain elements of the masterplan over a longer period could take advantage of funding opportunities when they arise but also enable completion of the scheme by 2026
- Text of policy should be amended so that it cross-references with Policy B18 to ensure the viability and deliverability of the development proposals in High Wycombe town centre are fully considered by the Council
- If there is an overrun of costs, who will pay for this work?
- MU24 – quantum of development achieved is likely to be less intensive than other sites due to the objective of creating new public open space and so the value realised may not be sufficient for the purposes of fully meeting the requirement of an enhanced financial contribution

#### **TOWN CENTRE BUS ROUTING**

***Q.25 Which of the two options for bus routes in the town centre do you support?***

***Q.26 Are there any other options for bus routing in the town centre which are compatible with our vision for the town centre and the principles outlined, which we should consider?***

**Number of Representations:** 12

**Respondent:** Arriva; Batrachian Management Co Ltd.; The Royal London Mutual Insurance Society Ltd.; Mrs. Alison Cicin-Sain; Jennifer Nightingale; High Wycombe Society; West Wycombe Parish Council; Chiltern Society; High Wycombe & South Bucks Chamber of Commerce; Mr. Paul Turner; Liberal Democrats; Mr. Neil Timberlake

**Issues raised:**

- One respondent support the continuation of the existing route, citing the need to provide access in both directions by bus to the Post Office, Primark and Wilkinsons

- Seven respondents supported the option for a one-way bus loop, citing the improvements to the environment for pedestrians and the reduction in congestion in this area. Suggestion that the route might work better if it was in reverse, especially for people wanting to access railway station. The issue was raised about how a central circulation route would interact with radial routes to and from the town centre.
- One respondent support the removal of buses in both directions from Church Street to aid pedestrian footfall to the Chilterns Shopping Centre
- Priority measures for buses around the town were seen as important to allow bus routings to be reliable and attractive
- A need was identified to ensure good links between bus and train stations and better integration of services
- The potential for a hopper bus around the town centre was raised

**POLICY HWTC5 PRIMARY SHOPPING FRONTAGE ZONES: HIGH WYCOMBE**

***Q.27 Do you agree with our approach to measuring uses by frontage length rather than unit size?***

***Q.28 Do you agree with our approach of making the policy more flexible whilst targeting a minimum proportion of retail (A1) uses to be retained? If so, do you agree with the percentages proposed for each different sector?***

**Number of Representations:** 13

**Respondent:** The Royal London Mutual Insurance Society Ltd.; National Grid Property Holdings Ltd.; Tesco Stores Ltd.; High Wycombe Society; West Wycombe Parish Council; Chiltern Society; High Wycombe & South Bucks Chamber of Commerce; Mr. Paul Turner; Liberal Democrats; Mr. Neil Timberlake

**Issues raised:**

- Identification of the retail core is considered necessary to provide the necessary focus to the town centre which will help support the overall vitality and viability of the town centre by assisting in its regeneration.
- Approach to the retail core responds to current economic climate. This should be monitored closely and policies should be sufficiently flexible to respond to changing circumstances.
- Provision should be made within this policy for an early update to Map 14 ‘High Wycombe Shopping Frontages’ – will enable the Council to allocate new Primary & Secondary Frontages as new developments come forward.
- MU11 Lily’s Walk has the potential to be designated as Primary Shopping Frontage once new retail development on the sites has been implemented.
- Removal of Chilterns Shopping Centre from Primary Shopping Frontage Zone is unacceptable and unnecessary. Some flexibility should be encouraged but not to jeopardise the long-term health needs of the shopping centre

**Response to Q.27**

- Four respondents supported measuring uses by frontage length rather than unit size.
- One respondent objected citing that measuring uses by frontage length rather than unit size would go against the industry standard and confuse matters.

**Response to Q.28**

- Five respondents supported this approach.
- One respondent commented that this should be done on a case by case basis. The essential thing is to get people into the town to spend money in order to make the town vibrant again. There is already a degree of flexibility and the concern is that once the policy is relaxed the town could deteriorate rather improve

**POLICY HWTC6 SECONDARY SHOPPING FRONTAGE ZONES: HIGH WYCOMBE**

**Number of Representations:** 1

**Respondent:** National Grid Property Holdings Ltd.

**Issues raised:**

- Support for approach. Recognises that the approach to the retail core responds to current economic climate and considers that this should be monitored closely and policies should be sufficiently flexible to respond to changing circumstances.

**POLICY HWTC7 SPECIAL RETAIL POLICY ZONES**

**Q.29 Do you agree with our plan to create a Local Development Order for the central core of the town? If so, how long do you think it should last for and what should it revert to after this?**

**Number of Representations:** 8

**Respondent:** Batrachian Management Co Ltd.; Mrs. Clarke; National Grid Property Holdings Ltd.; Tesco Stores Ltd.; West Wycombe Parish Council; High Wycombe Society; Liberal Democrats; Mr. Neil Timberlake

### **Response to Q.29**

- Recognises that the approach to the retail core responds to current economic climate and considers that this should be monitored closely and policies should be sufficiently flexible to respond to changing circumstances.
- LDO should be in place for up to five years, after which the policy should revert to a mix of A1, A2 and A3. The current proposal is for the policy to revert to A1 only or for the area to become treated as a 'secondary shopping zone' - think a more flexible long-term approach would do no harm.
- Concerns about downgrading of the frontage in Oxford St, Queen Square and Church Street, principally because of the knock on effect on Frogmoor. The creation of retail loop, through Frogmoor is very important.
- Support initiative to fill empty shop units, however concerned that the temporary nature should be clear and the use must be terminated at a pre-agreed time. Three years should be an ample length of time for the policy to last.
- Objective of this policy is not objected to, but confirmation is required as to the extent of the LDO (confirmation of Map 14)

## **HIGH WYCOMBE TOWN CENTRE: SITE SPECIFIC POLICIES**

### **POLICY MU6 BAKER STREET**

**Number of Representations:** 3

**Respondent:** Batrachian Management Co Ltd.; Environment Agency; Berks, Bucks & Oxon Wildlife Trust

#### **Issues raised:**

- Support for the provision of open space along the Wye
- Support for flexibility in relation to the proportion of residential development if that resulted in a larger open space
- Restoration of River Wye should create a semi-natural habitat where possible
- The design and layout of this site should also address flood risk management and reduction, and the open space could contribute to this objective

### **POLICY MU8 COLLINS HOUSE / CORNER OF BRIDGE STREET/ DESBOROUGH ROAD**

**Number of Representations: 2**

**Respondent:** Batrachian Management Co Ltd.; Environment Agency;

**Issues raised:**

- Policy should refer to reducing and managing flood risk at this site.

<b>POLICY MU9 DOVECOT REMAINDER / ARCHWAY</b>
---

**Number of Representations: 4**

**Respondent:** Batrachian Management Co Ltd.; Environment Agency; The Royal London Mutual Insurance Society Ltd.; Sainsbury's Supermarkets Ltd.

**Issues raised:**

- Alternative potential land uses suggested including student housing and petrol filling station
- Concern over loss of car parking at this location, especially the use of a surface car park
- Objection to change in priority on the access road with the Sainsbury's car park traffic being required to give-way to traffic on the proposed Parker Knoll Way / Archway / Bellfield Road gyratory
- Critical that retail is the predominant use at ground floor level
- Support of residential uses along the line of downgraded Archway. Not support of residential along the new road on gyratory because of the aspect & proximity to the railway.
- Should seek opportunities to incorporate the Hughenden Steam into development along the downgraded Archway. This could allow for confluence with the opened Wye, in the open space that will be created at Oxford Rd. roundabout.
- Concern over proximity of downgraded Archway to The Galleries and negative impact on amenity of existing residents

## **POLICY MU11 LILY'S WALK**

**Number of Representations:** 3

**Respondent:** Batrachian Management Co Ltd.; National Grid Property Holdings Ltd.

**Issues raised:**

- Other town centre uses should also be listed as potential uses for this site, including leisure uses
- Extent of impact of highway works connected with the implementation of the town centre vision on this site and adjacent sites needs to be clarified and set out in relevant policies
- Site expected to be developed in 2009-2014
- Concern over extent of expected developer contributions, including the delivery of part of link road on site

## **POLICY MU12 HIGH WYCOMBE RAILWAY STATION**

**Number of Representations:** 5

**Respondent:** Highways Agency; Environment Agency; St. James Group Ltd.; English Heritage

**Issues raised:**

- Call for some allocation of office development on this site
- Further consideration needs to be given to the location and setting of the listed building in the development
- Site is in Source Protection Zone 1, protecting an abstraction in the Town Centre, used for public water supply. Allocation needs to refer to the impact on groundwater as a factor in the acceptability of proposed B1 uses and use of SUDs

## POLICY MU14 BUCKINGHAM HOUSE AND CASTLE HOUSE

**Number of Representations:** 3

**Respondent:** Batrachian Management Co Ltd.; National Grid Property Holdings Ltd.; High Wycombe Society

**Issues raised:**

- Will part of this site be required to help deliver the link road? If so, this needs to be reflected in policy wording.
- Concern as to whether large format retail would work here with the limited parking on offer.

## POLICY MU15 SWAN FRONTAGE

**Number of Representations:** 13

**Respondent:** Batrachian Management Co Ltd.; Mr. Paul Hughes; Revive the Wye Steering Group; Golden Apple Ltd.; Mr. Peter Batchelor; Environment Agency; Thames Valley Police Authority; Mr. J.D. Burnham; High Wycombe Society; Chiltern Society; English Heritage; Berks, Bucks & Oxon Wildlife Trust; Wycombe Wildlife Group.

**Issues raised:**

- Support for creation of green space at this location and the linking of this green space to river
- A water feature would not be suitable here, would like to see actual river
- Further consideration needs to be given to design, including ensuring that the existing buildings (especially the Swan Theatre and BNU building) are not hidden from view by new landmark buildings
- Public square that is created from the demise of Abbey Way is very large, and potential windswept - next iteration of the plan will need to show how this can be better contained.
- Possibility of relocating the fire station to the Staples site, and Staples to the Gas Works site. Could the Royal British Legion and Liberal Club be relocated to the old library site?
- Policy should refer to reducing and managing flood risk
- On the basis of the timescales for delivery of the town centre vision, it is unlikely that the Swan Frontage site would be available for redevelopment until the latter part of the plan period. Therefore it seems optimistic for the Council to anticipate timing of the development between 2014 and 2019.

## **POLICY MU22 DESBOROUGH ROAD CAR PARK AND THE KINGS CENTRE**

**Number of Representations:** 1

**Respondent:** Batrachian Management Co Ltd.

**Issues raised:**

- Support for policy

## **POLICY MU23 DUKE STREET CAR PARK**

**Number of Representations:** 4

**Respondent:** Mrs Alison Cicin-Sain; Environment Agency; High Wycombe Society

**Issues raised:**

- Retention of car park on this side of the station is important
- Topography and visibility of the site means that the design needs to be of a high standard
- Site is in Source Protection Zone 1, protecting an abstraction in the Town Centre, used for public water supply. Allocation needs to refer to the impact on groundwater as a factor in the acceptability of proposed B1 uses and use of SUDs

## **POLICY MU24 OCTAGON PARADE**

**Number of Representations:** 10

**Respondent:** Batrachian Management Co Ltd.; The Royal London Mutual Insurance Society Ltd.; Mr. Paul Hughes; Revive the Wye Steering Group; Golden Apple Ltd.; Environment Agency; Tesco Stores Ltd.; Chiltern Society; Berks, Bucks & Oxon Wildlife Trust; Wycombe Wildlife Group

**Issues raised:**

- More thought needs to be given to design of this space – buildings with 6 floors would be inappropriately high; form & function of the public space created in place of Oxford Rd. roundabout needs to be thought about especially with maintaining access to service yards and car park of Eden
- Support reinstatement of a de-culverted River Wye at this location with naturalised banks as far as possible. Water feature would not be appropriate.
- Access to Tesco/Eden multi-storey should be by rear access only - pedestrians can then walk on ground level with ease, without crossing numerous streams of traffic. This would be of particular importance for the Frogmoor area
- Policy needs to refer to reducing and managing flood risk
- Vision for Octagon Parade must not be at the expense of retailers who currently trade from this part of the town centre.
- Should it become apparent in the future that the removal of Oxford Road roundabout and/or the elevated section of Abbey Way is not feasible before 2021, then the principle of the described mixed used development within the MU24 area would still be appropriate (albeit it would involve development on a more restricted footprint).

**POLICY MU26 BRIDGE STREET**

**Number of Representations:** 4

**Respondent:** Arriva; Batrachian Management Co Ltd.; Environment Agency; Chiltern Society

**Issues raised:**

- There is a need for a better pedestrian link between Eden and Desborough as there are currently safety issues with pedestrians in the bus station area
- Development should allow for the expansion of the bus station on the ground floor if required in the future
- Policy should refer to reducing and managing flood risk at this site
- Policy needs to make reference to the need to reopen the river in this location

## **POLICY MU27 CHILTERNES SHOPPING CENTRE**

***Q.30 Are we right to take Chilterns Shopping Centre out of the Primary Shopping Frontage Zone? Or do you think we should continue to robustly insist on an A1 focus in the centre?***

**Number of Representations:** 13

**Respondent:** The Royal London Mutual Insurance Society Ltd.; Batrachian Management Co Ltd.; Hughenden Parish Council; Environment Agency; Mr. J.D. Burnham; West Wycombe Parish Council; High Wycombe Society; Chiltern Society; English Heritage; High Wycombe & South Bucks Chamber of Commerce; Mr. Paul Turner; Liberal Democrats; Mr. Neil Timberlake

### **Issues raised:**

- Support for conversion of upper floors to residential
- Frogmoor should be made more attractive
- Proposed land uses need to be set in the context of reducing the late night/early morning activity in Frogmoor
- Crucial to ensure that Oxford Road and southern end of Frogmoor remain on the main 'retail' loop of the town by overcoming the barrier of the roundabout asap.
- Possible potential for Hughenden Stream within this site
- Site is in Source Protection Zone 1, protecting an abstraction in the Town Centre, used for public water supply. Allocation needs to refer to the impact on groundwater as a factor in the acceptability of proposed B1 uses and use of SUDs

### **Response to Q.30**

- Five respondents supported the removal of the Chilterns Shopping Centre from the Primary Shopping Frontage
- Three respondents said we should retain the Chilterns Shopping Centre within Primary Shopping Frontage
- One respondent commented that although the shopping centre should be retained within the Primary Shopping Frontage, flexibility should be shown where all avenues have been explored and failed. The proposed hotel development should help this part of the town and retail would benefit within the centre once the hotel opens. Where the Chilterns Centre has frontage onto Frogmoor, cafes should be allowed in order to improve the whole Frogmoor area.

## **POLICY MU31 WYCOMBE GENERAL HOSPITAL**

**Number of Representations:** 3

**Respondent:** Batrachian Management Co Ltd.; West Wycombe Parish Council; Mr. Neil Timberlake

**Issues raised:**

- Nature of the facilities offered by the hospital is more the problem (although acknowledge that this is outside of the remit of the DSA document)
- Contradictory to be looking at maintaining or increasing car parking while encouraging people to use sustainable means

## **POLICY PBA10 EASTON STREET**

**Number of Representations:** 1

**Respondent:** Environment Agency

**Issues raised:**

- Site is in Source Protection Zone 1, protecting an abstraction in the Town Centre, used for public water supply. Allocation needs to refer to the impact on groundwater as a factor in the acceptability of proposed B1 uses and use of SUDs

## **POLICY PBA12 COUNCIL OFFICES and ROYAL MAIL SORTING OFFICE**

**Number of Representations:** 3

**Respondent:** Environment Agency; Royal Mail Group Limited; High Wycombe Society

**Issues raised:**

- Royal Mail Sorting Office is currently active and there is no intention to vacate or re-locate at this time
- Object to allocating this site with the Council Offices as the site could not be delivered comprehensively

- Policy is restrictive in reference to mainly B1 uses, should be allocated for a mix of uses
- Reference should be made in policy to the re-provision of delivery office
- The municipal character of the site should be preserved in any redevelopment
- Site is in Source Protection Zone 1, protecting an abstraction in the Town Centre, used for public water supply. Allocation needs to refer to the impact on groundwater as a factor in the acceptability of proposed B1 uses and use of SUDs

## **POLICY RES56 SUFFIELD ROAD**

**Number of Representations:** 4

**Respondent:** Batrachian Management Co Ltd.; National Grid Property Holdings Ltd.; Mr. J.D. Burnham; Mr, Neil Timberlake

**Issues raised:**

- Design should be of a high quality to reflect location. Subject to good design, the indicative height shown (2-3 storeys) could be potentially increased to reflect the scale of development which might be achieved on the gas works and Buckingham House sites
- Questioning reference to this site as a gateway site. MU11 Lily's Walk site might be considered a gateway site. Site could possibly be joined together with MU14 Buckingham House site.
- This site does not require additional car parking as it is in the town centre and close to the Eden car park.

## **DESBOROUGH AREA**

### **POLICY D1 DESBOROUGH DELIVERY FRAMEWORK**

**Number of Representations:** 8

**Respondent:** Environment Agency; English Heritage; Techaid Facilities Limited; Chilterns Conservation Board; The Castlefield-Oakridge Trust; Mr. Edward Ambrose; Berks, Bucks & Oxon Wildlife Trust; Wycombe Wildlife Group

**Issues raised:**

- Support the opening up of the River Wye.
- Support the overdue improvement of the area.
- The river corridor should be restored to a high quality, semi-natural habitat.
- The concept diagrams should include heritage features such as listed and locally important buildings.
- More extensive parcels of land should be identified for comprehensive redevelopment.
- Policy should be flexible to allow other uses in order to regenerate the sites identified for open space.
- The WDC Communities Facilities Strategy identifies a need for additional facilities within Castlefield and Oakridge and this should be implemented through IF5.

### **POLICY D2 DELIVERING NEW OPEN SPACE AND RIVER CORRIDOR IMPROVEMENTS**

***Q.31 Do you agree with the approach to the provision of new open space in the Desborough area?***

***Q.32 Do you agree with the three opportunity sites that have been identified? Which do you think offers the best opportunity for providing open space?***

***Q.33 Do you agree that only one of these sites should be provided for open space or should there be more than one?***

**Number of Representations:** 19

**Respondent:** Batrachian Management Co Ltd.; Revive the Wye Steering Group; Mr. Anthony Pell; Environment Agency; Mr. J.D. Burnham; West Wycombe Parish Council; High Wycombe Society; Chiltern Society; Green Life Properties; The Castlefield-Oakridge Trust; High

Wycombe & South Bucks Chamber of Commerce; Mr. Paul Turner; Ms Elizabeth Brodie; Liberal Democrats; Berks, Bucks & Oxon Wildlife Trust; Mr. Neil Timberlake; Wycombe Wildlife Group; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership.

**Issues raised:**

- Support the opening up of the River Wye.
- The river corridor should be restored to a high quality functioning, semi-natural habitat.
- Urgent management needed to address the loss of biodiversity value on the chalk grassland valley sides to the rear of Desborough Avenue and Suffield Road.
- A corridor of at least 10m width should be created along the river to allow for a continuous open space. And a wildlife corridor for biodiversity enhancement and public access where appropriate.
- Provision of residential on the sites either side of Oakridge Road would conflict with the flood risk sequential test (PPS25).
- There should be an 8m buffer on either side of the river where possible.
- Should be aware of tensions between recreation, cycle routes and biodiversity.
- The cycle route should continue along the north spur of the river across the recreation ground. This could be extended through West Wycombe park to meet the A40 at Pedestal roundabout.
- There should be a cycle path both ways along the West Wycombe Road. The parking problem could be dealt with in the same way as when the bus lane was created along the London Road.

**Response to Q.31:**

- Support the approach.
- Will create open space and ecological improvements.
- Will create a more positive image of the area.
- Local people need to be listened to about the selection.

**Response to Q.32:**

- The site between Oakridge Road and Victoria Street offers the most attractive river environment.
- 2 of the 3 sites are affected by flood risk. Residential development should be steered to the Riverside Business Centre site which has the lowest risk of flooding.
- All three sites are sensible and the choice should be made by the local community.
- All of the sites are good but the timber yard is the best. This site does not back on to private back gardens.
- Selection of the site should be down to residents and businesses in the area.

**Response to Q.33:**

- There should be more than one open space.
- One site should be utilised for open space and the other two used to provide parking for local residents.
- All 3 of the sites should be redeveloped to encourage regeneration and open up the Wye as much as possible.
- There is justification for 2 sites.

**POLICY MU3 GREEN STREET****Number of Representations: 4**

**Respondent:** Green St. Community Association; High Wycombe Community Advocates; Buckinghamshire County Council; The Castlefield-Oakridge Trust

**Issues raised:**

- All community obligation has been met by the retention and refurbishment of the school.
- The remainder of the site should now be fully available for residential development, 24 dwellings.
- Accommodation residential, open space and a Multi-Use Games Area would result in a conflict of uses.
- Remainder of the site should be redeveloped to provide astro-turf or a Multi-Use Games Area.
- There should be no residential of any kind on the site – already sites in the area earmarked for residential.
- Could build on the adjacent playground and incorporate this facility into the site.
- There needs to be a lit 5-a-side football area.
- There is a need for a larger hall in the area for community events.
- The site should not lie unused anymore and could be used for football and parking before being redeveloped.
- Existing community hall needs to be furnished with a play area, sports hall, and seminar and training rooms.
- MU3 should incorporate commercial development such as start-up units for employment.

## **POLICY MU4 LEIGH STREET**

**Number of Representations:** 2

**Respondent:** Miss Sue Carey; The Castlefield-Oakridge Trust

**Issues raised:**

- Desborough lacks a large community facility. This site provides an opportunity for a large, self-funding centre to provide indoor activities.
- Concern over private residences not shown on the development brief and whether these will be subject to a CPO.

## **HUGHENDEN DISTRICT**

### **POLICY MU16 FORMER COMPAIR**

**Number of Representations:** 42

**Respondent:** Batrachian Management Co Ltd.; Environment Agency; Revive the Wye Steering Group; Mr. Phillip Wood; Mr. Khalil Ahmed; Mr. Chris Bennion; Mr. Gary Beatham; Mr Jerry Bonaventura; Mrs Denise Cook; Mr & Mrs Selm & Elyas Ebrahimi; Mr Imran Ghani; Mr Abdul Ghani; Mr Barry Grace; Ms Tahira Hanif; Mr Abid Hussain; Mr Mohammad Hussain; Mrs Shaida Khan; Miss Nasreen Khan; Miss Zareen Khan; Mr Shahid Mahmood; Mrs Lieselotte Marchlewska; Mr Raffique Mohammed; Mrs Safina Mounis; Mrs Jeanette Mundy; Mr Rub Nawaz; Mr Peter Stone; Mr. Mohammed Yasin; Dr. Aumran Tahir; Mrs. Salma Kribi; Mr. Stephen Tapping; Miss Asmah Qureshi; Mrs Sahiemah Qureshi; Mr Ghulam Rasool; Mr Krzysztof Wojtyra; Mr Mohammed Suleman; Mr Mohammed Suleman; Mr. Mohammad Comran; Buckinghamshire County Council; Chilterns Conservation Board; Ms Elizabeth Brodie; Wycombe Wildlife Group

#### **Issues raised:**

- Object to loss of back gardens
- Object to loss of privacy
- Object to Affordable Housing
- Lack of consultation
- Negative effect on property price
- Residential development was not part of original plans
- Stream and Alley in poor condition and dangerous
- Stream should be left as a green corridor with pedestrian and cycle access
- Development would be at risk from flooding
- Not enough space to allow for amenity space along with development
- Concerns about increase in congestion
- There is sufficient land on the other side of the Stream removing any need to build on land belonging properties on Hughenden Road backing onto this site
- Appears to be insufficient space within MU16 for the new housing shown on the east side of the stream, when the stream buffer zone is taken into account.
- Failure to locate the leisure centre here, within walking distance of the town centre, is a missed opportunity.

- WDC owned land to rear of Hughenden Road properties is responsible for poor appearance of area
- If housing required it should be provided in a tower block on Compair site
- Waste of money to buy rear gardens when WDC owns Compair site
- Proposal favours developers and not residents
- It is not clear how the proposed pedestrian and cycle way would be provided in relation to the river, should be outside the 8m buffer zone wherever possible.
- Good mix of housing/employment etc. for the Hughenden district.
- Support making most of Hughenden Stream suggest this be added into wording of policy along with reference to 8m buffer strips and enhancement of existing stream
- Suggest policy refers to design and layout addressing flood risk management and reduction, and the contribution to this that the linear park could make
- Suggest policy refers to reducing and managing flood risk at this site.
- Support linear park with pedestrian/cycle route.
- BCC Adult and Social Care fully support inclusion of a Close Care Retirement Community (CCRC).

<b>POLICY MU17 FORMER DE LA RUE</b>
-------------------------------------

**Number of Representations:** 9

**Respondent:** Careys New Homes; Buckinghamshire County Council; Chilterns Conservation Board; Mr. Paul Tuner; Mr. RG Pawley; Ms. Elizabeth Brodie; Wycombe Wildlife Group

**Issues raised:**

- Concerned about the process for delivering the aims of the document given that an application for De La Rue which was not in line with the aims of policy MU17 was recently approved by officers.
- Loss of employment land
- Lack of reference to the fact that Hughenden Park is also within the Chilterns AONB in the third bullet point of Policy
- Consideration needs to be given to the proximity of site to Hughenden Manor (registered park & gardens) - GI opportunities for links into the park
- Should include reference to Hughenden Stream in Policy

- Too much land shown as business land in concept layout - should reflect planning permission (09/05145/OUT)
- Reference to on-site open space should be removed or qualified in relation to discussions with Council to provide car park and improved access to Hughenden Park
- Support preferred approach generally
- Reference should be made to recent viability evidence
- Good mix of housing/employment etc for the Hughenden district.
- The Board welcomes the emphasis placed on the creation of a linear park and would like to ensure that this actually takes place with better designed proposals compared to those that were recently submitted to, and refused by, the Council.
- Support linear park with pedestrian/cycle route.

## **M40 GATEWAY**

### **POLICY BSS1 RAF DAWS HILL**

#### ***Q.35 Do you agree with the land uses being considered for the sites and the other potential infrastructure requirements identified?***

**Number of Representations:** 18

**Respondent:** Mr Ken Durkin; Berkeley Strategic; AXA Reim; Wycombe Abbey School; Thames Valley Police Authority; Defence Estates, Ministry of Defence; Mr J.D. Burnham; Buckinghamshire County Council; High Wycombe Society; Chilterns Conservation Board; Chepping Wycombe Parish Council; Mr Nawaz; Mr Peter Lerner; Mr John Johnson; Berks, Bucks & Oxon Wildlife Trust; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership

#### **Issues raised:**

- Daws Hill is just another brownfield opportunity and does not offer any strategic benefits
- Density is much lower for Daws Hill rather than Abbey Barn South so therefore not making best use of a previously developed site.
- Does not deal with possibility of site coming forward earlier (e.g. 2010)
- Important to integrate Daws Hill with wider M40 Gateway area, not just Abbey Barn sites
- Document fails to consider the alternative of developing Daws Hill on its own.
- Support residential led development but object to proposed mix of uses and scale of neighbourhood centre. Land use arrangement with Abbey Barn South should be more flexible to allow each site to come forward separately or as discrete phases of a comprehensive scheme.
- Support allocation for primarily residential, together with the land uses and infrastructure proposals. Phasing requirements should be removed. There should be a single allocation for Daws Hill and Abbey Barn South.
- Scope for some limited additional housing development so long as this does not damage existing vistas or woodland and respects existing properties in surrounding area.
- Current levels of congestion are unacceptable and no comprehensive solution has been proposed for transport network. Road infrastructure must be completed before any construction can begin
- Loss of local green environment with high density development. High density development here would be inappropriate given the attractive nature of site and setting adjacent to open space and existing low density housing
- New development will have adverse impact on house prices in area
- Reference to requirements of neighbourhood policing and community safety strategy required

- Support for element of policy which seek retention of important woodland and landscape features and the provision of Green Infrastructure as part of any new development
- Object to requirement for at least 3,000 sq m of office space due to other business space provided on other sites, but accept some employment uses could be encouraged subject to market testing.
- Support having some local community uses/facilities on site but do not believe there would be strong demand from operators for the scale of facilities in an isolated position. Given phasing of a comprehensive approach, shouldn't plan to meet all demand in phase 1.
- Scale of pupil generation insufficient to justify a primary school and no evidence from Education Authority to suggest providing a school on site is the preferred solution, although recognise the advantages of providing a school on site.
- Object to some infrastructure requirements being placed on Abbey Barn South. This is unnecessary and undeliverable given uncertainties around plans for Abbey Barn South.
- CHP should be presented as one of a number of options for meeting the 15% target and the policy should be amended to indicate this to allow for possibility of options/technologies. More logical for plant to be on or near Sports Centre site (esp. given commercial element) and extended to Daws Hill/Abbey Barn. An ESCO may be required and the Council needs to take a lead role. The requirement for 15% renewables should be removed as this is already covered in policy B16. Remove requirement for SHC level 5 as this is already covered in Policy B16.
- Support need for a policy but policy wording is too prescriptive and requirements could affect viability

*Responses to Q.35 are subsumed into site responses.*

#### **POLICY RL3 ABBEY BARN NORTH**

***Q.34 Do you agree with a comprehensive approach to the development of RAF Daws Hill and the Abbey Barn sites, especially Abbey Barn South? If so should Abbey Barn North be included?***

***Q.35 Do you agree with the land uses being considered for the sites and the other potential infrastructure requirements identified?***

**Number of Representations: 7**

**Respondent:** Buckinghamshire County Council; AXA Reim; The Cain Family; Mr Peter Lerner; Berks, Bucks & Oxon Wildlife Trust; Buckinghamshire & Milton Keynes Biodiversity Partnership

#### **Issues raised:**

- Visually sensitive landscape

- Isolation of site, particular impact on accessibility & transportation
- Consideration should be given to reinstating the allotments on this site
- Support retention of ecologically sensitive parts of site and protection & management of nature conservation interest of site
- Site will require buffering around edges of ecological sensitive parts of site – suggest change to policy wording to enhance requirement
- Add in wording to respect woodland edge of Deangarden Wood

#### **Response to Q.34**

- As outlined under Policy B3, regarding comprehensive redevelopment of the M40 Gateway area, 7 respondents objected to Abbey Barn North being included within a comprehensive development proposal, citing the minimal relationship between Abbey Barn North and Abbey Barn South & RAF Daws Hill.

*Responses to Q.35 are subsumed into responses.*

#### **POLICY RL4 ABBEY BARN SOUTH**

***Q.34 Do you agree with a comprehensive approach to the development of RAF Daws Hill and the Abbey Barn sites, especially Abbey Barn South? If so should Abbey Barn North be included?***

***Q.35 Do you agree with the land uses being considered for the sites and the other potential infrastructure requirements identified?***

***Q.36 Which of the options for the remainder of Abbey Barn South do you think are most appropriate?***

**Number of Representations: 47**

**Respondent:** Buckinghamshire County Council; High Wycombe Society; Mrs Alison Cicin-Sain; CTC Cyclists' Rights Network; Berkeley Strategic; Highways Agency; Hughenden Parish Council; AXA Reim; Mr Gareth Ward; Mr Nigel Shepherd; The Cain Family; Little Marlow Parish Council; Diocese of Northampton; Defence Estates, Ministry of Defence; Mr Ian Bart; West Wycombe Parish Council; Chiltern society; High Wycombe & South Bucks Chamber of Commerce; Flackwell Heath Residents Association; Mr M.A.S. Hunt; Miss Susan Cunningham; Mr Nawaz; Mr & Mrs Vitty; Ms Barbara Turner; Mr Peter Lerner; Mr R & Mr A Marsh; Mr John Johnson; Mr Paul Turner; Liberal Democrats; Berks, Bucks & Oxon Wildlife Trust; Mr Neil Timberlake; Wycombe Wildlife Group; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership.

#### **Issues raised:**

- Site should be a MU or RES allocation, not a RL allocation

- Strategy should allow for development to come forward on Daws Hill which does not prejudice development at Abbey Barn South, which requires further investigation
- Adequacy of existing transport network to cope with expected increase in traffic / need for permanent solution to transport issues before development
- Loss of green space and impact on natural environment, including visual intrusion on Green Belt and AONB
- Site is isolated / poor location for development
- Ribbon development – joining Daws Hill to Flackwell Heath
- North-south green corridor along dry valley should be wider
- Boundary with Abbey Barn Lane should have strong tree planting
- Re-wording suggestions regarding Green Infrastructure & Design section. Woodland Ride should be integrated with the development. Possibility of integration of some land uses within the Ride supported.
- Potential re-development of Amersham & Wycombe College should be considered collectively with M40 Gateway sites.
- Even allowing for demand from workers on the business campus, anything larger than a small local centre would not be viable on this site due to low density of development, good accessibility to existing retail development, and limited passing trade.
- Percentage of affordable housing should be subject to the overall "planning tariff" for the site
- Community facilities on Abbey Barn South supported
- Support principle of site-wide district heating network. May need to involve an ESCO. Public sector involvement/funding likely to be required. Requirement for on-site renewables should be the same wording as policy B16. No policy justification for requiring Code Level 6. BREEAM Excellent standard is onerous but recognise the benefits of applying the BREEAM approach.
- Support requirement for sustainable drainage, but must complement the Code's mandatory requirements
- Support Building for Life Silver Standard and agree principle of Lifetime Homes but no justification for 30%.
- Agree to need to take account of noise constraints.

**For responses to Q.34 see Policy B3.**

#### **Response to Q.35 & Q.36**

4 respondents supported the land use options proposed

- Mixed development is essential to avoid creation of site with all negative characteristics of an edge of town housing development.
- Mixed use will help with the reduction in use of private car
- Support 450 dwellings on 9ha of the site but this figure should be regarded as a minimum

1 respondent objected to the land use options proposed

- Inclusion of high traffic generating options – schools, businesses

Land Use Option	Support	Object	Comment
Option 1 – High Quality Office Development	5	8	<p><i>Pros</i></p> <ul style="list-style-type: none"> <li>▪ Other options will create parking issues for residents of Daws Lea</li> </ul> <p><i>Cons</i></p> <ul style="list-style-type: none"> <li>▪ Would further complicate traffic issues</li> <li>▪ No need for further office provision</li> <li>▪ Site is not in an attractive location as remote from town centre. There are better locations for business development e.g. Handy Cross + Loudwater</li> <li>▪ Success depends upon range &amp; quality of public transport links to it – currently difficult to access by public transport from residential areas of High Wycombe</li> <li>▪ Increased traffic for Daws Hill Lane area</li> </ul>
Option 2 – Relocation of Catholic Schools	9	5	<p><i>Pros</i></p> <ul style="list-style-type: none"> <li>▪ Eastern part of site is most visually intrusive (long-distance views) &amp; this option provides scope for more sympathetic building design &amp; gradation into countryside</li> <li>▪ Ease traffic congestion, particularly in AM and at 1500</li> <li>▪ Allow for better support of transport needs of schools without impacting on so many residents</li> <li>▪ Could develop existing site to be high quality housing development in keeping with rest of Daws Hill area</li> <li>▪ Would allow larger sites for schools with new buildings &amp; better, safer road access</li> </ul> <p><i>Cons</i></p> <ul style="list-style-type: none"> <li>▪ Funding regime applied to voluntary aided schools would require a sizeable contribution from the governors for relocation which the governors nor Diocese are in a position to supply</li> <li>▪ Significant funding required to relocate schools</li> <li>▪ Not all of school site may be able to be re-developed as Diocese does not own all of site</li> <li>▪ School traffic from High Wycombe would still have to use Daws Hill Lane as would traffic to new development on existing site / people will have to travel further</li> <li>▪ Not practical or viable</li> <li>▪ This option is not the only way to resolve school related traffic congestion problems on Daws Hill Lane e.g. could create a new all-vehicle access to the schools from Marlow Hill to schools via</li> </ul>

Land Use Option	Support	Object	Comment
			highways depot or create bus-only route through Daws Lea or existing school access road.
Option 3 – Mixed Use Residential & Business	6	4	<ul style="list-style-type: none"> <li>▪ Support with less business</li> <li>▪ Mix of housing and small scale business units (office + small business start-up units) regarded as most appropriate</li> </ul>

- There should be an option of do nothing
- Suggest relocation of Sports Centre to Abbey Barn South/Daws Hill to allow for all businesses and office space to be moved to Sports Centre site. Will reduce traffic issues in Abbey Barn South area and the need for SLINK
- Like inclusion of sports pitches
- Should be developed as an 'eco-suburb'
- Concern that the options create uncertainty over the likely land use and associated infrastructure which could impact on the timing and delivery of RAF Daws Hill.

#### Key Consultation Question

***Q.37 Which of the transport options do you consider to be most appropriate? Do you have other suggestions as to how to address the transport issues?***

**Number of Representations:** 39

**Respondent:** Mrs Alison Cicin-Sain; Mr D Vye; CTC Cyclists' Rights Network; Highways Agency; Hughenden Parish Council; Mr Gareth Ward; Living Streets; The Cain Family; Berkeley Strategic; Little Marlow Parish Council; Mr J.D. Burnham; Buckinghamshire County Council; Mr Ian Bart; West Wycombe Parish Council; High Wycombe Society; Chiltern Society; Chilterns Conservation Board; Flackwell Heath Residents Association; Mr. M.A.S. Hunt; Little Marlow Residents' Association; Mr Nawaz; Mr & Mrs Vitty; Ms Barbara Turner; Mr. Lasantha Wijeratne; Mr. Henry Jnker; Mr John Johnson; Mr Paul Turner; Liberal Democrats; Mr Neil Timberlake; Defence Estates, Ministry of Defence

#### Public transport link options

Option	Support	Object	Comment
Option 1 – Route via Daws Lea	4	9	<p><i>Pros</i></p> <ul style="list-style-type: none"> <li>▪ Provides fast bus-only route enabling buses to provide a quicker journey into town than by car</li> <li>▪ Alternative is unworkable and risks entirely undermining public transport provision proposed</li> </ul> <p><i>Cons</i></p> <ul style="list-style-type: none"> <li>▪ Involves destruction of woodland</li> <li>▪ Impact on residential area (safety; noise &amp; air pollution)</li> <li>▪ Widening is not possible &amp; cars currently park on either side of road</li> <li>▪ Too congested for public transport link</li> <li>▪ Involves Demolition of property</li> </ul>
Option 2 – Route via Catholic Schools access road	5	3	<p><i>Pros</i></p> <ul style="list-style-type: none"> <li>▪ Avoids buses and increase in traffic in residential area</li> <li>▪ Minimum impact on number of residential properties</li> <li>▪ Increase in local traffic on Daws Lea not acceptable</li> <li>▪ Would help traffic flow better to the schools (buses accessing from highways depot) and along Daws Hill Lane &amp; Marlow Hill</li> </ul> <p><i>Cons</i></p> <ul style="list-style-type: none"> <li>▪ Involves destruction of woodland</li> <li>▪ Daws Hill Lane can't take any extra traffic</li> </ul>

- Improving Daws Hill Lane, such as widening, would be a better option
- None of the options have merit / practical
- Loss of trees should be compensated
- Welcome commitment to provide frequent bus services linking to the town centre and to coachway
- Do not believe a direct public transport link from RAF Daws Hill to coachway is essential, certainly not in advance of delivery of development on Daws Hill. Options for a bus link will be difficult to implement and could threaten timely delivery of Daws Hill. Should test an additional option that would be easier to implement and proportionate to scale of Daws Hill independently.
- Suggest new 30 min bus service + enhance existing Service 36 to 30 min frequency and deliver at the same time rather than phase in.
- Question deliverability of the bus routes options due to third party land. Daws Hill Lane would provide an adequate level of service. An alternative would be to route buses via Daws Hill Lane + Marlow Hill and then into the school site via the depot site.
- Bus strategy should be supported by measures aimed at promoting sustainable travel.

### Options for Highway Improvements

Option	Support	Object	Comment
Option 1 – Local Measures	6	2	<p><i>Pros</i></p> <ul style="list-style-type: none"> <li>▪ Least impact on AONB / people / cost</li> <li>▪ Least impact on residents of Little Marlow parish</li> <li>▪ Ensures RAF Daws Hill can be developed with minimal impact on highway network and enables focus of improvement and improvements to be on public transport and encouraging greater modal shift.</li> </ul> <p><i>Cons</i></p> <ul style="list-style-type: none"> <li>▪ Make Daws Hill area worse for people who live there</li> <li>▪ Danger of dislocation of community around Abbey Barn Road and Wycombe Marsh. Need to restrict traffic flows using Abbey Barn Lane as cut-through</li> <li>▪ Object to any traffic connection to A40 London Road, and to Rye or residential roads around the Rye</li> </ul>
Option 2 – Strategic & Local Measures	2	8	<p><i>Pros</i></p> <ul style="list-style-type: none"> <li>▪ Would do minimum harm to existing residential areas</li> </ul> <p><i>Cons</i></p> <ul style="list-style-type: none"> <li>▪ SLINK is a strategic proposal and not needed to delivery either development of Daws Hill on its own or with Abbey Barn South. Should not be identified in the Delivery and Site Allocations document - could be a long term aspiration as part of a sub-regional transport strategy</li> <li>▪ Creation of SLINK would create a more southerly boundary to the town which would then come under pressure for development – against Core Strategy Inspector’s report against any development south of M40</li> <li>▪ Intrusion into AONB</li> <li>▪ Would attract more traffic onto surrounding roads</li> <li>▪ SLINK does not seem to mitigate impact of the proposed developments at Abbey Barn &amp; Daws Hill</li> <li>▪ Cost</li> <li>▪ Would be significant risks of delivery</li> <li>▪ Better to direct investment from the sites to public transport improvements</li> </ul> <ul style="list-style-type: none"> <li>▪ Option A appears less damaging to AONB</li> <li>▪ Favour Option B</li> </ul>
Option 3 –	10	5	<i>Pros</i>

Option	Support	Object	Comment
Low Environmental Impact Approach			<ul style="list-style-type: none"> <li>▪ Seeks to contain car traffic growth by not providing for it, encouraging residents to use alternative modes / enables maximum investment in public transport etc, maximising potential for modal shift</li> <li>▪ Good way to provide a lot of benefits. Particularly useful if Winchbottom Lane joined the Marlow bypass directly</li> <li>▪ Wont effect Daws Hill residents and properties that much</li> <li>▪ Lowest cost option</li> </ul> <p><i>Cons</i></p> <p>Upgrading of Winchbottom Lane</p> <ul style="list-style-type: none"> <li>▪ Severe environmental impact</li> <li>▪ Unlikely to mitigate impacts of rat-running and will probably encourage it</li> <li>▪ Impact on residents</li> <li>▪ Dissect SSSI and is inappropriate for additional short cut traffic to Handy Cross</li> <li>▪ Will enviably lead to widening of Winchbottom Lane</li> <li>▪ Proposal to reduce speed limit of Winchbottom Lane to 15mph</li> </ul> <ul style="list-style-type: none"> <li>▪ Does not appear to offer significant benefits to the local highway network and could exacerbate some of the existing congestion</li> </ul>

- Do not believe that improvements to existing roads proposed will have any meaningful impact / not practical
- None of the highway options fully mitigate the impact of development
- Further consultation should take place when alternative highway and transport solutions can be considered
- Sites need to be developed on basis of radically green transport solution, with conditions of ownership/occupancy / only way to address transport issues is to make progress on modal shift and reduce the need to travel / opportunity to build in non-car options
- Not clear how the improvements required to deliver the Sports Centre development will be delivered and how these will affect the delivery of Daws Hill.
- No indication of the phasing of delivery of highway infrastructure relative to Daws Hill and Abbey Barn South. Uncertainty over Abbey Barn South means Daws Hill should be planned initially as a stand alone development.
- Support emphasis on seeking a public transport strategy for M40 Gateway area but believes the evidence base has not fully investigated the range of options and implications of phasing the development.
- Suggest that a transport solution for implementing RAF Daws Hill in the short term is worked up, including a reconfiguration of internal road network of the site; development of a residential travel plan; access points; potential shared use pedestrian/cycle connection to sports

centre via Catholic schools site; development of School Travel Plans; improved cycle and pedestrian links; improvement to existing or implement new bus service to town centre

#### **Other Highway Improvement Options Proposed**

- Widening A40 to make a dual carriageway / major improvements to restore traffic flow along M40 as main route into High Wycombe
- Make J3 a full junction
- New slips roads between J3 and J4
- Another motorway lane for local traffic
- Shorten SLINK road by connecting Winchbottom Lane to south of St. Bernards by bridge over M40

#### **Cycling/Walking routes proposed**

- Route between Daws Hill and town centre and further east along London Road would be beneficial
- From Daws Hill linking to Handy Cross
- Hilly area – walking /cycling not suitable

### **POLICY MU19 SPORTS CENTRE SITE**

**Number of Representations:** 14

**Respondent:** Highways Agency; Batrachian Management Co Ltd; Thames Valley Police Authority; St. James Group Ltd.; Mr J.D. Burnham; Buckinghamshire County Council; Chiltern Society; Chilterns Conservation Board; Mr John Johnson; Ms Elizabeth Brodie; Liberal Democrats; Mr Edward Ambrose; Mr Neil Timberlake; Defence Estates, Ministry of Defence

#### **Issues raised:**

- Design of all features should be of the highest quality and reflect the position of the site relative to the Chilterns AONB and its setting.
- The correct amount and design of lighting will also be of paramount importance.
- Failure to investigate potential synergies with other major sites in the gateway.
- No detailed or prescriptive requirement for CHP provision whilst this site arguably provides more potential.
- Potentially the best site on which to locate CHP in Gateway area with potential to extend to RAF Daws Hill and Abbey Barn South.
- Oppose hotel provision on this site, should be located in the town centre close to local services

- Layout must ensure rapid access for buses and coaches
- Local P&R should be extended to serve Marlow
- Provision of offices at odds with requirement to provide offices in town centre
- Site should be considered with other sites in the area
- Development principles should be set out more comprehensive - too flexible
- Concerns about locating travel intensive uses at this site and the potential to have an adverse affect on the operation of Junction 4 of M40
- Deliverable mitigation measures need to identified
- Identification of recent improvements to Junction 4 difficult and concerned that it would not be possible to identify further improvements if mitigation was not possible
- Scale of development should be set out in final version of policy
- Town centre parking should be reduced in line with car parking at the park and ride
- Possible conflict with PPG13
- The running track and all weather pitch should not be relocated. It should remain on or near the current sports centre and not be split for the sake of Park and Ride.
- Does a coach station out of town really seem common sense? Top draw business facility and a rebuilt Leisure Centre would be hard pushed to fit onto this site.
- Proposal to put giant windmill on the edge of AONB is misguided.
- What is to stop long term parking (particularly long distance coach passengers) taking up all the park & ride slots
- The leisure centre should be in the town centre.
- Thames Valley police would welcome allocation of land within development proposals for the M40 gateway sites to allow for re-provision of High Wycombe police station, if and when, it is feasible to relocate.
- TVP requests that opportunities to incorporate the station with the Transport Interchange hub be considered in view of the potential merits of combining emergency services with a multi-modal transport hub.
- Concerns over levels of parking on site will not help deliver aspirations of public transport interchange (office employees will mainly drive). Concern over impact of additional traffic on Handy Cross, Westhorpe Interchange and Bisham roundabout.
- Opportunity to relocate Sports Centre to ABS/Daws Hill.
- Outdoor pitches should be retained in close proximity to Sports Centre.
- Will allow for all business and office space to be moved from ABS/Daws Hill to Handy Cross - this will reduce traffic issues in ABS area and the need for SLINK.

***REST OF HIGH WYCOMBE***

**POLICY RL2 LAND AT TERRIERS FARM, HIGH WYCOMBE**

***Q.38 Should we seek to include the Terriers House site within the allocation, whilst retaining the business development associated with Terriers House in some form?***

**Number of Representations:** 20

**Respondent:** Mr Malcolm Keep; Grange Action Group Trust; Great Kingshill Residents Association; Mrs Clarke; Hughenden Parish Council; AXA Reim; Persimmon Homes (Thames Valley) Ltd and Redrow Homes (Southern) Ltd.; The Environment Agency; Buckinghamshire County Council; High Wycombe Society; Chilterns Conservation Board; High Wycombe & South Bucks Chamber of Commerce; Mr Steve Brown; Mr Paul Turner; Liberal Democrats; Berks, Bucks & Oxon Wildlife Trust; Mr Neil Timberlake; Wycombe Wildlife Group; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership

**Issues raised:**

- Objection to Park & Ride
- Park & Ride at this location is an essential part of overall transport strategy for High Wycombe
- Impact of increase in traffic
- Noise pollution
- Loss of natural corridor between Great Kingshill and Hazlemere
- Impact on / inadequacy of infrastructure
- Lack of availability of water supply
- Need to give consideration to adjacent AONB
- Object to designation of site for development
- Incremental development in this area, such as Wellesbourne Campus and Terriers First School, are putting pressure on infrastructure
- Potential site for potential low-carbon pioneering eco-village
- No sound basis to defer development until after 2019
- Requirements for open space should be tougher
- Refer to inclusion of sustainable drainage system
- Need to include retention/restoration of Wycombe parish boundary to north of site

**Response to Q.38**

- 3 respondents answered no

## **POLICY RL5 GOMM VALLEY**

***Q.39 What do you think are the most appropriate sites for development on the site?***

***Q.40 What do you think of the potential site development principles?***

**Number of Representations:** 99 (including petition containing 326 signatures)

**Respondent:** Mr & Mrs Colin Jamison; Buckinghamshire County Council; Mr D Vye; Penn & Tylers Green Residents Society; AXA Reim; The Environment Agency; Pimms Action Group; Graham & Sue Andrews; Mrs Amanda Finch; Mrs Diana Moore; Mr Colin Moore; Ms Vivienne Nash; Ms Ruthie Pocock; Mr & Mrs Tim and Liz Podesta; Miss D.B Carter; Victoria Kinehan; Mr & Mrs Mainwood; Mrs R Morton; Mr Richard Nolan; Mr Charles Pointon-Taylor; Mrs Majorie Smith; Karen & David Taylor; Mr Paul Welsh; Mr & Mrs Robert & Sandra Woodley; Mr Tony Woolcott; Mrs Rhian Anthony; Mr Paul Anthony; Mr Laurence Beard; Mr John Daniel; Mr B Davies; Mrs Kathryn Eakins; Mr Hugh Eakins; Mrs Monica Funnell; Mr David Funnell; Mr John Gaches; Mrs Christine Gaches; Beryl Gaffney; Mr & Mrs Anthony Garner; Mrs CG Goodman; Miss LV Goodman; Mr MD Goodman; Mr Ray Guyon; Mrs Susan Harvey; Mrs EA Hazell; Mr PA Hazell; Mr John Hyde; Mrs Hazel Hyde; Mrs Cynthia Jenkins; Mr Graham Jenkins; West Wycombe Parish Council; High Wycombe Society; Chiltern Society; Mrs Lesley Manser; Mr Jeffery Manser; Mrs Kristina Medd; Mr & Mrs Tony & Polly Priestley; Jenna Rodgers; Ms JA Rodgers; Mr Robert Smith; Mrs Monica Stevens; Archara Tooke; Mr Richard Tooke; Anna Tooke; Mrs Joan Williams; Mrs Susan Young; Mr John Young; Mr & Mrs R Zeraschi; Mr Hugh Astley-Jones; Mr Stanley Best; Mr Julian Brower; Mr Michael Darvell; Mrs Alexandra Hooper; Mr Paul Le Blond; Mr Gary Maitland; Mrs Sharon Maitland; Mrs Heather Mumford; Mr Philip Stone; Mr Roger Tillotson; Mr John Woodger;; Chilterns Conservation Board; Chepping Wycombe Parish Council; High Wycombe & South Bucks Chamber of Commerce; Mrs P Cooper; Miss Susan Cunningham; Mr Peter Morris; Liberal Democrats; Mr Geoffrey Stevens, Mr Neil Timberlake; Berks, Bucks & Oxon Wildlife Trust; Wycombe Wildlife Group; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership.

### **Issues raised:**

- Impact from increased traffic / existing inadequate road system, including Cock Lane and Hammersley Lane / poor access
- Lack of existing and future infrastructure and access to services (shops, schools, sewerage provision, public transport, GPs)
- Landscape impact, including loss of dry valley / loss of green space
- Impact on wildlife / ecology, including BBOWT nature reserve & SSSI
- Loss of agricultural land
- Impact on existing community /quality of life & character of area
- Pollution (air/noise)

- Loss of separation between High Wycombe and Tylers Green
- Increased flood risk
- Support for opening large parts of the valley for public use
- Support for position at bottom of pecking order
- Quantum of development would represent over-development
- Land should become Green Belt
- Development seems in contradiction to policy on Green Infrastructure which promotes the protection & enhancement of the environment
- Policy needs reference to proximity of site to AONB and use of sustainable and local building materials associated with appropriate design
  
- Only site that can offer a strategic benefit
- Positive role to play by opening up site for public access
- Bus routes could be easily directed through site – not a cul-de-sac development
- Issues of coalescence and visual impact would not be an issue if designed sensitively

#### **Response to Q.39**

- Any development on this site is unacceptable
- Proposals seen as the least worst option
- Development should be confined to the valley sides
- Policies for keeping development away from west side seem sensible
- Northern section is highly sensitive landscape; central section should be included as part of Green Infrastructure Network
- Land in worst parts of the valley, immediately alongside the railway, has the least impact on landscape
- Sensitive, small-scale development of the area adjacent to the lower part of Hamersley Lane might be acceptable
- Small addition to the business park might be possible
- Strip of housing backing onto Cock Lane extending northwards from the existing properties fronting onto the lane at the southern end would be ok
- Site should include Tremartyn site for housing
- Is it not impractical to build on Gomm Valley due to levels?
- Fields should be turned into allotments so people could grow their own food and the Council could collect rent

#### **Response to Q.40**

- Unacceptable, as Gomm Valley should not be developed at all

- Principles ok but better if site not developed at all
- Question the value of providing playing pitches given the lack of level ground on the site
- Question allowing access to the remaining underdeveloped parts of the valley
- Proposals under Green Infrastructure & Design would be very difficult to implement if 400 houses are to be built
- No connections between Hammersley Lane and Cock Lane or could be used as a rat run

#### **POLICY RL6 ASHWELLS, TYLERS GREEN**

***Q.41 Do you agree that we should allocate Ashwells and the rest of Gomm Valley separately?***

**Number of Representations:** 73 (including petition containing 19 signatures)

**Respondent:** Buckinghamshire County Council; Penn & Tylers Green Residents Society; AXA Reim; Mr Craig Bushell; Mrs Katriona Bushell; Mrs Alison Collard; Mr Richard Collard; Mrs Doreen Gardner; Mrs Rose Sadler; Mrs Jennifer MacMillan; Mr David MacMillan; Mr Colin H.R. Secker; Mrs Rita Secker; Mrs Carolyn Church; Mr Richard Church; Mrs Dorothy Crockett; Mr David Crockett; Mr Christopher Sadler; Mr Geoffrey Jones; Mrs Amanda Jones; Mrs Michelle Sayers; Mr John Sayers; Mrs Susan Langhre; Mr Matthew Jones; Mrs Doreen Meeks; Mr Stewart Meeks; Mr Robert Sadler; Mr Stephan Thoma; Mrs Sarah Thoma; Mr Richard Nisbet; Mrs Christine Nisbet; Dr James Invest; Mrs Joanna Invest; Mr Martin McPhee; Miss Rebecca Sadler; Mrs Emma McPhee; Mrs Sara Brower; Ms Ruthie Pocock; Miss D.B Carter; Mr & Mrs Mainwood; Mrs R Morton; Mr Richard Nolan; Mr Charles Pointon-Taylor; Mrs Majorie Smith; Karen & David Taylor; Mr Paul Welsh; Mr Martin Wood; Mrs Beverley Wood; Mr Tony Woolcott; Mr Gerald King; Mr Nicholas King; Mr Benjamin King; Mr Jonathan King; Mrs Susan King; West Wycombe Parish Council; High Wycombe Society; Mrs Kristina Medd; Mr E. Morton; Mrs Alexandra Hooper; Mr Philip Stone; Mr Roger Tillotson; Mrs Claire Whatman; Mr John Woodger; Chepping Wycombe Parish Council; High Wycombe & South Bucks Chamber of Commerce; Mr Paul Turner; Liberal Democrats; Mr Geoffrey Stevens; Mr Neil Timberlake; Berks, Bucks & Oxon Wildlife Trust; Wycombe Wildlife Group; Natural England; Buckinghamshire & Milton Keynes Biodiversity Partnership

#### **Issues raised:**

- Inadequate road infrastructure to cope with increased congestion & inadequate access into site
- Inadequate infrastructure & local amenities to cope with increased demand and existing poor access to services (public transport, shops, school, GPs, utilities)
- Tylers Green has particularly poor provision of leisure and play facilities and open space and if any development were to take place it is expected that this would be addressed via Developer Contributions
- Loss of green boundary between High Wycombe & Tylers Green / Will lead to loss of identity for Tylers Green

- Impact on wildlife
- Impact on landscape / loss of green space
- Lack of economic benefit
- Just a cul-de-sac development with no strategic benefits
- Wheeler Avenue should not become access to site (concerns over security)
- Object to emergency access proposed – need to protect band of trees at the north of the site
- Questions the landscape designations given to site and the level of visual impact that any new development would have on existing properties
- Quantum of development would represent over-development
- This site does not meet the test of selection against public transport accessibility and so should be excluded
- Support for position of Ashwells in proposed ranking of sites

#### **Response to Q.41**

8 respondents supported the allocation of Ashwells separately from Gomm Valley

- Character of Ashwells is more enclosed than Gomm Valley
- No real connection between the two
- Sensitive development on this site could be acceptable
- Could accept sensitive development on this site of homes for local people. Would expect local people to have considerable influence over type and design of homes
- Development here is more suitable and will have less landscape impact than Gomm Valley

<b>POLICY MU21 WYCOMBE MARSH</b>
----------------------------------

**Number of Representations:** 6

**Respondent:** Buckinghamshire County Council; Revive the Wye Steering Group; Environment Agency; St. James Group Ltd.; Chilterns Conservation Board; Liberal Democrats

**Issues raised:**

- Support retention and enhancement of the river corridors, the provision of a wildlife corridor between the River Wye and the Bassetsbury allotments and the provision of on-site public open space linking the River Wye to Back Stream.

- Site should be restored to meadow and recreation as it was in the 19th century and decrease the housing numbers
- Include reference to the conservation and enhancement of the biodiversity value of the river corridors
- Include reference to design and layout addressing flood risk management and reduction, and the contribution to this that the linear park could make
- Include reference to reducing and managing flood risk at this site
- Allocation of site should be reconsidered due to traffic impacts
- WDC should seek to secure a Community Facility in advance of development of MU21 site, if necessary using its own capital resources to procure it.
- Policy is unsound
- Site area incorrect as includes phase 1, should be phase 2 only
- Site is cleared, previously developed land and not an existing employment area
- Conflicts with PPS6 and provision of offices on this site
- Draft PPS4 related - no up to date land review or assessment
- Draft PPS4 related - if site not likely to be developed in plan period an allocation or designation should not be proposed
- SEP related - question need to allocate further additional employment land
- Figure 5.26 should be replaced with either the correct illustrative plan or a red line area showing the phase 2 area
- Employment land requirement is a carry over from local plan and reference to B1c is not supported by any evidence
- Employment land not deliverable over plan period
- Given the changed location of phase 2 in relation to Wye Industrial Estate not possible to achieve a comprehensive employment development in area
- Site could deliver 100-150 dwellings
- There is no evidence of market interest in the site
- Do not support 3ha lost on site referred to in background paper and suggest jobs lost replaced by retail park on site
- Site not a strategic employment allocation
- SHLAA does not correctly assess the potential of site to contribute towards housing supply
- Object to inclusion of community development as not based on a sound evidence base and no demonstrable evidence
- Reference to early provision of distributor road not required- wording should be revised
- Reference to Abbey Barn South - wording should be revised
- Reference to public transport - wording should be revised
- Reference to High Wycombe to Bourne End Railway should be removed
- Reference to Hotel should be removed

## **POLICY MU33 LAND OFF WOUBURN MEAD AND LAND ADJACENT TO SRS JOINERY LTD**

**Number of Representations:** 1

**Respondent:** Chiltern Society

**Issues raised:**

- The proposals are supported.

## **POLICY HM1 HOLYWELL MEAD**

**Number of Representations:** 6

**Respondent:** Batrachian Management Co Ltd; Mrs M. Saunders; Revive the Wye Steering Group; Environment Agency; High Wycombe Society; Liberal Democrats

**Issues raised:**

- If the Council can no longer finance the pool will it be able to support any other type of leisure facility which will rarely make money?
- Replacing the pool with a building will affect the openness of the Rye. It should be replaced with another open sports facility, e.g. Astro turf pitch.
- Support 8 m buffer zone and enhancement of the stream for biodiversity value and as a green corridor.
- There should be no increase of massing on the site.
- Money spent on the Environment Centre should be spent putting a roof on the swimming pool. It is a valued community resource.
- Oppose any fundamental changes to the Environment Centre or Holywell Mead swimming pool.
- Oppose any changes which would result in the car park being utilised more than it already is.
- The site needs to be included in the Level 2 SFRA.
- The site is entirely in Flood Zone 3 and any increase in footprint must ensure no loss of flood plain storage.
- The policy should acknowledge the development will be constrained by high flood risk and lack of safe access during a flood event.
- The site may need to pass the exceptions test before it can be allocated.

## **POLICY KR1 KINGSMEAD RECREATION GROUND (NETBALL CENTRE AND DEPOT)**

**Number of Representations:** 4

**Respondent:** Revive the Wye Steering Group; Environment Agency; Buckinghamshire & Milton Keynes Biodiversity Partnership; Liberal Democrats

**Issues raised:**

- This site is significantly constrained by flood risk. A large part of the site is in Flood Zone 3 and any development proposal must be accompanied by a Flood Risk Assessment.
- Current policy statement on flood risk should be significantly strengthened.
- The site needs to be sequentially tested and if residential included, pass the exceptions test.
- Support 8m buffer along the river.
- Oppose any residential on this site.
- Not a suitable site for Park and Ride.
- Support enhancement of the stream for biodiversity and green corridor.

## **MARLOW**

### **POLICY MR1 PRIMARY SHOPPING FRONTAGES - MARLOW**

**Number of Representations:** 2

**Respondent:** Marlow Town Council; Mr. J.D. Burnham

**Issues raised:**

- General support for approach, particularly for protection of A1 against A3 uses

### **POLICY MR2 SECONDARY SHOPPING FRONTAGES - MARLOW**

**Number of Representations:** 2

**Respondent:** Ms Suzie Moon; Mr. J.D. Burnham

**Issues raised:**

- Support for approach
- Bottom end of West Street up to West Street car park - with the changing face of demographics and shopping habits (e.g. internet shopping) would support a change to the policy to allow all the buildings at the lower end to convert back to residential, with the provision of good size homes to help with the housing shortage in the district.

### **POLICY MU28 RILEY ROAD**

**Number of Representations:** 9

**Respondent:** Ms Deborah Poole; Mr Terry Bowman; Multronics Ltd.; Platts of Marlow; Riley Park Trust; Mr Peter Steward; Squadron Leader Robin Cooper; Mr Stuart Petitt; Mr J.D. Burnham

**Issues raised:**

- General support for comprehensive redevelopment of site
- One objection to expansion of retail on this site
- Existing retail area and car park need modernising so restructuring is a good idea.
- Exit/access to Riley Park in Crown Road should be aligned with Crown Lane.
- Suggestion for underground parking under the park would give an opportunity for improving pedestrian links to the park.
- Object to decked car parking at the site.

**MARLOW OPTIONS FOR SECOND RETAIL SITE**

**Q.42 Do you think we are right to consider a second site for a food store?**

**Q.43 Out of the three potential 'second sites', which do you think would be the most appropriate? Are there any other potential sites?**

**Number of Representations:** 69

**Respondent:** Mrs Julia Lockwood; Marlow Town Council; Miss C Tyler; Ms Suzie Moon; Kathryn Kerr; Mrs Marian Mulady; Sainsbury's Supermarkets Ltd.; Multronics Ltd.; M J Cummins; Mr & Mrs Clem and Sue Virgo; Mr Richard Williams; HW Hancock; Mr J.D. Burnham; Buckinghamshire County Council; West Wycombe Parish Council; Chiltern society; Mr & Mrs CR Lowden; Mrs Christine Cooke; Dr Ivan Sheiham; Mrs Teresa Sheiham; Dr Rowena Wolton; Mr Neil Timberlake; Ms Deborah Poole; Mr Terry Bowman; Platts of Marlow; Mr Adam Murray; Mrs Beverley Passey; Mr Douglas Pounds; Mr Peter Steward; Squadron Leader Robin Cooper; Mr Stuart Petitt, Mr Noel Armstead; Ann Pitwell; Ms. Jacqueline Calcutt

**Response to Q.42**

- Right to consider a second food store for Marlow - competition in Marlow would help pricing and choice of products, and encourage people to shop locally
- No need for further food store in Marlow – already enough choice; would put more stress on road network; existing empty unit in high street need to be filled; likely to have a negative impact on existing smaller retailers
- Insufficient quantitative capacity to warrant an additional food store allocation.

- Would be contrary to the Adopted Riley Road Development Brief which remains the Council's primary aspiration for future food retail development in the town.
- Allocating further sites for additional retail uses outside the Riley Road policy area would prejudice the viability and realisation of Policy MU28
- Development should be directed to an enlarged Riley Road site
- Need to sort out parking problems in Marlow first before thinking about a new store
- Concern over the amount of traffic generated by the provision of another large supermarket in the centre of the town
- Thinking about the wrong kind of food store. Propose that M1, M2 or M3 are turned into a market garden, with a shop to sell produce. Marlow will become more sustainable in its food production.

### **Response to Q.43**

- Five respondents supported the Waitrose application for Chapel House

#### *M2 Portlands*

- Five respondents supported a retail store at Portlands - unique potential to provide close pedestrian links to the middle of the High Street and possibly to West Street and potentially draw on visitors to the river frontage which currently is too remote from the shopping focus at the top of the High Street. Could potentially provide additional parking.
- Eight respondents supported the site being developed for housing
- Support for housing but not social housing
- Portlands housing needs to be of high quality design
- Two respondents supported a mixed use development on Portlands - housing/ small shops but objected to a large store development here.
- Development of this site would be good for Marlow - housing, retail or car parking.
- Site needs to be developed as the undeveloped piece of ground there has been a visual disgrace for 10 years.
- Objection to development due to loss of car parking.
- Objection to retail on the site as two supermarkets so close together will create too much traffic.

#### *M3 Dean Street Car Park*

- Two respondents supported a retail store on Dean Street car park
  - Nine respondents objected to the development of Dean Street car park due to loss of car parking
  - Delivery access for food store on site would cause traffic chaos
- None of the three potential second sites are suitable due to loss of car parking

- If a second site was required then the best option would be one that is out of the town e.g. old Rank Xerox building or units on the industrial estate.
- Need for a small new neighbourhood convenience food store in the eastern side of the town to fulfil a need and to provide the centre of that residential settlement
- Support for alternative food store at Liston Court

**For responses on M1 Liston Road Car Park see below.**

#### **POLICY M1 LISTON ROAD CAR PARK**

**Q.44 What do you think is the most appropriate form of development for the Liston Road car park site? Do you agree with the options outlined above? What other uses, if any, do you think we should consider?**

**Number of Representations:** 19

**Respondent:** Mrs Marian Mulady; Kathryn Kerr; Marlow Town Council; Ms Deborah Poole; Mr Terry Bowman; Sainsbury's Supermarkets Ltd.; Multronics Ltd.; Platts of Marlow; Mr Adam Murray; Mrs Beverley Passey; Mr Douglas Pounds; Mr Peter Steward; Squadron Leader Robin Cooper; Mr Stuart Petitt; Mr J.D. Burnham; West Wycombe Parish Council; Chiltern Society; Mr Noel Armstead; Mr Neil Timberlake

#### **Issues raised:**

- Eight respondents objected to development on the site due to loss of car parking
- Objection to development on the site due to light loss, loss of privacy, noise and air pollution, and traffic concerns.
- Site lacks connectivity with the primary shopping areas
- Waitrose proposal at Chapel House inappropriate use of office accommodation.
- Potential for Liston Road to be redeveloped as a 2-tier car park in order to increase parking capacity
- Hard to envisage an acceptable design solution if it had to incorporate decking of the car park.
- Impact of decked parking in conservation area
- Access and egress from the site, which is already extremely difficult.

## **PRINCES RISBOROUGH**

### **POLICY PR1 PRIMARY SHOPPING FRONTAGES – PRINCES RISBOROUGH**

#### ***Q.47 Do you agree with the continuation of policies for protecting retail in Princes Risborough?***

**Number of Representations:** 11

**Respondent:** Hughenden Parish Council; Cllr. Bill Bendyshe-Brown, Wycombe District Council; Risborough Area Community Action; Risborough Area Residents Association; Princes Risborough Town Council; Sainsbury's Supermarkets Ltd.; West Wycombe Parish Council; Chiltern Society; Mr Paul Turner; Mr Ian Reid; Mr Neil Timberlake

#### **Response to Q.47**

- Concern at the retail offer in Princes Risborough town centre suffering major decline compounded by economic situation; evidenced by empty retail units, high business rates and rents.
- Five respondents supported the approach
- One respondent believes that this policy and Policy PR2 should also apply to retail premises accessed from behind the High Street/Duke Street
- Retail frontages, especially, should be maintained

### **POLICY PR2 SECONDARY SHOPPING FRONTAGES – PRINCES RISBOROUGH**

#### ***Q.47 Do you agree with the continuation of policies for protecting retail in Princes Risborough?***

**Number of Representations:** 1

**Respondent:** Risborough Area Community Action

#### **Issues raised:**

- One respondent saw the policy as appropriate and proportionate and believed that this policy and Policy PR1 should also apply to retail premises accessed from behind the High Street/Duke Street

### **Key Consultation Question**

***Q.48 Do you think new sites should be allocated for retail or mixed-use development in Princes Risborough?***

#### **Response to Q.48**

- New sites in Princes Risborough should be mixed use development (3)
- The Council should think about the potential for new retail locations, including the creation of a new district centre.
- Areas such as Pictsmede frontage onto the station area should have new units.
- No new sites should be allocated for retail or mixed-use development in Princes Risborough

### **PRINCES RISBOROUGH HOUSING OPTIONS**

***Q.5 Which of the options set out in Section 4.2.21 provide the most appropriate means of meeting the housing requirements of Princes Risborough and the north of the district?***

***Q.45 If a greenfield site had to be allocated at Princes Risborough, which of the three sites outlined would be most appropriate?***

***Q.46 If one of the sites had to be developed, do you agree with the potential key site development principles set out for these sites?***

**Number of Representations: 25**

**Respondent:** Harbour Castle; Hughenden Parish Council; Cllr. Bill Bendyshe-Brown, Wycombe District Council; Environment Agency; Risborough Area Community Action; Princes Risborough Town Council; Risborough Area Residents Association; Thames Water Property Services; W E Black Limited; Buckinghamshire County Council; West Wycombe Parish Council; Chiltern Society; Longwick Cum Ilmer Parish Council; Chilterns Conservation Board; High Wycombe & South Bucks Chamber of Commerce; Mrs Sarah Rogers; Mrs Pat Northcroft; Mr Paul Turner; Liberal Democrats; Mr Neil Timberlake; Berks, Bucks & Oxon Wildlife Trust

#### **Response to Q.5**

Options Proposed:

1. *Assume other brownfield sites that have been identified on deliverability will come forward.*
2. *Allocate a major urban extension to Princes Risborough (either Park Mill Farm or Land North of Longwick Road)*
3. *Include a windfall allowance or assumption for future development from broad areas in the north of District*
4. *Consider allocating a smaller-scale site in the Green Belt (Land off Poppy Road)*

- Seven respondents supported option 1
- Two respondents supported option 4
- One respondent commented that it was sensible to identify a preferred reserve site for housing

### **Response to Q.45**

#### *Park Mill Farm*

2 supporters

- Most sustainable site as can deliver package of measures smaller sites wouldn't be able to
- No environmental designations

5 objectors

- Outside of town boundary / physically separated from community by railway
- Creation of extra traffic on already congested roads
- Unacceptable intrusion into countryside
- Would start ribbon development linking Princes Risborough to Longwick
- Would need to address issue of sewerage treatment works

#### *North of Longwick Road*

2 supporters

4 objectors

- Outside of town boundary / physically separated from community by railway
- Creation of extra traffic on already congested roads
- Unacceptable intrusion into countryside
- Would start ribbon development linking Princes Risborough to Longwick
- Development here could affect setting and historic identity of Alscot

#### *Poppy Road*

6 supporters

- Of sufficient small scale not to affect the overall community
- Within boundary of the town

2 objectors

- Development within the Green Belt unacceptable

- Close proximity to AONB

#### **Response to Q.46**

##### *Park Mill Farm*

- Propose reduced number of housing units to 400 dwellings from 700 with the sewage treatment works remaining in situ - more appropriate for the area and far more compatible with the objectives of the Core Strategy
- Issues of the sewerage treatment works needs to be addressed
- Could have an impact on the AONB and its setting and this should be recognised in the development principles.
- The highest standard of design and use of local building materials should be in development principles.
- No provision for biodiversity enhancement or gain in any of the options – should revise wording as such 5.7.7 - Bullet point 7: “Open space, biodiversity enhancement / net gains, playing pitches...”

##### *Poppy Road*

- Access road through site from A4010 to Princes Estate should form part of agreement. This would allow traffic to bypass the existing Poppy Road / Station Road 'pinch point' for large vehicular traffic movements to/from Princes Estate to/from A4010.
- Could have an impact on the AONB and its setting and this should be recognised in the development principles.
- The highest standard of design and use of local building materials should be in development principles.
- No provision for biodiversity enhancement or gain in any of the options – should revise wording as such 5.7.9 - Bullet point 6: “Securing provision of appropriate on site open space, biodiversity enhancement / net gains, landscaping...”

##### *North of Longwick Road*

- Could have an impact on the AONB and its setting and this should be recognised in the development principles.
- The highest standard of design and use of local building materials should be in development principles.
- No provision for biodiversity enhancement or gain in any of the options – should revise wording as such 5.7.8 - Bullet point 6: “Open space, biodiversity enhancement / net gains, landscaping...”

<b>POLICY SR4 KER MARIA NURSING HOME, AYLESBURY ROAD</b>
--

**Number of Representations: 3**

**Respondent:** Risborough Area Community Action; Buckinghamshire County Council; Chiltern Society

**Issues raised:**

- Support the proposals for this site.
- Special Residential should be further defined as nursing or nursing/dementia as these are expanding areas of need.
- Unclear why ordinary residential needs to be included on the site.

<b>POLICY MU20 PICTS LANE</b>
-------------------------------

**Number of Representations:** 5

**Respondent: Environment Agency;** Risborough Area Community Action; W E Black Limited; Chilterns Conservation Board; Chilterns Society

**Issues raised:**

- Lack of recognition given to the Chilterns AONB
- Greater consideration should be given to the highest quality design and use of local building materials.
- MU20 as shown on Map 11 is incorrect - should include Blanchards.
- Majority of site should be developed for residential
- No need for new employment development on this site
- 60/40 split needs to apply to site including Blanchards
- Chiltern Railway no longer intending to extend car park
- Policy should refer to area of Flood Zone 3 in site
- Policy should refer to flood risk should be raised as an issue
- Policy should refer to opening up culverts and "celebrating" the stream as in 2007 development brief

## **BOURNE END**

### **POLICY RL1 SLATE MEADOW**

#### ***Q.49 Should the Village Green be left in its current location or could it be located elsewhere within Slate Meadow?***

**Number of Representations:** 192

**Respondent:** Croudace Strategic Ltd; Gladedale Special Projects Ltd.; Nicky McCarthy; Miss Debbie Hill; Mrs Ann Pendergast; Mr Geoff Britt; Mrs Christine Illsley; Mr Anthony Levings; Bourne End Residents Association; BECA; Revive the Wye Steering Group; AXA Reim; Mrs Laura Bascombe; Mrs Linda Miles; Mr & Mrs J.A. Cleary; Environment Agency; Mr Peter Matthews; Mrs Gianna Plumridge; St. Pauls School, Bourne End; Pimms Action Group; Wooburn & Bourne End Parish Council; Woodbury Close Management Co. Ltd.; Cllr. S Fowke, Wycombe District Council; Cllrs. Fowke & Pollock, Wycombe District Council; Mr John Smith Adair; Mrs Jeanette Adair; Mrs Rachel Adamson; Mr Victor Agius; Miss Elysia Agius; Miss Naomi Agius; Mr Kevin Ahier; Mr Ian Broughton; Mr Paul Coombe; Mr & Mrs Roger & Ann Day; Mr George B. Douthwaite; Mr Ian Francis; Mrs Jean Greening; Ms Caroline Gregory; Mrs Ursula Hilborne; Mr & Mrs John and Sylvia Marsh; Cllr. Hugh McCarthy, Wycombe District Council; Mrs Nicola McVeagh; Miss Laura Peskin; Mrs Gill Phillips; Daphne Robertson; Mr Anthony Spruce; Mrs Dorothy Aikens; Mr Gareth Aitken; Mrs Sheilah Ambridge; Elaine Baudouin; Mr David Bennett; Helen M. Bray; Miss Elizabeth Clegg; Margaret Currie; Martin & Eileen Dixon; Mr Simon Dixon; Mrs F Dudman; Mrs Sarah Dukes; Pauline Fisher; Mrs Linda Gill; Mrs Anne Greenwood; Miss Katherine Harris; Valerie Hedges; Mr Liam Hemmings; Mr Karl Hnat; Mrs Pauline Howe-Davies; The Humphries family; Sharon Jones; Mrs Pat Lambden; Maurice & Pauline Kirkpatrick; Mr Peter Lim; Mr John Ling; Mr Adrian Lowe; Mrs Helen Lunnon; Miss Helen McIntosh; Mr & Mrs Nield; Miss Kirsty Diane Nield; Mr David Over; Mrs Sarah Pratchett; Mr Rob Quinney; Mr David Swallow; Mr Louis Tamone; RW Thomas; Ms Teresa Tisdale; Mrs Lisa Bass; Miss Monica Eades; A.K. Basu Choudhuri; Mr & Mrs Howard & Margaret Bellairs; Mrs Valerie Bennett; Mrs Barbara Buckle; Anne Catterson-Smith; Mr & Mrs S Cole; Mr Alan Cubbitt; Mr David Currie; Buckinghamshire County Council; Mrs S de Mynck; Mr & Mrs M Dixon; Mrs Karen Eley; Mr Edward Freathy; Mr Gerrard Gallagher; Gemma Hall; Mrs Susan Hall; Mr David Halligan; Mr Henry Harris; Mr & Mrs Keith and Brenda Harris; Mr Edward Keeling; Mrs Joan Keeling; West Wycombe Parish Council; Chiltern Society; Mr David McCarthy; Mr Charles Morton; Mrs June Morton; Kathy Muir; Mrs Daisy Potter; Mrs Karen Roberts; Mrs Rita Smith; Tanya Son; Mrs Jill Watts; Susan Weston; Ms Helen Whitehead; Mrs Susan Young; Mrs Zoe Allen; Mrs Helen Ambrose; Mr Trevor Ambrose; Mr Steven Armolea; Mr & Mrs Jose & Mary Armolea; Alison Barnett; Mr Mark Baxter; Mrs Kathryn Bird; Mrs Sylvia Bourhill; Miss Helene Cadman; Marlene Callaway; Mr Andrea Cattaruzza; Dr Alasdair Cochrane; Mrs Tara Cooper; Mr Barry Cross; Ms Catriona Daplyn; Ms Helen Fisher; Miss Emily Fowke; Mr Julian Davies; Mrs Janet Davies; Mr Tim Drew; Mr Graham Dumville; Mr Alexander Grun; Miss Nurgis Hamid; Mr Roy Harris; Mrs Karen Havelock; Miss Suzan Hurst; Mr Neil Hutton; Ms Susan Jackson; Pamela Johnson; Claire Jullien; Mrs June Keen; Mr & Mrs James & Anne Kelsey; Mr Simon Lloyd; Mr Jonathan Manley; Mrs Susan Mantripp; Mr J Marshall; Mrs Sandra Maxwell; Mrs Shantell Moore; Mr Michael Moss; Mrs B Penfold; Mrs Judith Pitts; Mr John Plumridge; Mr Christian Price; Mrs Becki Randall; Mr Keith Randall; Mr Graeme Robinson; Mrs

Jo Rodbourne; Mrs Samantha Samuel; Mr & Mrs J & M Sendall; Mr Jonathan Shallow; Mr David Sheehan; Mrs Margaret Shelder; Mr Roger Charles Simmonds; Mrs Elizabeth Smith; Clare Smith; Mr David Stokes; Mr M Tait; Mr Alan Taylor; Mrs Alison Tock; Mr Mario Toto; Mr Norman Waite; Mr Mike Ware; Mrs Gail Wolton; Mr Paul Turner; Berks, Bucks & Oxon Wildlife Trust; Wycombe Wildlife Group; Buckinghamshire & Milton Keynes Biodiversity Partnership.

**Issues raised:**

- Traffic impact - increased congestion / inadequate highway capacity (existing & in future) and lack of public transport
  - Loss of green, open space (impact on landscape, recreation use)
  - Loss of separation between Bourne End and Wooburn
  - Impact on / loss of wildlife on site
  - Inadequate local infrastructure to support development e.g. doctors surgery
  - Increased risk of flooding & surface run-off
  - Local primary school (St. Paul's) and nursery already over-capacity
  - Inadequate access proposed
  - Increased noise & pollution
  - Impact on quality of life of current residents
  - Lack of jobs for prospective residents
  - Loss of agricultural land
  - Support for maintenance of green corridor on site
  - Need to protect former railway line
- 
- 5 respondents proposed returning the site to the Green Belt
  - 5 respondents questioned the need for additional housing in the current climate
  - 4 respondents commented on the development quantum, noting that site offered only a limited contribution to housing supply
- 
- Support general policy context
  - Indicative yield should refer to MINIMUM of 150 dwellings
  - Objection to access from Willows Road and Stratford Drive - should be from Frank Lunnon Close and Stratford Drive.
  - Object to Option 1 and 2 proposals for development layout as Flood Risk Assessment work, whilst still in draft, suggests western portion of the site falling within 1:100 year flood zone and this area should therefore be excluded from the proposed build-up area
  - Open space including village green should therefore be located on the western side and the built-up area concentrated on the eastern side

**Response to Q.49**

48 respondents supported retaining the village green in its current location

- Well used by local residents
- Abundance of wildlife on current location of green
- Question legality of moving village green
- Moving to embankment next to river would be hazardous for children playing next to river and main road
- Flood risk

8 respondents supported the relocation of the village green

- Would provide a more pleasing aspect and open village green to the view of more people instead of being hidden behind the proposed housing development
- Potential benefits in terms of ecological protection, enhancement and flood risk management
- Support moving to alongside river
  
- Village Green location should be considered as part of the master planning/design element of the scheme.

<b>POLICY RES57 REAR OF 29-39 AND 37 FURLONG ROAD, BOURNE END</b>
---

**Number of Representations:** 2

**Respondent:** Cllrs. Fowke & Pollock, Wycombe District Council; Chiltern Society

**Issues raised:**

- Proposals for the site are supported.
- Development of the site should be resisted as it will exacerbate existing congestion and parking problems.

## **RURAL AREAS**

### **POLICY MU34 SPRINGBANK HOUSE, LAND END**

**Number of Representations:** 5

**Respondent:** Veolia Water Systems (UK) Ltd.; Buckinghamshire County Council; Lane End Parish Council; Chiltern Society; Chilterns Conservation Board

**Issues raised:**

- Reference should be made to the adjacent Conservation Area
- Reference should be made to the fact that site is in AONB and implications for design and materials
- Proposal supported
- New pedestrian link should follow the alignment of Footpath 25 as closely as possible and be located within development
- Any developer contributions should be used to address priority needs in the local community
- Do not support 50:50 split between business and residential
- Question evidence to support split
- Request a more flexible approach be adopted
- Request similar wording and approach to former de la Rue site

**Appendix 4 - Summary of Additional Sites suggested through consultation process**

### **Buckmaster Road Playing Field**

**Number of Representations:** 1

**Respondent:** Johnson & Johnson

**Issues raised:**

- Propose release of part of Buckmaster Road Playing Field from green space designation to allow for the intensification and expansion of Johnson & Johnson (adjoining designation area PBA6).

### **California Site, Downley**

**Number of Representations:** 1

**Respondent:** Mr. J. Swift

**Issues raised:**

- Request that site should be allocated for residential development (currently employment site)

### **Bassetsbury Allotments**

**Number of Representations:** 1

**Respondent:** Berkeley Strategic

**Issues raised:**

- Following further technical work, this site is considered suitable and developable within the current plan period for residential development
- Before development can occur an alternative location for allotments needs to be identified
- Required further official clarification as to current designation

### **Ruskin Works, Desborough**

**Number of Representations:** 1

**Respondent:** West Waddy ADP

**Issues raised:**

- If the case for 100% residential is not accepted then the site must be shown as a mixed use designation and not as a GBA designation as there is extant permission for mixed use.
- Redevelopment for employment is unlikely given site location.

### **GBA10 Desborough Park Road**

**Number of Representations:** 1

**Respondent:** Techaid Facilities Limited

**Issues raised:**

- Request that D1 be expanded to include the land currently designated as GBA10. This would allow comprehensive redevelopment of the whole site.

#### **GBA30 Rapid House / Bellfield Road**

**Number of Representations:** 1

**Respondent:** Batrachian Management Company Ltd.

**Issues raised:**

- Believe that this site potentially holds the key to the opening up of the River Wye.
- Land immediately adjacent to this site could be used to re-open the river at this location. May be appropriate to include a separate designation for this land, or to incorporate into GBA30 policy.

#### **Wye Industrial Estate**

**Number of Representations:** 1

**Respondent:** West Waddy ADP

**Issues raised:**

- Request that current designation of GBA be made more flexible to broaden potential uses, to include a hotel.
- Request for a mixed use allocation.

#### **Davenport Vernon Industrial Estate – part of GBA26 Gomm Road / Tannery Road Industrial Estate**

**Number of Representations:** 1

**Respondent:** Westmark Developments

**Issues raised:**

- Remove GBA designation from Davenport Vernon Industrial Estate
- Allocate site for housing or identify site as scattered employment site

#### **RES26 John North Hall**

**Number of Representations:** 1

**Respondent:** Fairview New Homes

**Issues raised:**

- Support the established principle of housing development on this site.
- Appeal decision has shown that site has capacity for 106 units and therefore the policy text should be amended accordingly to 'not less than 106 units'.

#### **Cressex Island**

**Number of Representations:** 2

**Respondent:** GL Hearn; Costco Wholesale UK Ltd.

**Issues raised:**

- Preferred mix of uses would be unable to generate sufficient value to achieve regeneration. The key driver for enabling development is likely to be food retail.
- IF5 rep for this site should replace previous IF4 rep for Cressex Island. Support for concept statement definition for range of uses acceptable at Cressex Island - this should be reflected in the DSA document.

**Gordon's Builders Merchants, Holmer Green Road**

**Number of Representations:** 1

**Respondent:** Mr. Hugh Gordon

**Issues raised:**

- Allocation for 5 dwellings as set out in Appendix 1 would not satisfy the owner's requirements in terms of finding an alternative site. Neither will it lead to a more appropriate employment generating use for the site likely to meet the needs of smaller businesses.

**Orchard Nightclub and car park area, Amersham Road**

**Number of Representations:** 1

**Respondent:** Mr. Steven Brown

**Issues raised:**

- Site should be taken out of Green Belt and promoted for residential redevelopment

**Rail.Co. site, Boundary Road, Loudwater**

**Number of Representations:** 1

**Respondent:** Liberal Democrats

**Issues raised:**

- Potential site for eastern Park & Ride

**Culver Graphics site, Lane End**

**Number of Representations:** 1

**Respondent:** Lane End Parish Council

**Issues raised:**

- Request that site be designated as a Scattered Site with Potential for Change
- Site more suitable for residential use than business

**Sidney House and Land Adjacent to Sydney House, Lane End**

**Number of Representations:** 2

**Respondent:** Lane End Parish Council; M40 Chilterns Environmental Group

**Issues raised:**

- Request that land adjacent to Sydney House be removed from Green Belt and AONB designations
- Enable comprehensive development of Sydney House and adjacent land for residential development and accompanying noise reduction measures

**Hawks Hill / Kiln Lane, Bourne End**

**Number of Representations: 1**

**Respondent:** Mr Robert Overall (Cookham Construction)

**Issues raised:**

- Removal of green space designation (as shown on Map 12 Bourne End) to allow for site to be free of designation.
- Site not to be designated as part of Green Infrastructure Network

**Heaven's Lea, Hawk's Hill, Bourne End**

**Number of Representations: 1**

**Respondent:** Mr. P. Laws

**Issues raised:**

- Removal of green space designation to allow for site to be free of designation.
- Site not to be designated as part of Green Infrastructure Network

**Fieldhead Gardens, Bourne End**

**Number of Representations: 1**

**Respondent:** Savage & Partners

**Issues raised:**

- Seek removal of current green space designation and designate site for residential development.

**SRS Joinery site, Wooburn Green**

**Number of Representations: 1**

**Respondent:** Wooburn & Bourne End Parish Council

**Issues raised:**

- Site should be re-designated as a badly sited user to allow for future redevelopment for housing.

**Janssen-Cliag site, Saunderton**

**Number of Representations: 1**

**Respondent:** Johnson & Johnson

**Issues raised:**

- Propose site to be designated as a major developed site in the Green Belt and subsequently allocate site for a mix of hotel / residential uses
- A more flexible approach to preference for traditional offices is required
- 

**Sports Ground, Mill Lane / Crowbrook Road, Monks Risborough (known as “Molins Sports Ground”)**

**Number of Representations:** 1

**Respondent:** Molins PLC

**Issues raised:**

- Seek allocation of 50% of site for residential development with 50% dedicated (free of charge) for use as sports ground / public open space

**Land to rear of High Street & facing New Road, Princes Risborough**

**Number of Representations:** 2

**Respondent:** Princes Risborough Town Council; Cllr. Bendyshe-Brown

**Issues raised:**

- Continuing degeneration of this land and urge discussions with WDC as to how this might be addressed.
- The last Local Plan had requirements to carry out a developers brief for the backlands on New Road and Horns Lane. This requirement for a developers brief should be transposed into the new document.

**MU25 South of Horns Lane, Princes Risborough**

**Number of Representations:** 1

**Respondent:** Princes Risborough Town Council

**Issues raised:**

- Seek further clarification on the future of this site.

**Hypnos site, Princes Risborough**

**Number of Representations:** 1

**Respondent:** Cllr. Bill Bendyshe-Brown

**Issues raised:**

- Site has now been sold to the owner of the old Whiteleaf Furniture site such that both sites now adjoin each other, are adjacent and fronting the station area.
- Seeking that a degree of enabling development will be included within the redevelopment of the whole site.

### **Industrial estate near the railway station, Marlow**

**Number of Representations:** 1

**Respondent:** Mr Douglas Pounds

**Issues raised:**

- Proposed alternative site for supermarket

### **East of Marlow between Wiltshire Road and A404**

**Number of Representations:** 1

**Respondent:** Mr R. & Mr A. Marsh

**Issues raised:**

- Suggest site for residential development as alternative to M40 Gateway development.
- Site in AONB and Green Belt.

### **Hoppers Farm, Cockpit Road, Great Kingshill**

**Number of Representations:** 1

**Respondent:** GLEDER for Hoppers Farm, Gt. Kingshill

**Issues raised:**

- Proposed alternative site to reserve greenfield locations for residential development.

### **Wycombe Air Park**

**Number of Representations:** 2

**Respondent:** Mr. Steve Brown; Mr. Wayne Pendle

**Issues raised:**

- If the new community stadium is to be built on the air park then additional land should be released for development in the future.
- Object to any development at Wycombe Air Park

### **Stockwells Timber Yard, Stokenchurch**

**Number of Representations:** 1

**Respondent:** Frontier (Stokenchurch) Ltd.

**Issues raised:**

- Support retention of current allocations of PBA, GBA and SR.

## Appendix 5 - Additional Comments Received

## High Wycombe

**Number of Representations:** 4

**Respondent:** Mrs. M. Saunders; Sands Residents Association; Mrs. K.M. Peatey; Mr. Paul Lewis

**Issues raised:**

- People disappointed with the result of Eden and Sainsburys. They are too big and modern and views have been lost of the church and up Hughenden Valley
- The skate park needs shielding
- Improvements to junction of Chapel Lane A4010 and the A40 are urgent
- Concerned about the increase in entrances to the Rye. Fewer entrances are safer for children.
- Wycombe Wanderers' needs could be served with a small capacity increase at Adam's Park. By moving to a new stadium the capacity would be well above their requirements and as tenants rather than owners they would loose out on income streams from conferences etc.

## Princes Risborough

**Number of Representations:** 3

**Respondent:** Risborough Area Community Action; Risborough Area Residents Association; Princes Risborough Town Council

**Issues raised:**

- A comprehensive design plan for the future of the town centre (including the back land behind the shop frontages) is required to avoid piecemeal development in the future
- This should be an integral part of the DSA document.

## Marlow

**Number of Representations:** 2

**Respondent:** Marlow Town Council; Ms. Jacqueline Calcutt

**Issues raised:**

- The river front at Marlow should be enhanced as a tourist attraction.
- Concerns surrounding levels of traffic in West Street and Spittal Street. One-way systems and/or pedestrianisation should be considered.
- The rural catchment area of Marlow should be explained and defined by a map

## Town Centres and Retail

**Number of Representations:** 1

**Respondent:** Chepping Wycombe Parish Council

**Issues raised:**

- Support the provision of retail services in new development to benefit community life and the environment. Provision should incorporate leisure uses and could be

incorporated into new and existing libraries, health centres and beside play areas.

- Local retail should be safe, welcoming and part of a vibrant street scene.

#### **Allotment Strategy (produced by WDC Community Services)**

**Number of Representations:** 1

**Respondent:** Mr. Michael Chadwick

**Issues raised:**

- Support the recognition of significant shortfall of allotments in the District.  
Anticipated that demand will increase and this should be kept under review
- Support the quality standards identified
- Wish to raise awareness of alternative growing schemes e.g. containers and under-used amenity space

#### **Gypsies & Travellers**

**Number of Representations:** 1

**Respondent:** The Gypsy Council

**Issues raised:**

- Support for Hemley Hill gypsy and traveller site application
- Highlighting the closure of High Heavens gypsy and traveller site