

All Questionnaire Comments

Plan Comment

Fantastic to see the very hard work and the detail in the Plan - very well done! I would however link to see greater linkage to/clarity on various items is needed: The housing need: This may fall on deaf ears - but the WNDP needs push back on the housing requirement and its appropriateness for Watlington - are we clear there is a local need for the minimum requirements? Also what is the upper limit the plan accommodates? Development of the school - the plans for the Primary and Secondary school are unclear noting 'provide land for the future expansion of Watlington Primary School or Icknield Community College'. Understanding how will these be developed (capacity and road access) is central. In the absence of agreement with the LEA (?) of future development plans the impact of development is difficult to gauge. Future implications of, and alignment with/links to Pryton – although highlighted as outside of the plan I would still seek to 'agree' with Pryton PC how development of Pryton 1 and 2 might happen and argue with SODC that these are 'de facto' part of Watlington and should be considered in Watlington's allocation. This may open up opportunities perhaps for large Hill Road style houses around the Cricket Green and a new access to the School etc. Without bringing this into the development of plan its difficult to see how the entity of 'Watlington' can be appropriately considered. Greater clarity on the quantum and priority for the CIL: The CIL can make a difference to place making if used well of course and there are lots of good ideas in the plan. But I would suggest not using the CIL for previously explored and unjustified developments – e.g. the swimming pool - that would probably be would best be delivered through an alternative vehicle. For example an expansion of Icknield School to include a pool, a swimming pool on its own and minor improvements to the sport facilities would be poor use of money and best achieved through a separate multi-agency (school or private funding lead) initiative (if sufficient momentum exists).

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Plan Comment

The realignment of the B4009 as an urban realignment, not a bypass. By-passes encourage traffic and speed. An alternative route through Watlington is a very good idea and embedding this in the development a good idea (using the proposed wide verges etc). I would however encourage greater levels of implicit calming (through roundabouts - making better use of the B480 roundabout for example - perceived narrowing etc) is preferred to explicit attempts to calm (bumps etc). In addition, it would be great to see a 'part-pedestrianised' High Street - perhaps from the Butchers to D G Homecare - if traffic flows could be made to work. This would be perhaps for weekday or a Sunday market if permanent pedestrianisation was not possible. This would further discourage 'rat running' and promote trade in the high street if it could be made to work.

"An alternative route around Watlington will reduce the curse of congestion in the centre of the town, making it a far more pleasant environment for residents and shoppers." Having spoken to a few shop keepers, they do not share the parish council's view that traffic is wholly a misfortune. A shopkeeper with a very good view of the Town Hall crossroads says there is no congestion apart from at peak times, the rest of the time the traffic flows freely, and this is my observation too. Some shop keepers say that their livelihoods depend on passing traffic, which adds to shoppers. I have checked the many reviews online by visitors to Watlington and traffic is not mentioned as a problem, or reason not to visit Watlington. There is no evidence that visitors say Watlington is an unpleasant place, the opposite is true. If the parish council is referring to congestion at the T Junction, this is caused by on-street parking on Couching Street and to solve it removal of parking was recommended. Consultation 2 gave a negative response to the high street being pedestrianised. The range of views of the community, and especially those of shop keepers, as well as visitors, is not evident in the council's wholly negative opinion of traffic.

"Village" style housing with multi-height roof lines, in varied styles with vernacular materials, semi-timbered/Flint finish etc. Not boring red brick like Marlbrook Estate. CRUCIAL appropriate materials and scale to fit in the countryside. Could supply photos of existing in recent developments if useful.

. Please see my comments on question 1 above. The traffic management plans must be "written in stone" and implemented as a pre-condition to the start of the development

1. The realigned B4009 is essential and must be completed before any housing construction begins. This will obviously be of benefit for access to the construction sites for the developers. 2. The route of the new road is from the Pyrton crossroads to the Britwell Road, but, that will then send traffic heading for Henley, back into town and into Brook Street. The reality is that a lot of this traffic will be unlikely to use the relief road and head into town as usual. In addition, traffic coming from Howe Road, heading towards the M40, will also head up Couching St rather than using the relief road. So, consideration must be given to building another relief road to connect Shirburn Road and Howe Hill. There should be some land belonging to Beechwood Estates which could be allocated for a further small housing development to pay for the relief road construction. As you say in the draft plan, "the number (of new homes) is bound to grow further". 3. To ensure that the problem of non-local traffic continuing to come into the town centre (point 2), as well as a 20 mph speed limit, there should be additional traffic calming measures need to be put in place. Chicanes at the bottom of Couching St and top of Shirburn St perhaps, additional on-street parking too would help. How about a fixed speed camera at last?

100 houses was the preferred number for Watlington, not 400 which is ridiculous. The character of Watlington is the smallest town, keep it how people love it.

1a-c. Will you be able to ensure that development will be within your proposed guidelines? 1d. What is the Watlington Design Guide? I seriously doubt you will be able to dictate 'appropriate materials' to developers - there are already a lot of 'new builds' in Watlington and I haven't seen any in keeping with its rural character.

1b suggests that the building will 'contribute positively to views of the town,....., in particular from Watlington Hill.' This is a purely subjective view. It might not be as detrimental as building elsewhere but that does not mean it will enhance the view. I would argue that the views of fields and trees are significantly preferable to housing.

2a) Road changes often lead to unintended consequences, for example the unmarked road through Christmas Common has become a short cut for commuter traffic from the M40 to Reading; which was probably not anticipated when the M40 was built. The re-alignment of the B4009 needs to be reviewed not only for the expected outcome of diverting Watlington through traffic but also the unintended consequences, in particular whether it may lead to drivers taking short-cuts through local hamlets. 2c) Junction changes at the top of Hill Road were agreed at a Parish Meeting in Christmas Common. These should be included in the traffic management plans.

2a. A bypass around the town is the best idea. 2b. There is already illegal traffic going through the town that is not controlled, and it's already having a 'severe impact on traffic pressures and air quality'. How are you proposing to control/stop it in the future if you can't manage it now? 2c. Ditto above. And what percentage of developers' profits will be allocated via contributions, and who will ensure this actually happens?

2a. The route should be built before the houses otherwise traffic volumes will increase. 2b. Air quality in Watlington at the moment does not meet legal standards and traffic is severely congested at peak times. My understanding was that development should have a beneficial effect on traffic pressures and air quality. The wording 'does not have a severe adverse impact' is totally unacceptable. The council should not contemplate any development, or stage of development, that will have any adverse effect whatsoever. If the building of new housing between Pyrton Lane and the Pyrton crossroads does not take place, the route for the new road will not be available. How is the council going to ensure this does not happen? The paragraph sub-titled 'Why doesn't the route use Willow Close and the spur to the Industrial Estate?' , bullet point 4, states that the new route 'will provide a better edge and will limit further development.' Why? The plans show building beyond this road which sets the precedent for further housing. Thame, Oxford and Didcot all have current, new housing developments beyond their ring roads demonstrating that a ring road is no impediment to development. Wording in the paragraph sub-titled 'What can be done to improve the town centre?' gives me no confidence in the ability of the council to ensure proposals will come to fruition. 1. Can the parish council impose and enforce the 20mph limit? When and how? 2. Surely any consultation should be carried out before plans are put into place. Haven't there been several consultations carried out over the years - have these actually been implemented and what has been the impact? 3. Traffic will be reduced 'WHEN' through traffic can use the new road - until then it will presumably increase. A date has to be given before this is acceptable. 4. 'HGV's will be able to.....!' Surely this should be 'HGV's will only be able to as a result of traffic calming or width restrictions'. 5. Bullet points 5 and 6 are dependent on the preceding points and are resulting benefits, not actions that can be undertaken.

4e) The existing interconnecting paths are typical of old towns in that they are narrow and wriggle between the boundaries of adjacent properties. Modern developments tend to have wide sweeping paths, often laid out to look nice on a plan, but pedestrians will take the shortest route. Whilst it is appreciated that new paths will have to meet current safety considerations, this is another situation where care has to be taken to prevent a suburban appearance developing.

Plan Comment

5a) Many rural town in other countries deliberately change the emphasis from being primarily laid out for motor traffic, as Watlington is, to be primarily laid out for pedestrians. Motor traffic is able to access and move through the centre but it is not primary and the road margins are deliberately narrowed and merged with the pavement. 5b) There is a tendency to build commercial nursery units as warehouses, probably because they are cheap to build. The proximity to the M40 might turn Watlington into a convenient store and forward location for logistics businesses. We would be wise to target high tech light industrial (B1) or (A2) use as this is less likely to draw in heavy vehicles. 5c) Would be assisted by notes on 5a) above. 5d and 5f) Signage in the car park advising what amenities are available in Watlington would encourage cyclist and walkers to enter the town. In addition it is not clear how to get to the town centre from the Hill Road car park. Further, visitors going from the car park into the town do not get a good first impression as the path is scruffy, uneven, and the path is very narrow and difficult to navigate if you are elderly, disabled or managing young children.

5a. Get the illegally parked cars off the street. 5b. How about helping smaller traders like bakers and greengrocers? I understand that the rents on the High Str are prohibitive to ordinary small businesses which may be why all that's left are a very expensive lighting shop, deli, butcher and chocolatier, yet not even a Post Office. 5c. There is NO economic vitality here. Too expensive. See 5b. 5e. How are you going to provide more parking, and where? The Paddock (as i see was recently suggested)? Why don't you turn the centre of the town into a 'pedestrian zone'. That will get more people moving around on the streets, knowing they're less likely to be run over. 5f. How are you going to get tourists into a town that doesn't even have a Post Office or baker?

6f) See comments under 5a) 5d) & 5f)

A big problem in Watlington is the lack of variety in the local employment available. many of the local businesses employ very few local people, either because they employ few people at all, or because the jobs they offer are not matched to the range of housing available so that employees cannot afford to live in Watlington. The old auction house should be used to provide employment rather than housing, and would help build on the businesses already established in the courtyard. The new businesses need to be employers of people such as light industry or people intensive similar to the deign company already there or the marketing company in the old Hare and Hounds.

A by-pass of the scale envisaged will require between 400-700 houses to be built and will create a huge amount of increased traffic, pollution and hazards to pedestrians, cyclists and horse riders. Instead, a modest relief road should be built to keep unnecessary traffic from the centre of town as previously envisaged via Willow close and the industrial estate.

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A planning inspector has questioned why a policy has been put forward that does not appear to support local and national policy. It would be better to recognise now that the plan will be judged against examined local and national policies, and make changes where it is proposing its own policies, without evidence, particularly on matters that are strategic, such as air quality and roads.

Action needed now

Addition of Swimming Pool / Sports Club / Gym / Squash Club would be important to the school and community as the town grows in population

Additional homes needed

Affordable housing must be good quality housing ! And for local residence and their families given first priority. And not for private landlords to buy for rent. Not for the mass relocation of communities from elsewhere.

Again similar policies particularly in respect of super fast broadband need to apply to the villages e.g Northend. Mobile phone connectivity is also very poor in the locality.

Again, great to see such detail - but I would continue to argue the definition of the 'Designated Area'

Again, I'm in support but the social infrastructure of the town will only be protected if people can access the village centre and that then has a self fulfilling impact because if people can access they'll spend money and shops will survive.

Agree that Watlington has no choice but to provide the number of houses required by government and SODC. Ensure that these developments are environmentally sound and safe. A by-pass through any of the new development will not be either and makes a mockery of the council's aim to provide green spaces etc. To even think about financing a relief road on the back of the housing development with a proposal that will mean double the number of houses required **MUST NOT BE ALLOWED TO GO AHEAD**

Agree with all proposals - especially the swimming pool and other sports / recreational facilities.

Agree with sites recommend but not allow back fill, as suggested by sodc, especially Wat 1.

Agree with the general thrust of the document, but it is very difficult to follow. It appears to have sustainability objectives, NDP objectives, sites, questions and policies all tabulated against one another and assigned to one of three categories, but with no clear indication of what the categories really mean. It is obvious that the red, green yellow coding is some form of no, yes, maybe grading but what do they really mean and how can the grading be used to take decisions. For example, NDP objective 2, which is to do with traffic issues according to the NDP, is the only NDP objective that has any red values against environmental questions, and the questions that get red scores are to do with biodiversity, light encroachment, landscape setting, flooding, water courses and food production. Surely covering a field with houses has a bigger effect on food production or flood risk or landscape setting than building a road across the same field? Similarly, building a new road, with the consequent effect of loss of part of a productive field, surely cannot have a positive effect on the impact of traffic on the environment?

Agree with this, traffic needs to be rerouted from the town centre.

Agreed

All building works should not detract from the town and its heritage. It should form part of the community.

All housing development must contribute to the needs of Watlington and deliver a better environment for residents. New pedestrian and cycle ways will be key to the betterment of the connectivity between both new and existing housing and the town's amenities.

Plan Comment

All proposed development within the Parish must contribute to the delivery of the alternative route for the B4009. Britwell Road is the most dangerous road in Watlington. Its narrow width and the blind bend at the mouth of The Goggs makes it a particularly poor route for pedestrians to access the town. I have experienced this personally. I was struck on the arm by a vehicle 's wing mirror whilst walking on the narrow pavement on Britwell Road. Therefore, I strongly believe that it is important to ensure that all development proposals utilise the land to the west and north west of Watlington, land already identified in the NDP, in order to ensure safer access to the town, via new foot and cycle paths, as well as ensuring that the 'Watlington Bypass' is achieved. Our major observation is that the alternative route for the B4009 around Watlington should start (on the Benson side) at a point before the town boundary at a position in the dip in the B4009 at OS Grid 68259425. This will have the advantage of ensuring that noise and pollution caused by vehicles stopping and starting at the new junction out of Watlington do not affect the residents on the south side of Britwell Road. An additional parcel of land, beyond that identified in the WNDP, would have to be negotiated to enable this to happen.

All the considerations raised under this part of the plan are to be commended and encouraged.

All very positive

Although Buses must have access to the school from the new road

Although I have always had reservations about building a new road because new roads tend to increase traffic I now support this as it's accompanied by proposals to do more and improve the town centre overall. A 20 mph limit in town will help for a start especially along with greater enforcement of the HGV limit.

Although I would like to understand how the schools will manage with the closure of the church nursery already

Although traffic is an issue, I am not sure listing one choice as the best choice. And the thought of putting a bypass main road right through the middle of a housing estate full of family homes is ridiculous. Are there no other options?

Although we broadly agree with most of the draft plan proposals, and in particular support the principle that any significant development should be located to the north and/or west of the town and should be supported by a new alternative road route around the town, we are very disappointed that the Church Hall site is not explicitly protected as a green space. Other areas explicitly identified as green spaces to be protected are not as well used or as threatened as this area. With further development of the town likely, all the existing significant and valuable green spaces should be strongly protected. If significant development is allowed to the west of the town, the church hall site will be invaluable as a green space. We also feel that the proposal that 40% of developments should be affordable homes may result in unintended consequences. There is clearly a need for more affordable housing in and around the town, but specifying that such a large proportion of major developments is allocated to cheaper housing may lower the overall quality of housing and/or discourage potential developers. We believe that a more flexible strategy would be appropriate. We believe that the realignment of the B4009 needs to be in place before any major development takes place, to avoid the very significant adverse impact on traffic arising from further development, but more importantly to ensure that the town does not ultimately find itself in the position of having large new developments in place but there being no funds to effect the realignment. In our view, it is absolutely essential that a solution to the traffic issues throughout the town is found and effected sooner than later. It would be a disaster to allow any significant further development without solving the existing, and worsening, problems.

Always good

Am fully supportive of new road plan. Bt, in addition to the proposed 20mph limit along Couching St B4009, there needs to be more done on the existing B4009 near the Coop to ensure safety of pedestrians, the approach from the south towards the zebra crossing is very narrow and not wide enough for 2 cars, consider traffic lights/pelican crossing, this may encourage traffic to re-route around the town. Recommend making the road between B4009 Coop Couching St and Brook Street junction a no parking zone. Need to make available more parking in centre of Watlington if we are to encourage commercial/business. Recommend creating clearly marked parking spaces along the High St with a 1 hour max waiting. Could Couching St be residents access only. The road to the school Love Lane, is VERY POORLY maintained - once the number of children and therefore traffic to the school & college increases this road will suffer greatly, PLEASE PLEASE PLEASE invest in Love Lane and other school access roads to smarten up the grass verges, limit the on street parking and paint proper road markings and maintain a road without potholes. Put in a crossing where the access to the recreation ground emerges.

An excellent, well considered, and sympathetic plan.

An important issue but where are the additional facilities for schooling and the medical care needed in an aging community?

Anything that protects and enhances the character of Watlington should be supported - I'm just not convinced that's possible given the planned number of new houses.

As point 1. Watlington should enhance its character by being eclectic as it has always been throughout history. Not just do a massive quick easy build on one side of town that could cause a ghetto and stigma. I am sure both affordable homes and new homes can be built with clever planning as in the past adhering to very strict planning guidelines to keep Watlington looking like Watlington.

As a basis to work from it has some reasonable points but as with so many of the Neighbourhood plans it is in its out look and insular in its approach.

As a Cuxham resident I fear the Watlington "by pass" may increase traffic through Cuxham heading for Oxford.

As a Cuxham resident the main village concern is that of traffic. We have to accept the increase in housing which in turn generates more traffic.

As a family of 4 living in Watlington (for 5 years) we are renting in a buy-to-let property and are unable to afford a property in the town at present due to low housing stock and high prices. Although we think it is important that the community feel of Watlington is preserved, we also recognise the undeniable need for more housing in this town that "normal" people can afford. We both work in frontline public sector roles and unfortunately don't fit into the category for "affordable housing" but neither do we have half a million in the bank!!! We really approve of these plans and only hope they can include a variety of housing stock at reasonable prices. I also wonder if there is an option for self-build project within this? Agree wholeheartedly with the pressing need to improve traffic through the town, the 20mph speed limit and the need for pedestrians to feel safer, especially along Couching and Shirburn Streets.

As a long term renter in Watlington affordable housing for pre existing residents is high on my agenda.

As a resident of Britwell Road, I understand the need for more housing and don't in principal have any objections to houses on sites A, B and C but don't understand why the new junction will start outside our house when it could easily be moved to the beginning of the town. This cannot be a plan for all of Watlington if it doesn't consider the wellbeing of all of Watlington, it feels like we are being sacrificed for the good of everyone else. There will be more noise, more pollution, more light outside our house. We will have to reverse out onto a extremely busy road.

Plan Comment

As above and including new roads and parking. I happen to live on a footpath so parking in the centre of Watlington is crucial to me. However I realise that I could rent/buy a garage!

As above. Watlington has always worked hard to maintain the character of Watlington as a town, with peeper pot approach to new homes that have individual designs when built as separate projects over time. The new massive estate is not the way Watlington has ever grown in all its history and shouldn't start now. Totally out of character.

As above. Well considered and sympathetic to the existing character of Watlington. It ensures that the requirement for additional housing is addressed in a way which allows Watlington to evolve whilst preserving the nature and feel of the town.

As I mentioned, please incorporate cycle and walking routes through for the new development. Sadly, there do not seem to be alleyways from the existing Marlbrook estate or small closes off Pyrton lane that could line to the alleyways around the church. If this can be fixed with the new development that would be an improvement. I think some are against these alleys thinking they encourage crime or antisocial behaviour, however, in Watlington that does not seem to be the case and nothing that discreet lighting and a generosity of size can't solve.

As I wrote above, more information on the possible flood risk and how exactly it would be alleviated would be really needed.

As I've already said, I'd rather there were no new houses in Watlington: the current infrastructure copes with the number of residents we have; any more and I don't see this being viable.

As long as: 1. Road infrastructure is built at the beginning 2. There are significant levels 40% and higher of affordable housing WE are not building on AONB or greenbelt.

As set out above expansion of the town is essential but only as a comprehensive scheme to promote the town for carefully considered expansion to address traffic issues must be forthcoming with some housing provision in the nearby villages lying within the parish.

As the strategy to realign the B4009 is likely to attract a significant increase in vehicular movements from Reading/Henley and that very commercial sector of the Thames Valley, via Nettledon to M40 J6, part of the strategy should be to extend the realignment to link with the B480 somewhere to the southeast of Watlington. Not to do so will inevitably lead to increased pollution and misery to that part of the town near Howe Rd/Brook St/Cuxham Rd which will continue to suffer high, probably much higher volumes of through traffic, particularly when Chalgrove New Town comes on stream.

As well as a bypass, Watlington is in desperate need of a pedestrian crossing on Brook street. It is impossible to cross safely (I take 2 young children to school that way every day). Also, large vehicles often mount the curb on Brook St to get through making it very dangerous for pedestrians.

Be aware that our solutions may cause additional traffic problems for nearby villages.

Both my Wife and I agree with the development of sites A,B & C as proposed. Excellent work by the Committee. Let us hope SODC support the plan and includes the land in Pyrton for the revised B4009.

Plan Comment

Broadly I support the rerouted proposed B4009, I think it's an excellent idea to take pressure off the town centre and reduce pollution. However, I have some questions/ concerns / comments as follows:

- It is mentioned in the plan that improvement of traffic could include widening of pavements. I heartily agree with this, as a mum with a baby and a toddler it is intimidating currently to have such narrow pavements. One particularly dangerous corner is the junction of The Goggs with Britwell Road, that definitely could benefit from widening the pavement or some other route to make it safer to access britwell road as a pedestrian.
- At one place in the plan it mentions the idea of ANPR to enforce the HGV limit, and also that the HGV limit would remain in place with the new proposed road. I completely agree with using ANPR, this seems to be the only way that we can enforce the 7.5T restrictions that are currently completely flouted. Please prioritise funds for ANPR.
- Having a 20mph limit in the town may be helpful but I believe should be less of a priority as most vehicles don't get up to 20mph anyway due to the limitations of the road with parked cars etc.
- I think a major improvement the WNDP could do is to improve access to the school sites from the West side of the town. For example, for families living in Ash Close (and in future in the new developments) they have to walk a long route round the town via the church to get to the primary school. This may be putting families off walking, and increasing the traffic through the town. Please could the WNDP look to get some walking footpaths from the school sites towards housing areas and proposed areas on the west side of town? Thanks.
- Another very important point I would like to make is a proposal for a bicycle route between lewknor Bus stops and watlington. Currently this road is not very safe to cycle on, which leads to increased need for parking at Lewknor and traffic through watlington. If there was a safe cycle path I believe it would be heavily used.
- I agree there will need to be an expansion of parking for the town with the proposed increase in houses in WNDP and also in chalgrove. This I would like to see more information on as I didn't see in any of the reports of WNDP any formal proposal for increased parking.
- For the proposed new road, what speed limit would it be? If 60mph then I think this wouldn't be safe with the nature of having housing sites either side. And how could pedestrians and cyclists cross the road in the middle of the housing estates? If by pelican crossing will this disrupt the flow of traffic and lead to people again using Pyrton lane or Watlington town centre? I think the crossings over / under the new proposed road is really important to have a clear plan for to maximise benefit to pedestrians and cycles and traffic flow.

Building work is required, and necessary. The environment must be treated with respect. Humans need space and should be allowed to build, with respect and care. The environment adapts to humans.

But not at the expense of surrounding villages and hamlets

But only if have a cap on the total number of new houses

bypass would improve air and noise level,s

Can only find draft.

Can the majority of new homes be within the new road so that the road essentially (for the moment at least) serves as a boundary to prevent further sprawl out into the countryside? Can it be ensured that the school buses get easy access to and from the new road to reduce the number that need to use the center of town? Can due respect be shown to the people of Pyrton such that a good solution is found for as many people as possible? Are they in general agreement with the proposed route of the new road?

Can we ensure that affordable housing stays that way? i.e. not increase size of homes and move them out of 'affordable' bracket. Ensure adequate parking for each property to stop roadside parking (1 parking space per bedroom)

Plan Comment

Clearly the ambitions of the Watlington Plan to preserve the nature of the setting and character of the area are priorities for residents. However, the plan has failed to look at any alternatives which would have similar benefits to a bypass, but would not come with the enormous additional housing burden and impact on the AONB, the character of the village and the setting, all of which will be utterly devastated by the housing and bypass in the current plans.

Clearly this an objective that would be supported on the condition that less than 100 homes are built

Comments on behalf of Providence Land Limited, prepared by Howard Sharp and Partners LLP. Providence Land Ltd (PLL) is the promoter of Sites B and C as well as PYR2 in the draft Pyrton Neighbourhood Plan. We act for the landowners, who are all willing to make those sites available for development, not only to meet the housing needs of the town, but also the associated infrastructure requirements. We are very pleased to see that the Draft Plan recognises the opportunity to meet housing needs in a way that also comprehensively tackles transport and air quality issues. We believe that housing growth should be used as a means of improving the quality of the town's environment and we commend the Parish Council for a spatial strategy that seeks to achieve this. PLL specifically supports the Plan's key objective of safeguarding land for a re-aligned B4009 to the north and west of the town in order to reduce the flow of traffic through the town centre and to improve air quality. Only with the provision of this route can there be the necessary restrictions in the town centre to deal with the current severe problems of through traffic congestion. With the SODC Local Plan Second Preferred Options consultation now proposing to safeguard a route for such a bypass, there is a clear strategic transport justification that both Watlington and Pyrton Neighbourhood Plans must accommodate. Clearly the best approach to delivering such an alternative route is to work positively with landowners and developers who are able to release the land for the alternative route if there are sufficient housing numbers to unlock this. The distribution of the preferred housing allocations is divided between three sites along this proposed route which have been chosen on the basis of a systematic analysis of development options and two previous consultations and we support this. We agree with the key objective of the Plan providing a minimum number of 238 new homes to meet the housing needs identified by the WNDP and the requirements of the emerging South Oxfordshire Local Plan 2033. We are pleased to see this number specified as a minimum as clearly more than this is required to deliver the bypass. Our view is that the number of new homes needed to deliver a bypass route in full for the town is in the region of 300-400 homes, of which around 238 within the Watlington Neighbourhood Plan area would be reasonable. The additional housing numbers would, of course, fall within the Pyrton Neighbourhood Plan Area on PRY1 (Land at the former MoD site on B4009) and PRY2 (Land to the East of Pyrton Lane). As the town falls within the 'larger village' category of the adopted Core Strategy and emerging Local Plan, this scale of development is broadly proportionate to the scale and function of the town and position in the settlement hierarchy. It would not be a reasonable alternative to provide less homes and by doing so, failing to grasp the opportunity to deliver a comprehensive traffic solution. We suggest the housing numbers for the town as a whole should comprise around 120 on Site A, around 120 on Sites B and C together and around 120 on PRY1 and PRY2 together. We believe it is important for the Watlington Neighbourhood Plan to explicitly state how each site along the route of the bypass can contribute to the overall vision of taking through traffic out of the town and not to allow one site to dominate in terms of housing numbers. The strategy relies on willing landowners who are prepared to make the land available and to fund parts of the route where it relates directly to their own development. Each section of the route will need to deliver an appropriate proportion of the housing requirement for the strategy to be effective. To address the above, we suggest that rather than just stating an indicative capacity for each development site, there should be a proposed dwelling number specifically for each site to help avoid a substantially higher level of development than that the public support for the town as a whole. Neighbourhood Plan examiners are now routinely endorsing the use of the words 'approximately' for the capacity of housing sites (see, for example the recent examiner's report for the Olney Neighbourhood Plan in Milton Keynes Borough). A precise number is generally considered to be too prescriptive and does not offer the flexibility to allow the appropriate scheme to emerge, once it is known the mix of housing types and sizes of units. But if the policy itself does not state the approximate dwelling numbers that would be appropriate for each site, then it risks speculative applications which would unbalance the Plan strategy. This is a particularly important issue for Watlington, where five sites are required to deliver the bypass, two of which lie outside the Neighbourhood Plan area. The public should understand how each site contributes to the whole vision for the town. PLL already have a live application for up to 100 homes running on PYR2 (P16/S2576/O) with a reserved corridor for the bypass agreed with County Highways and we understand the promoters of the other sites are also preparing planning applications. PLL are willing to put in planning applications on Site B and C to secure this central section of the bypass and demonstrate its deliverability. We suggest that the Plan

should state that each site will be brought forward in accordance with a comprehensive masterplan to ensure the delivery of essential transport infrastructure. Clearly the precise alignment of the route and its design and specification will need to be agreed with County Highways on all the proposed sites. We have already agreed with the County - for PYR2 - a bypass corridor width based on a 6.5m carriageway, 3m pedestrian/cycle route and 3m separating verge. There will also need to be agreement of the precise funding contribution via the Homes and Communities Agency to address any additional traffic generated by the proposed new settlement at Chalgrove Airfield. These matters do not require a long time period to resolve. We understand there is commitment in principle from all levels of Government to work pro-actively with developers to deliver the project rather than resorting to lengthy CPO and direct land assembly. Furthermore, the Homes and Communities Agency have been in discussions with the relevant authorities for several months now on the funding package as part of the Chalgrove Airfield mitigation. So for the first time, the town has all the elements in place to permanently address the through-traffic problem. Other comments on the Plan as a whole not addressed in Part B below: Housing policies Site A - Land between Britwell Road and Cuxham Road – there should be an explanation of why the site is proposed as having an indicative capacity of 140 dwellings when the SODC Landscape Capacity Assessment recommended that, on visual and landscape grounds, a much-reduced area be used for development allowing for 65 dwellings. There is no clear indication of how the policy relates to the landscape evidence. Site B - Land Off Cuxham Road and Willow Close – we support the proposed allocation and as the promoters of the site we re-affirm its availability for housing. We have undertaken some initial masterplanning work and can confirm that by broadly following the bypass route in the draft Neighbourhood Plan there is around 2.4ha of developable area within the line of the bypass which would accommodate approximately 60-70 dwellings. Beyond the bypass, there is scope for public open space and extensive landscaping to visually mitigate the scheme. Site C - Land off Pyrton Lane - we support the proposed allocation and as the promoters of the site we re-affirm its availability for housing. We have undertaken some initial masterplanning work and can confirm that by broadly following the bypass route in the draft Neighbourhood Plan there is around 2ha of developable area which would accommodate approximately 50-60 dwellings. Beyond the bypass, there is scope for public open space and extensive landscaping to visually mitigate the scheme, as described for Site B. We will forward on a pack of information which contains Drawing No. 3097.3001 dated June 2017, prepared by BHP Harwood Architects. This shows an initial design concept for Site B and C which illustrates the development areas and key routes into the sites and how they relate well to the existing town. It shows how much of the existing route of Pyrton Lane can become downgraded to a 'country lane' character and connect to a series of footpath links to local amenities and facilities. This will benefit the existing residents of the Marlbrook estate as the access route ending in the reserved corridor for a bypass can now become a tranquil green lane taking people to the local schools. The mature vegetation currently on the outer edge of the Marlbrook Estate will remain as a visual buffer to the new development, but with a new footpath across it. Section 8.7 Pyrton Neighbourhood Development Plan (Page 42) We welcome the recognition that PYR2 is able to contribute to the re-alignment of the B4009 and that their development would relate to the settlement of Watlington. However, clearly it must be additional to the allocated growth within the Watlington Neighbourhood Plan. We also wish to point out that the 2015 SODC Landscape Capacity Assessment for sites on the edge of larger villages in South Oxfordshire (additional villages) - "Kirkham" report - screened out PRY2 in the first stage of its assessment, based wrongly on the whole site being developed. There was no subsequent stage 2 assessment of the scheme and, had there been, then a reduced number and scope for landscape and visual mitigation would have been taken into account. Furthermore, now that the District Council is proposing that a bypass runs across PYR2 then this is a fundamental new piece of information that needs to be included within any landscape assessment. This report therefore has limited weight in relation to the current situation.

Consideration for more local shops into new development areas. Nothing is mentioned about provision for medical services, schools and amenities, please consider these,

Plan Comment

Consideration should be made of an adequate cycle route to Junction 6 of the M40 and Chinnor perhaps along the line of the old railway. This would be used by commuters, and could alleviate the parking along the B4009 at Lewknor, a problem which will grow with any new housing development and the prospect of more commuters.

Continue to support more working from home initiatives, the development of the school (with a sixth form) and more communal sports facilities.

Cycle way on old railway track to Lewknor? IMO Watlington has good local sport facilities and community buildings. The blocking by the pressure group over the old Church Hall development is a complete disgrace.

Definitely

Do it understand the question

Do not want a bypass around Watlington

Does 6b include additional school places, doctors, dentists?

Efficient traffic management is essential for this plan to be implemented successfully. The proposed bypass will ensure that the centre of Watlington is not overwhelmed by additional traffic, whilst ensuring that the new development(s) are similarly protected. This would vastly improve both the ambient and air quality in Watlington, and will also protect vulnerable older buildings which are currently suffering from vibration damage due to the high numbers of heavy vehicles passing through the town.

Enforce current weight and speed limits

Enforce requirement for road borders / verges to be sustainably planted to provide visual and acoustic screening and enhance natural habitats. Essential to provide investment to manage traffic to avoid town centre rat runs - especially on Couching street, Shirburn street.

Ensure Chinnor to Oxford bus serves existing town centre

Ensure this includes the outlook, access etc.. for existing housing, especially that which will abut the new proposed sites. i.e. not just safeguards for historic buildings

Essential. If you over-run the Watlington with inappropriate development, the character will be lost for ever

Excellent objective-BUT the 'need' in 5-10 years time will be quite different to today's and different again in 10-15 years time.

Excellent proposal.

Except for policy 4 point 4F - do not support the plan for small sites brought forward for park homes or other low cost homes

Existing Pyrton Lane residents should not be compromised by new development but have their life styles enhanced. Willow Close was originally built to take HGV traffic to/from Industrial Estate. Why is a new road needed? HGV size/weight hasn't increased significantly.

Plan Comment

First I have to say 'thank you' to the wonderful people who've put this plan together - very informative and clear!

Flooding was mentioned...? Where and how could/would these occur? Will housing be impacted and potentially at risk?

For me Watlington is remarkable for the network of alleyways joining the town allowing safe, traffic free travel around the town. These are not only short cuts to clubs, schools and friends, but enable children to cycle and walk around town without braving the busy roads with frustrated drivers trying to get past all the parked cars.

Full bypass of Watlington essential to develop the town & remove the blight of heavy traffic through the town centre.

Further development of the recreation ground, building on the success of the football seems a great idea. But please no standalone sports halls (i.e. I would support expansion of the hall at the recreation ground or at a redeveloped school site but not the development of hall elsewhere in watlington).

Generally agree however perhaps there should be consideration as to whether the new inhabitants of Watlington are likely to be self employed and add to the need for more small units. With 240 new homes of which 40 % are Affordable /social housing, will those people's needs be the same as currently identified from existing people's requirements? More parking is essential for the town centre.

Generally I think that the options outlined are the best for Watlington bearing in mind the number of houses expected to be built over the next few years. We must be mindful of the infrastructure to support these houses, as I have seen so many new developments which don't properly support the additional influx of people.

Generally supportive bar the traffic measures for the relief road.

Generally we are in support of the WNDP Document. We would like to make the following observations. We find it difficult to believe that we need to provide 40% as Affordable Housing in every site. This percentage is too high. Our view is that there has been confusion locally as to what constitutes Affordable housing and that many people have been unaware that this is in fact Social Housing that will be available for people outside of Watlington. Overall if we have to have 240 houses minimum we think the sites specified are the best choices. However we think it is imperative there is an alternative route built quickly. We are also concerned at what development is planned for the infa-structure of Schools, Doctors, Car parking, shops etc. Although there is recognition for development of these services in the WNDP there are no specifics as to where or how the development of services can happen and our concern is that we will get the houses and extra people and no development of services or roads.

Good

Great plan , will be good for Watlington safely, shops and environment and living standards

Grudging support as I realise we have no choice. However really do not understand why we are worrying about a buffer zone between Watlington and Pyrton Manor, when surely a buffer zone should be being ensured for the people on the Marlbrook Development, particularly those whose houses will be directly affected by the new houses being built directly on our current boundary, with the noise and pollution caused by the increased traffic using the by pass will just a few meters away. The idea of building a relief road, through a new development, that is intended to provide housing for many, with green open spaces is lunacy from the environment, health and safety points of views. Bad enough that we are losing acres to totally unspoilt, unpolluted countryside, that currently is safe from footpaths and cycle tracks to further destroy it by allowing fast flowing and possibly very heavy traffic to use the relief road. Who will monitor the proposed weight limits for using the road, if the weight limits had been properly policed over the years the traffic flow in Watlington would have been much improved. The traffic problem in Watlington, really affects very few in our community and only at peak traffic times, the money used to pay for a relief road, however it is funded. To think about financing the relief road by allowing development of double the number of houses required by the plan so that the developers finance the scheme to £20million is just completely ridiculous and utter lunacy. The town has many problems, increasing business in the town should be a priority so our lovely High Street can continue to provide a thriving hub for the community. A relief road will not help bring business into the town. Finding a solution and increasing parking would assist and stopping vehicles from parking {perhaps at peak times only} in both the High Street and Couching Street, with proper policing of the weight limits for heavy vehicles would help the flow of traffic particularly at peak periods at very little cost to the greater community of Watlington.

Houses are needed for young and old and to meet national objectives. The NP should resist any pressure brought to bear by SODC in pandering to the outspoken "nimby" minority! It is reasonable the growth be spread as fairly as constraints allow - at present the Government has woken up to the fact that small sites are important as we should reflect that virtue of policies that growth through the NP: area in proportion to the location The whole area is sustainable with 15% of our population choosing to live outside the town - that's around 400 people and their relationship with the town is important

Housing should be well mixed in order to avoid stigmatisation

How can we prevent the overriding of neighbourhood plans that seems to happen everywhere - will the 238 houses escalate to 500 or more? Solving the traffic problems and especially HGV problems in town is essential. The new road could do that but when will it be built? If we have to wait for the 3000 new houses in Chalgrove to be built it could be nearly the end of the plan's life before anything happens. And when it is built, can we stop it becoming a major bypass like that at Dorchester, which would ruin the town and its environment? Is there any way we can mmake sure that the road is built before all of the houses along its proposed route are built. What will happen to Shirburn and Britwell Salome if new road is built - they will both be split in two. In spite of the questions and worries, I think the plan is good. It is readable and straightforward and eals with the key issues.

However, this should not be allowed until access across the land for the road from Pyrton Lane to the Pyrton crossroad is agreed and the bypass route is in place.

Plan Comment

Hunter Page Planning on behalf of their clients, Victoria Land, have an interest in site PYR1 known as the former MOD site. In general terms the objectives of the NP are supported as Watlington is taking a pro-active step to accommodate future development within its Parish. However, concern is expressed over the delivery of the Watlington Relief Road and its potential route through PYR1. This is discussed further below. However, in simple terms, if the relief road is to be accommodated, Watlington and Pyrton need to take a proactive approach to its delivery and work closely with landowners/developers associated with the various parcels of land recognising that a suitable level of development will need to come forward in order to facilitate the route of the road.

I agree more infrastructure will be needed eg expansion of schools, GP surgery, car parking, increased ability to get to western side of town by pedestrians and bikes. A swimming pool would be great - how does this fit with the expansion of Chalgrove, would Chalgrove claim any possible swimming pool or could we have it in Watlington?

I agree that low cost homes are needed, but these should not be detrimental to the area, or of a low standard, I feel park homes although meeting a need do not fit in with the plan and more substantial buildings would be more appropriate.

I agree that the town center traffic flow must be improved! At this time it doesn't feel safe walking through the town with young children because the paths are so close to the roads and people drive too fast at times. The zebra crossing sometimes feels unsafe because people just fail to stop.

I agree that there is a need for all types of housing to be built in the Watlington area, there is a desperate need for housing, with the youngsters having to move away as they cannot afford the area, and the life being sucked from the community by people who take no active part, and object to the new housing and roads spoiling their little piece of Oxfordshire. However as it stands there is not the infrastructure to support the proposals. The Coop has a monopoly on shopping in Watlington and is not big enough to cope with the extra houses (some would say it is not able to cope with the current population) nor able to expand. Further, the lack of buses to areas with other supermarkets and shops are infrequent and inadequate. Have the local schools been approached to see whether they are able to cope with any extra children that would come with the extra houses. There is a desperate need for a by-pass, traffic and the pollution levels are a current problem, which will only be amplified when the housing projects in Benson and Chalgrove come on line. My only other comment on the by-pass is that the residents of the Marlbrook estate knew about the prospect of the bypass passing near their dwellings when they purchased the houses, and the argument of it being too close to houses smacks of Nimbyism, by moving the road further out will only move the problem to the new proposed housing areas. Should the schools be expanded the current use of Love Lane and Chapel Street during dropping off and collection times will be intolerable and dangerous. Consideration should be made to moving the entrances to the proposed bypass. It is unlikely that the traffic will not increase, with children being ferried to school not walking. There has been no consideration of land to the rear of the Carriers and on the South side of the town. There has been interest on this site over the years. Is the lack of consideration due to the expensive houses on Hill Rd having views blighted? Lastly, I understand the Pyrton application is a totally different plan, but should it be granted this will have a huge impact on traffic, schools and shopping in the town as discussed earlier. The plan will border your plans A, B & C with no buffer zone. Should we not be considering how the plan will impact upon Watlington's rather than putting our head in the sand?

I agree there should be 20mph limit, BUT ONLY for the very centre of the town e.g. High St, Gorwell, Coiching st, but not for Cuxham Road, Britwell Rd, where there should be more emphasis on keeping traffic to current limit of 30, Please no one way system for Britwell and Cuxham Rds, as locals, will, have further to drive and hence more pollution. many resident in Watlington do not, use their cars anyway when just going to the centre.

Plan Comment

I agree with and support the proposals.

I agree with the Plan entirely

I am a resident of Cuxham, so my replies are from that viewpoint.

I am broadly in support and believe home building could actually provide an opportunity for Watlington to "future proof" our village and benefit and capitalise on its expansion. But we'll only be able to do that if we do two things - 1) Provide an environment that encourages and supports a 'high street' by providing paths/pavements that are pedestrian, and ideally push-chair friendly too, to encourage people to visit the village and not use cars. If not, the shops will not be sustainable and we'll lose jobs and an important element of our community. 2) Provide working spaces where small businesses/individuals can work and co-work (home-working, remote working, small businesses, individuals, need to be able to work and this is increasing in occurrence now, but will do so dramatically more so in the future.... people need to be able to work in the local area and not have to commute to work). This is absolutely critical and requires a leap of faith in thinking - anyone under the age of 25 today will understand this, we're a tech based society now and commuting to work every day is fast becoming a thing of the past.

I am broadly in support HOWEVER with one big caveat..... the character of Watlington will only be protected and enhanced if the homes built are in-keeping and characterful. Profit-driven developers building large sites like this, especially with such a large percentage that's affordable, means building style and all that entails will be compromised only to benefit the pockets of the developers. Watlington already has examples of award winning, fantastic new build developments and sadly the opposite, examples of aesthetically unappealing poor quality developments.....

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I am concerned about the infra structure in Watlington. We have a reducing number of shops and consideration of school places , Drs appointments needs to happen. However I would not object.

I am fully supportive, it is the best plan considering the options in Watlington to meet housing requirements and more importantly a new route for the B4009 to accommodate the marked increase in traffic which will surely result from the development of Watlington and the whole area including Benson and Chalgrove. I think it is extremely important to secure funding for the new road and construct it first, before any housing developments are built on the proposed sites.

Plan Comment

I am long standing resident of the area, and wholeheartedly support the ambition to preserve the natural and historic environment. The draft Neighbourhood plan fails this objective in the "re-aligned 4009" or bypass. There are three reasons for this: firstly the bypass would require a much larger number of houses to be built than is required under the 2033 guidelines, which in turn means that this objective is in contradiction of the main objectives of the Watlington plan. Secondly, there is clear evidence that the bypass will result in a gigantic growth in traffic along the B4009. The bypass can only be funded if several hundred houses are built in Watlington and several thousand in Chalgrove. This alone will more than double the existing traffic from 10,000 to 20,000 to 25,000 cars a day. The bypass will also attract traffic from the surrounding area (a repeatedly proven phenomenon) and will become another alternative to the traffic on the A34 heading to the Midlands, and avoiding the traffic jams around Oxford. The small potential decrease in pollution through the centre of Watlington will be offset by a huge increase in pollution to the whole area. It is ludicrous to suggest that the 700 to 1000 houses required to fund the bypass, the light, air and noise pollution from the bypass will not affect the historic views of Watlington from all sides.

I am not sure it is the best way to develop Watlington. There is a lengthy timescale to build new homes, yet it seems to be a rushed plan to block build in one area. I am concerned that the north of Watlington will become a ghetto estate and not feel integrated within the town. I have lived here for 20 years and up until now, development has been of the pepper pot type, little and often, and it seems to work, pockets of houses with their own character being built in clever ways, which can enhance the town and set to fit. From, Hurdlers Green, Stonor Green, Old School Place, Quarrington, Lilacs Place, New Hurdlers Green extension on Britwell Rd, new houses on Shirburn Rd on edge of town, and the sheltered accommodation off Love lane. All prove that growing town can build and accommodate new accommodation well and seamlessly.

I am not totally against a road to the North and West of Watlington however the only traffic problems in Watlington are the 'only for access over 7.5t' lorries. Why would they not be encouraged to use the bypass, i.e. no limit - leaving the high street free for general traffic - especially for passing trade for the high street. The recent closure of the High Street has proved to traders that a reduction in passing trade will crucify the retail outlets in Watlington. As a retailer myself, I can confirm that our insurance company paid us for loss of earnings during the recent closure as passing trade was unable to stop/park. Watlington residents cannot alone support the retail businesses. We can only survive with the help of passing trade. The effect of the new road on Cuxham, Britwell and Pyrton must be considered. Especially Cuxham, should the 3K houses go ahead in Chalgrove as the bypass will make the B4009 a rat run.

I am satisfied that the plan has evolved from the results of consultations with the community and addresses the concerns of residents.

I am uncertain how I feel here but people need houses and don't want to be nimbys

I am very concerned about the plan to re-route traffic around Watlington town center. In its current form the plan will definitely lead to more traffic along the B480 (Cuxham Road) from the proposed by-pass. This road (B480) was never designed to take the amount of traffic proposed by the re-routing of traffic around the town center. The road (B480) is primarily residential and will lead to a massive increase in noise for those living next to the road. Additionally, a number of children cross this road during the busy rush-hour, on their way to school. The road already has a number of dangerous blind-bends caused by overhanging trees and bushes that the council have failed to maintain. I understand the popularity of the view that routing traffic around the town center will create a calmer high street with less traffic. However, those who purchased properties on the high street and the B4009 were aware of the traffic issues when they purchased their properties and this issue must have formed part of their buying decision. By comparison those living on the B480 (Cuxham Road) will have the increase in traffic forced upon them by this plan. Their properties will be devalued as a consequence and the noise pollution and danger will increase significantly.

Plan Comment

I believe that building a ring road around Watlington will just increase the amount of traffic in the area and the B 4009 in particular will become much busier. Also, there will be much more sound pollution from a faster road around the perimeter of the town.

I believe these new homes and rerouted traffic will enhance the character of watlington.

I broadly agree with what is a good plan. However, I still have concerns over the use of what was previously labelled WAT 11 (the site by the roundabout), as it is we'll know to get very boggy to the point of saturation during periods of heavy rain. The existing flood plan for Cuxham Road, including that site, is wrong. It shows the end and not the middle part as at risk. I also understand the flood map is currently being revised by flood risk consultants, coincidentally to coincide with and alleviating barriers relating to the new development.

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I can't see anything in the plan that specifies support to the increased requirement for doctors' services and provision of school places.

I do not believe this plan will do anything to protect and enhance the character of Watlington. How can adding such a large development possibly add anything to character of the town.

I do not think the current proposals outline in enough detail the traffic issues. It covers traffic flow through Watlington however as an outlying hamlet co dependent with Watlington we already suffer a huge increase in "rat run' traffic seeking to avoid Watlington, I think speed controls regardless of what is chosen will mean cars will flows through outlying hamlets such as ours which essentially go un patrolled (I have seen one only police camera in 6 years in our area where cars dont just speed but fly through). As a hamlet, we do depend on Watlington as service point, we dont however enjoy any services many would expect such as transport. Yet we bear a significant burden of the traffic. WE happily chose to live in a hamlet the trade off of course low noise and traffic, we now have all the inconvenience without the benefit. Watlington's hamlets are an important part of their sustainability yet we continue to fall between the cracks and are disregarded unless a sustained fight is mounted, this does not represent good planning.

I do not want more workshops or warehouses around Watlington as like Lys Mill we have seen how destructive this is in terms of additional traffic (white vans speeding around the roads) too many large lorries and very noisy workplaces

I don't think it addresses what new businesses really need, which is fundamentally faster broadband speeds

I don't to be honest see much evidence of this. Only Side A mentions providing spaces for workshops and small businesses and it says "small number". This is absolutely critical to future proof employment etc. and is increasing in popularity - this is the now, not just the future.

I don't want the additional housing at all because of the impact it's bound to have on Watlington.

I don't want to see traffic totally taken away from the centre of Watlington, I think it provides energy and keeps the town 'alive', but I do like the idea of the new road that will re-route the HGV's. I am very against having ANPR cameras and unnecessary road signs.

I feel the number of houses are excessive - an initial number of 79 seems to have increased to 238. This has been imposed without any consultation or local agreement. Numbers of 400 are now being banded about to pay for the infrastructure. Has the Parish Council actually got any say over numbers? The area of land appears to be excessive given the number of houses - I understand that there will be green spaces but there is no indication on the plan of where they will be or how much public space there will be. Outline timescales only are given and there is no commitment or guarantee that the infrastructure will be in place before, or even concurrently, with the building. The relief road is dependent on building on Pyrton land. Unless the two plans are agreed together with water-tight timescales, Watlington will have a significant increase in traffic which is totally contrary to the first, second and sixth bullet points of the paragraph sub-titled "What is in the Plan?". No mention is made about the potential development in Chalgrove. This will have enormous impact on traffic and infrastructure. What, if any, provision is to be made for this?

I fully agree that traffic should be diverted away from the town centre - better still, make sure it can't get through there in the first place since it's clear that no one is following the rules. As you've acknowledged, '[th]e key source of air pollution in the town centre is vehicle emissions. The street canyons formed by the high buildings in the area prevent pollution from dispersing quickly. The area by the Town Hall is a bottleneck for traffic and, at peak periods, traffic congestion results in higher concentrations of pollutants in the air.' I think the biggest contributor to this poor air quality however (not to mention the noise and vibrations) is all the overweight HGVs that are 3x the permitted weight of 7.5 tonnes that continue to use the town as a shortcut. And the only reason they do this is because, a) they can, and b) it doesn't cost them i.e. no penalty.

I fully support the plan. It is imperative to alleviate the traffic pressure on the centre of Watlington in order to prevent further damage, improve pollution levels, lessen noise nuisance and solve the traffic congestion problems. The logical solution, that addresses all these issues as well as satisfying the other objectives set out in the WNDP, is the proposed alternative route of the B4009 and the development of sites A, B & C.

I generally support the plan but still feel that it is a little timid. The current plan is for up to 260 new homes, but I believe that the demand over the next 10 years be so high that we should be planning now for a minimum of 500 new homes. By being ahead of the SODC demands we can be in charge of the towns growth rather than have additional targets imposed at a later date. I also believe that it is in the interests of both Pyrton parish and Watlington to work together rather than as NIMBY parishes. The likely areas of development border both parishes and it makes sense to submit complimentary plans that the SODC will endorse rather than override.

I have no objection to more housing but it would be good to know what affordable housing really means and how much they will actually cost to buy

I have no understanding how building a major road and houses will increase employment in the area. Faster connections will make it easier to drive to larger towns where major companies are based. Watlington becomes more and more of a commuter town each year as can be seen from the closure of the bank and post office etc. The slow internet, unreliable electricity and minimal public transport of Watlington does not help

I haven't noted a safe bike/pedestrian friendly route to Lewknor in this version yet in one of the traffic appendixes there was provision for such. This definitely gets my support given how dangerous this route is.

Plan Comment

I hope the new developments will continue to pay homage to the local building style without becoming pastiche developments like so many. Small green spaces that can be used to play and avoid a crowded overbuilt feel must be incorporated where possible and planted with trees to avoid the parched areas of grass with little amenity of wildlife value.

I may have missed this, but I am unclear how the Plan would provide physical space for 'small businesses'

I object to the level of housing 238 seems very high for this small town - totally excessive

I object to the Plan because the new houses and related B4009 bypass will, at best, address only two of the six bullet points in the consultation summary, namely "3. Make good housing provision ..." and "4. Help the local economy grow". Three of the other points (1, 2 and 5) are incompatible with the above two points and "6. ...local infrastructure ..." is not addressed in the plan. As a consequence Watlington will sprawl over green fields, some of the serenity of the area will be lost and the infrastructure will be under increasing pressure with little room to grow.

I really would prefer not to have unsightly traffic lights and also beeping pelican crossings that will inevitably follow.

I still need to be convinced that this will be done in a way that is sensitive to preserving the feel of Watlington and have no idea what additional considerations are being made of such things as parking and education.

I support development more evenly distributed around the town

I support the need for new houses HOWEVER< ONLY if the right infrastructure in terms of ring road is added at the same time as the first block of housing is built - NOT after all the housing blocks are built.

I support the plan, but am unclear why the ring road cannot be extended to include the entire new development within its perimeter (rather than have the new road go through the new development). Doesn't this just route pollution-producing traffic through a residential area, rather than around it, and also create a danger for pedestrians, esp. children?

I support the Policy 1 Watlington must retain its character it is a quaint town steep in local history We have lost our post office and the fire at the Hardware Store was devastating I personally hope it remains a Hardware Store

I support the proposed development of sites to the north and west of the town which are outside of the AONB and can help deliver tangible benefits including the alternative route to reduce congestion from the town centre.

I think that we really need a footpath and a cycle path to the J6, M40 bus stop.

I think this is the best option available but it is not good that SODC are imposing such targets and then changing them apparently "at will".

I understand the need to build new homes and that this is government enforced. I support the building of new home however I do not believe that enough thought or planning have been put into viable alternatives on brown field sites around the town.

I want to see more conclusive plans for this

Plan Comment

I would add specifically the provision of native trees within the housing developments as these will provide a number of benefits to the residents, wildlife and those visiting Watlington Hill. This would support objectives 1b, 3a and 3d.

I would like to see a new all-weather sports pitch.

I would like to see developers having to include water efficiency, water recycling and grey water use into their houses, to reduce the impact of any new housing on the waste water network

I would only support a bypass if it was a B road which was in keeping with the countryside rather than a fast invasive bypass

I would prefer the pepperpot plan of smaller sites spread around Watlington. This would have less impact on the character of the town.

If more time and consideration had been spent on taking the major decision on how to deal with the traffic problem and whether to have a relief road or no, and less endless hours of discussion on lesser issues of biodiversity, connectivity and sustainability, the NP would now have been completed. The future of Watlington would have been better protected and funded by a larger share of the CIL to the tune of a few hundred thousand pounds, assuming that most planning applications will be made before the NP is completed and adopted.

If sites A,B,C are developed, there is no guarantee that the re-aligned B4009 will be built. The re-alignment must be made a condition of the development. Also it would be really nice if trees were planted in the developments and also find alternatives to using red brick. New estates of red brick houses without a tree in site look so depressing.

If there is demand then it will happen. Waitrose or Tesco would not build a superstore if there wasn't the demand. Why focus on making Watlington a service centre or employment focus when if the demand is there then it will be built anyway.

If this help building a bypass, go for it

I'm glad to see some small industrial units or offices incorporated. Small businesses abound and need local sites they can rent or buy so as to reduce travel and improve local access to jobs without additional travelling and traffic.

I'm happy to have affordable housing in Watlington, let's keep our young community here, but I really do hope that consideration will be given to the appearance and style of the new houses so they add to the charm of Watlington.

Important to ensure that new housing is built carefully and does not cause flooding

Important to enhance watercourses.

In general terms, the housing growth proposed is supported as this corresponds with the emerging settlement hierarchy that is being advocated by South Oxfordshire District Council. In relation to PYR1, it is appreciated that this will be delivered through the Pyrton Plan, but any development on the site in question will relate to Watlington given its proximity to the settlement. In this regard, it is considered that the site has the opportunity to accommodate additional housing numbers that are akin to Watlington's larger village status as identified by South Oxfordshire. Moreover, as a brownfield site, every effort should be made to ensure that the best use is made of the land in question in order to meet the objectives of the recently published Housing White Paper. This encourages the re-use of brownfield land to provide new homes. The Government highlight that this would help protect the countryside and support economic growth. It also seeks for developers to make efficient use of such land and build at higher densities. This advice is also set out in paragraph 111 of the NPPF. As matters stand, a potential allocation of around 15 - 18 houses on the site represents a density of around 8 dwellings per hectare which is an extremely low. Redeveloping the site in question as envisaged is not realistic and will not be a commercially viable option. If the potential allocation remains at this level the site is unlikely to come forward which will have a detrimental effect on potential delivery of the relief road. Given the above, it is considered that the Watlington and Pyrton Neighbourhood Plans should take a more realistic approach to the redevelopment of PYR1, and that the plans are consistent and reflect of National Planning Guidance and the objectives associated with the redevelopment of brownfield sites.

In Policy 2, item 2b, we believe that stating that development will only be permitted where it does not have a severe adverse impact may be setting an unrealistic standard. We suggest that the word "severe" is replaced by "significant" on the basis that any development having a significant adverse impact should not be permitted.

in principle, again only if outlying areas given the same treatment and traffic and parking is addressed

In support, but needs to reflect that we need to reduce the amount of traffic tin the village. So need to balance this off.

Increase in available office space. Ultimately, what is the attraction of being based here?

Is there a way to improve spread of traffic across more roads, my thoughts are that all traffic will use the new road thereby only "moving" the issue to another location.

It does not make sense to run the road through the new housing estates. With these houses attracting young families, their safety should be a priority. It should have a maximum speed of 20mph.

It feels at though this a knee jerk reaction to the problem arising, and not all the information required to make judgement is in the leaflet sent out. I expected a lot better from the WNDP, instead of a making an easy option of pushing it all to one side of Watlington, instead of spreading it about in all sorts of places like its always been managed before. Either way It will change the town but by building what will become the estate it will not really be integrated into the town and will stigmatise.

It has been well prepared but use the environment as a category to prevent growth is going backwards - control and care coupled with fairness are what's needed

Plan Comment

It is essential that additional car parking facilities are created as a priority, but not at a distance from the town centre. What are the possibilities of some expansion of the existing main car park, even if only for a limited number of additional spaces? Could some land be purchased in Hill Road, beyond the Carriers? When the by realigned B4009 is open, more on street parking should be allowed. In conjunction with a 20mph speed limit, it will be an important traffic calming measure.

It is essential that through traffic is managed, even with the new road, effectively through clear signage (Village traffic only, No through traffic, etc...) and enforcement. Enforcement is very much needed. Also, any removal of speed bumps or effective narrowing of the road, through cars parking, needs to be retained, as to continue to discourage traffic from taking a short cut through the town. We also need to discourage traffic for the Lys Mills estate coming through the village by enforcing the 7.5T limit.

It is key that the B4009 is re-routed all-the way from Pyrton Lane to Britwell road.

It is logical that sites A, B and C can be combined and developed at these locations over time.

It is not clear how the policy applies to the villages in the Watlington Parish e.g. Northend

It is vital to preserve a route for some form of bypass - it should also be possible to incrementally construct the bypass. A 20mph speed limit should be considered for this road as well as the town centre. Additional restrictions to through traffic may be necessary in the centre, carefully designed to attract business traffic.

It is vitally important that any allowed development within the confines of Watlington Parish adhere to the strict objectives in the WNDP.

It maybe needs a concise summary as it is so thorough it is difficult to see the wood for the trees. However, I agree with the aims of the report.

It would appear that traffic along Cuxham Road will increase as a result of Henley area traffic to/from M40 via the new bypass. Even if traffic is directed along Britwell Road we believe it will use Cuxham Road as it is wider. We suggest therefore that Britwell Road and Cuxham Road sections to the new bypass are made one way.

It would appear that traffic along Cuxham Road will increase as a result of Henley area traffic to/from M40 via the new bypass. Even if traffic is directed along Britwell Road we believe it will use Cuxham Road as it is wider. We suggest therefore that Britwell Road and Cuxham Road sections to the new bypass are made one way.

It would be better to build the new homes on sites Wat 7 and Wat 8 even though these sites are in Pyrton Parish, especially as this would allow redevelopment of the only brownfield site offered for consideration. It would be more cost effective and environmentally friendly to use as much of the existing road network as possible for the new route rather than constructing an entirely new road. The idea of siting the new homes and the new road together feels fundamentally flawed as the the noise and air pollution from the new road is likely to be detrimental for the occupants, especially as traffic volumes grow in the decades to come.

Plan Comment

It would be great for the town centre as well as improving safety around the small lanes leading to the schools if a new drop off point/car park could be built towards the rear of Icknield School serving the secondary and primary school. At present the buses and many parents in large vehicles all converge on the school at once whilst hundreds of children cycle and walk between them. If the schools car parks in front could be pedestrianised with traffic coming off the bypass via a separate entrance, it would make it much safer for those walking and cycling. It might also allow the provision of more classrooms at the primary school (surely required) as well as enhanced green space in front of Icknield school. For instance, look at the amazing giant redwoods in front of Gillotts School and how they make the school much greener and softer with all the attendant benefits that trees provide.

Its all very well having vehicle weight limits on the roads but a waste of time and energy unless they are regularly managed and companies-drivers penalised for abusing the law.

It's impossible to say whether I support or object to your proposal as there isn't one. How exactly will development 'be expected to demonstrate how it contributes to...6a.-f.? To whom will this be demonstrated? Who is to approve, of what, and for whose benefit? Developers will do whatever they want once they get the green light - who will stop them? So, my question is: 6a-f. Whose responsibility?

Joined up planning required

Keep existing parking bays through Watlington and increase them to reduce traffic volume.

Keep the communication up

Less is more. Smaller rather than larger properties for young families and the elderly. Provision for cars a must as there are more and more in use nowadays

Make provision for services etc not supplied by out of town supermarkets and on line shopping and keep our petrol station!

Many thanks to the team for doing an excellent job

More bus routes will mean fewer car journeys, this should be priority with SODC and Oxfordshire CC.

More employment from vacant shops being in use would be good, but don't turn Watlington into something that would destroy its character.

more focus is needed on retaining shops in the town, it is unfortunate the hardware shop burned and I assume that as it was for sale for such a long period of time it is unlikely to reappear. Perhaps the coop could take this over as well? more seriously the shops in the town are inadequate and this a situation that will not improve with the building of new houses. The closure of the high street was pleasant respite and should a by pass be built taking most traffic away from the area, could consideration be made to increasing the pedestrian area on the high street, allowing for the cafe and club to have more outside seating, which would bring more people to the area.

More of the 238 proposed houses should be affordable, we have enough 4, 5 and 6 bedroom houses, the younger buyers need to be able to afford somewhere in Watlington. No point in trying to develop for the future, if there are no younger people living in and taking an interest in the town.

Plan Comment

More small offices, workshops, professional service spaces can be provided to provide "Connected" working spaces that encourage more rural working rather than commuting

Most facilities already exist for new developments but new shopping opportunities other than catering/coffee shops etc should be encouraged. Hardware/charity/down market food hall?

must improve and manage road traffic - and discourage Watlington as a destination to cut through from Junction 6 / M40 to Oxford/Reading.

My main objection is the fact the majority of Watlington is protected in the Chiltern Green Belt but for some reason the North and West are not. This project will effect the Marlbrook estate more than anyone else in Watlington in terms of Air, Noise and sound pollution. Moving the problem across town to the poorer part of town is not a solution but discrimination.

My only concern is that houses should not be built too close to the realigned B4009. Also, those houses must have a front garden to ensure that the property is a sensible distance from the road

n/a

Need to keep it more pedestrian and help local shops

Need to make sure that the developments don't end up looking and feeling like a 1980 inner city housing estate, with them all looking the same. Greater spaces in-between them etc.... Housing needs to include a caveat that some of them are made available to people from Watlington with families. We have a 17 and 15 year olds and feel they need to have some kind of ability to get on to the housing ladder and not for all the housing for general public outside of the community.

Need to make the centre a 20 zone and limit lorries

New housing should be creative, inventive and adventurous. Please don't build groups of identical units.

New road width as narrow as possible (Pyrton lane presently "groans" as it supports HGVs passing each other breaking up the edge of the lane). Place Chicanes either end of habitation or more frequently as speed control. Ideally no street illumination on a through route. Keep street illumination to minimum level (new luminaires have extremely controllable "footprints") in residential back streets/culdesacs. All to retain starlit nights.

New route of B4009 is not 'future-proof' since it will run through the middle of planned sites A, B & C exposing residents of these homes to all the pollution problems that currently blight residents on Couching Street and Shirburn Street. The new route should be placed further west beyond the planned sites.

new/improved road infrastructure and junctions must be a pre-requisite to accommodate any new developments

Nice idea, will be interesting to see how this is achieved.

No comment

Plan Comment

No evidence that physical infrastructure would be improved, no details of improved sports facilities, the existing infrastructure could not cope with this level of houses.

No evidence that this would be improved.

No I do not agree with this policy - employment focus is necessary but not if it is detrimental to the character of the town

No mention is made of school provision. The primary school is over-subscribed, the pre-school is, I believe, to close and there are limited places at the Icknield. What provision is to be made for additional school places?

Not seen so no comment.

Not sure how, not enough information to support this claim.

Not sure how. not enough information given to support this claim.

Nothing to add here.

Nothing to add here.

Objection is on the basis that the maximum number of houses acceptable is not recognised in the plan. A maximum of 238 houses should be proposed

On a minimal scale - we absolutely need to have the proper infrastructure in place.

On the basis of scale, distance from services requiring more car journeys into the village, distance from school eating more car journeys etc. General increase in traffic resulting from development even if the link road is confirmed and completed. Unclear if the part of the proposed road in Pyrton parish is viable ... could houses go ahead without that?

One of the unusual and hugely beneficial features of Watlington is the network of small pedestrian footpaths that thread through the town. Any new development must link into existing routes and provide similar paths to allow people to get around them without walking along the roads. The Marlbrook estate missed out badly on providing a pedestrian route across Pyrton Lane to link up either St Leonards Close or the lane past the church (or even both). Can we make sure that this is not repeated.

Only if removing HGV and enforcing speed limits

Overall I support the new housing development proposals and in particular I think you have chosen the best sites for it. As above, I think improving pedestrian access from the new housing developments to the schools sites, and improving pavements in the current town, would help make the new housing development work best. Also as above, I would like more reassurance as to the flood risk in the proposed new housing developments as the wording in your WNDP isn't clear on what the exact risk is, and how effective any proposed strategies would be to minimise it. I agree that affordable housing is key and the ideas for new homes for care workers near the GP surgery also seem good. I agree with somewhere in the report you mentioned that the housing developments would need to have green spaces within them eg along chalk streams.

Plan Comment

Overall I support the WNDP. There are some issues I believe could be improved on, or more information given, but broadly the WNDP has obviously had a lot of hard work and thought go into it and it addresses the major issues that I care about. . I completely agree that pollution from traffic through the town centre is a major problem currently, and as a mum with a toddler and baby it is intimidating walking on narrow pavements with lots of traffic including HGVs through the town. I support the proposed rerouting of the B4009, with some caveats which I will outline below. I agree with the plan for increased affordable housing and also increased services eg swimming pool and expansion of schools and GPs.

Overall I think there is good intent here, but I don't believe that the proposals will be met or managed to the benefit of all. I don't think that the plan has been thought through sufficiently, i.r.o. delivery/viable outcomes - lots of wishful thinking. I'm also not convinced that councils are working together for the 'Greater Good' but more likely to look out for their own interests. (And I also think that the 2011 census is entirely 'old news' and irrelevant to this plan.)

Page 27, Site B (Wat10) and Site C (Wat9) should record Positive (instead of Neutral) scores for the following sustainability objectives: Q2 – Create safe environment through good design Q6 – Reduce negative impact of traffic on environment Q7 – Support action to improve air quality On Page 25 it is already acknowledged the sites will safeguard land for a re-aligned B4009 which will benefit Watlington by reducing the volume of traffic in the town centre, leading to an improvement in air quality.

Particularly support 20mph limit in town centre together with solutions which will enable pedestrians to feel safer and improve air quality. Long term the realigned B4009 will ultimately achieve these goals but in the interim innovative solutions to improve the current situation should be considered.

Perhaps be more explicit that the mix of housing includes an appropriate number of large family houses too?

Plans currently underestimate the provision of amenities required for between 400-700 new homes. As well as improved footpaths and cycleways, improved access to bridleways for horse riders should be included in any WNDP.

Plans currently underestimate the provision of amenities required for between 400-700 new homes. As well as improved footpaths and cycleways, improved access to bridleways for horse riders should be included in any WNDP.

Please can we make every effort to ensure that the new houses that are built are in keeping with the area and have some 'character'.

Please lets move away from the reputation that Watlington has as a place that says one thing and does quite the opposite. Suburban not rural architecture. A disregard for important open spaces. Acting on traffic volume by making it easier for vehicles to pass through. Saying that we have had small increases in housing over a short period of time when this has often not been the case. These are just a few examples. Beware of how "W.A.T.L.I.N.G.T.O.N." is developing as an abbreviation... wallowing in another tale of lies and incredible nonsense which is getting too obnoxious now.

Please make these houses a reasonable price so people that already live in watlington can afford bigger houses!

Plus small sites

Policy 5 is supported but the bypass will mean that the centre of Watlington will be overlooked and therefore positive policies are required to promote the town in order to retain the vital services such as the pharmacy, tradesmen and shops. Policy 5 needs to address this

preserving the character of Watlington as a small town capable of supporting a varied population is important. we don't want a chocolate box town filled with curio shops.

Protect the character and Watlington and surrounding countryside at all costs.

Protect the character of Watlington by all means, but what is meant by "enhance"?!

Protect yes. Enhance, what do you mean? Enhance could mean make it more attractive to visitors and enhance the economy by having people visit the shops but that could increase the traffic which means more pollution and traffic congestion.

Provided it does not act as a magnet for HGV's why should anyone object to more local employment? Car Parking needs attention and more parking spaces are required. Many residential people park their cars in the central car park, so it's often full on weekends People parking on Hill Road outside the chippy is a complete nuisance as well as illegal

Providing the infrastructure can cope with it, and Traffic is reduced in Pyrton Lane.

Questions as to what comes first ... will the road be built first in order to deal with the HUGE increase in 'building' traffic that will no doubt be needed over the next 3 (?) years, for the process of creating the houses. From which direction is this predicted building traffic most likely to come?? Once completed - how are they to patrol the weight limits - when already the weight limits through Watlington are being broken?? Also - for the existing roads - there was mention of extending a one way system / cycle way around the town. This would assist in encouraging only locals / visitors to Watlington, to use the local roads. Cannot see any further discussion of this.

Realigned B4009 to the North and West: The relief road is there for the convenience of the new proposed sites (A-C) but where does this stop? Later, surely, they'll be more developments again until the relief road is beyond capacity. Cue new relief road, then more surrounding developments... and so on. I personally think the relief road is really a very large plaster over an even larger wound and therefore I can only see this as temporary. I am totally against all the traffic coming through the town - often witnessing the lorries and large vehicles mounting the pavement while attempting to avoid oncoming traffic. However I am equally against the above relief road. A relief road is, after all, a "relief" - with the increasing transport production rate and rate of property developments continually on the rise, I can not see this as anything permanent. What about width restrictions? Or priority traffic junctions? Can a pedestrian zone be introduced? I am all for the improvement of traffic but I do not see the current proposed solution effective as a long term measure. So, for that reason I have to be against it.

Plan Comment

Reasonable alternatives of the proposed plan, which allocates 260 houses, have not been evaluated or consulted on. It is impossible to know if the proposed plan is sustainable development. There are other sites available with capacity for houses that are reasonable alternatives to the proposed plan. Alternatives to the decided plan were popular, according to consultation responses. The Local Planning Authority is still considering and testing various options to understand the overall package of infrastructure requirements that will be needed to deliver the growth proposed in the local plan. Strategic Transport Schemes in the emerging local plan are not agreed and adopted proposals. The evidence is still being collected. It is premature to present a plan that relies on untested emerging local policy and presents no reasonable alternatives taking account of current policy to the public.

Removing the traffic bottleneck at the Townhall and end of Shirburn street by a new bypass would greatly enhance the air quality and make Watlington a very pleasant place to live, work and visit

Resist any development in conservation area and especially in the AONB. Support the need for hospital site development on Hill Road, but please resist any further ribbon development on Hill Road.

Retail, tourism and services are the target areas with the town serving a range of communities including our own settlements

Ring road / bypass and pollution - these are existing issues that need dealing with first.

Road passes through new development not around it

Communities are actually in the best position to create a social infrastructure. It would happen with or without a policy.

See earlier comments. I can see no mention in the plan of a new or expanded car park for both visitors to the town and for the many residents who have no off-road parking.

Site A seems the logical site as it grows and links the town. The architecture for the development should be sympathetic to the area, with consideration of "green space" It would also go to support local businesses as more revenue would come from the increase in population. We would need to see investment in the local schools for the increase in capacity, I would suggest that a leisure centre connected to the school for public use would benefit all especially with artificial playing surfaces for sport it would create jobs and revenue for the town whilst maintaining a fit and healthy population. With the increase in population I would also suggest that there would need to be investment in public services, Health (surgery), Policing and fire service. We need to keep Watlington a "safe" environment to live in as there is a strong sense of community and identity.

Site A, I would suggest is the best option and would connect the town from the two major roads that come from Benson and Chalgrove areas. The site looks more integrated rather than being a "tag" on. Also I would afford the most potential for development.

Site PYR1 that my clients have an interest in lies within Pyrton Parish, however it will be a key site in helping with the delivery of the Watlington Relief Road that is currently identified as running through the site in question. While the general objectives of policy with the emerging plan are supported that seek to improve and manage traffic, the route of the safeguarded road, as currently shown, is not supported as it will prohibit the delivery of PYR1. It is considered at this stage that further engagement with my clients is necessary to discuss is the route of the road and how this is delivered without blighting PYR1.

Sites near the town should sit alongside some growth throughout the NDP area

Some of these criteria are not relevant to development proposals yet they are listed as if they all have to be met. The phrase 'where relevant' should be inserted in the first sentence. Without this change, the Plan will not meet the Basic Conditions for Neighbourhood Plans, specifically the requirement to have regard to the national policies and advice contained in the guidance issued by the Secretary of State.

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Sorry must object unless all traffic and parking issues for Watlington and its surrounding hamlet (now rat runs) is adequately provided for and must be outlined at this stage.

Sorry must object unless all traffic and parking issues for Watlington and its surrounding hamlets (now rat runs) is adequately provided for and must be outlined at this stage. In addition to the outlying hamlets who underpin the sustainability of the town the new development proposals do not adequately provide details and assurances for parking spaces to for at least 2 cars per residence, with over flow for visitors and to provide for shared/ multi generational dwellings that will only increase going forward. Parking on the roadside is inadequate, single lane hopping in order to navigate the road is completely inadequate (they ought to be signed as single lane roads unsuitable for heavy vehicles the same as country lanes because in effect they are exactly that, it is absurd to plan to build these as solutions) , especially given the increased presence of delivery vans which will invariably slow traffic. Driver frustration will mean people will avoid such roads and place increased pressure on the rat runs already endured by the hamlets outside Watlington.

Sorry, couldn't find it online.

South Oxfordshire is short of public transport and car usage should be managed not used to prevent development. People cannot all live in town centres and walk and cycle - they need to shop and commute and the car is the only practical way to do so

Special attention needs to be paid to those renting in Watlington who wish to buy in the new development.

Still areas that need to be addressed. Schools are critical

Strongly support a large buffer zone between Watlington and Pyrton

Strongly support objective to minimise light encroachment - recent developments on Hill Road have been allowed to have considerable outside lighting (Care Home) or large expanses of glass (new houses between Surgery and Campsite) which have significantly increased light pollution.

Subject to comments in following sections wrt housing and traffic.

Plan Comment

Such bland expressions of hopeful intent are par for the course, but it is the planning committee of SODC who will take the executive and crucial final decisions on planning applications for development. Unfortunately all local authorities are under pressure to grant consent for as many dwellings as possible under the New Homes bonus scheme of Grant Schapps MP whereby since 2011 the Govt pays 6 years council tax to the local authority for each consent granted (paid in stages over six years). In the face of such financial inducements hard local authorities, hard strapped for cash, will be under pressure to grant as many consents as they can possibly manage and are reluctant to defend appeals as has been clearly seen over Benson and other towns locally.

support all points except point 4F - do not support the plan for small sites brought forward for park homes or other low cost homes

Support as long as traffic and parking conditions both within Watlington and its surrounding hamlets are adequately provided for. Failing adequate traffic and parking I cannot support the proposal

Support both the proposed housing sites and road.

Support for this policy does not represent support for the overall plan -- in fact the opposite is the case, as the Plan is largely incompatible with this policy.

Support housing policy but do not think there should be any commercial development within the housing. This should be confined to current commercial areas or at least be totally separate. This will avoid commercial traffic and pedestrian safety issues and avoid unsuited buildings near people's homes.

Support public transport.

Support the long term objectives of the realignment of the B4009 provided that it is in conjunction with the housing developments proposed. I am not sure that it is realistic to have the realigned B4009 going through new housing as indicated on the proposed housing sites. I am concerned that if the realigned road runs through housing there will be a risk of children or elderly being injured or killed because they have to cross a fast and busy road. By diverting the realigned road to the outside of proposed future developments will definitely make this a "ring road" but will ensure safety for children and elderly. In the interim emphasis should be on improving air quality through other traffic management measures which could be implemented using the Community Infrastructure levy.

Support the proposed locations of housing development in conjunction with a realignment of the B4009 (subject to my comments regarding the danger of having the realigned road through housing). Recognise these are the only sites which will not greatly impact on the AONB and views from Watlington Hill.

Support the proposed new by pass road but it MUST go further (towards Cuxham) than linking with the current roadabout and Willow Close Road

Support, but only in conjunction with comments above.

Survival of the retail offering in the town centre is dependent on free car parking and easy access. \more housing providing more "critical mass" is essential

Plan Comment

Thank you for consulting the people of Watlington. Sadly, the plan would change Watlington for the worse. Watlington should stay the smallest town in Britain with small developments close to the centre.

Thankful for the time and trouble taken by people looking after the countryside.

Thanks to all those who have worked so hard on this.

That houses have adequate parking to ensure residents are able to park without on road parking extending out of developments onto B4009. Ensure adequate cycling and walking paths are made available into the current town to allow reasonable access. To make this safe to cross the newly aligned B4009.

The addition of a bypass is likely to lead to increased traffic around Watlington as more people would use it as a viable route to Oxford/Reading rather than existing major routes.

The alternative route is one thing but improvements in the flow in town sit alongside it. Parking is just a big an issue - the garage site will be commercially non viable with the alternative route. The garage businesses should re-locate to the west of town and a residents permit car park established before the owner sells it more flats!

The building of a ring road or bypass must be the first consideration to alleviate traffic congestion and pollution. They have and always will be the concern for the people of Watlington and until this has been done there will always be opposition to anything proposed. It is the solution.

The bypass road is needed to prevent further deterioration of the town. Reducing the speed limit may help, but the volume of traffic is the issue along with heavy goods vehicles that use Watlington as a "cut through"

The chalk stream emphasis is overstated.

The character of Watlington will not be protected or enhanced by a major new bypass and a huge increase in modern houses.

The current traffic makes it very difficult to get through Watlington at peak times and with all these extra houses, I really think that Watlington will grind to a halt without a ring road to make traffic by pass the town centre.

The fewer houses we can get away with the better but at least this larger number should ensure a good number of 'affordable homes'.

The housing areas chosen appear to be the best options

The intention of the policy is supported, but any reference to existing heritage assets should use the words 'where appropriate' as the relevance of these depends upon the particular site and proposal. Without this change, the Plan will not meet the Basic Conditions for Neighbourhood Plans, specifically the requirement to have regard to the national policies and advice contained in the guidance issued by the Secretary of State.

The intention of the policy is supported, but some of the wording should be amended. Phrasing the policy wording to say that 'development will be permitted so long as..' is too strongly worded as these are not the only planning considerations to be weighed. There should not be a blanket requirement to protect views of the town. Some harm to views is inevitable with urban extensions and instead the policy should be to minimise harm and to require appropriate mitigation, where necessary. There should not be a requirement to reduce flood risk and to improve water flows to benefit higher risk zones. That is unreasonable to schemes already in low risk flood zones which do not cause flood risk beyond their boundaries. There should not be a requirement to provide opportunities for new Local Green Spaces within developments. Designation of Local Green Space must be done in accordance with criteria contained in the National Planning Policy Framework. It is a designation that is intended to provide special protection against development for green areas of particular importance to local communities". Development land is unlikely to accord with this definition. Without these changes, the Plan will not meet the Basic Conditions for Neighbourhood Plans, specifically the requirement to have regard to the national policies and advice contained in the guidance issued by the Secretary of State.

The introduction of suburban architectural features in a rural area has been to the detriment of Watlington. No more please. You can have expansion without suburbanisation.

The NDP looks sound but it is hard to see how SODC will meet the housing demand unless they pay great attention to the value of small sites through both availability and deliverability. Strategic large sites can take years to come forward and we never want the ramifications of the lack of a five year land supply ever again.

The new houses are on the extreme and far away from the town centre. There does not seem to be easy walking access from the new estates to the town centre or schools.

The new housing and associated bypass will severely degrade the semi-rural character of the Pyrton Lane area. Nonetheless, if the housing proceeds, this policy is reasonable. .

The only addition I would make is around surface water flood routes - currently only fluvial sources are shown (in Map 4 of the excellent map series) - and highlight where these are the for need development to contribute to the manage of surface water too.

The ordinary people of Watlington and their families need housing, and I full support the SODC local plan numbers to 2033, but there is no evidence at all that the local need is above 300 houses by 2033.

The plan appears to be well considered and sympathetic to the town and surrounding countryside. Although I am sure we would all like to reduce the number of houses Watlington has to accommodate, the plan has addressed the development in a positive and constructive manner.

The plan cuts off surrounding villages. Why will people still want to come into Watlington through housing estates and across a bypass?

The plan does not do this.

The plan does not improve traffic, it makes it worse. Watlington will die if traffic is routed around the town. The garage will shut. The garage is part of Watlington character. The shops will die.

The plan is dependent on SODC support for the re-alignment of the B4009 as proposed. How-who will pay for the costs in moving the 'the revised' B4009? The developers?

The Plan is good but dependent on the alternative route. Every effort should be made to resist SODC not adhering to the Plan details after the mess they are in with existing Local Plan problems in respect of housing supply. Their two Preferred Options Consultations stress the importance of Neighbourhood Plans for housing delivery at local levels - our NP needs to be strong and resist any attempt to open up holes to suit the wider area or apply constraints that are unfair. Our settlements require support and growth - not necessarily are fields the only places where new houses can go. It is all a question of controlled growth - not decline and stagnation which is what the NPPF refers to as "vitality"

The plan is not sustainable development and does not meet the Basic Conditions. The biggest losers are the old and local families wanting to stay in Watlington, but house prices make it unaffordable. The plan has the single purpose of delivering a bypass to take lorries and through traffic out of the centre of Watlington. No alternatives for how Watlington might grow in the future are presented for public consultation. Consequently, the plan does not meet the Basic Conditions. The plan fails to deliver on the single option it considers. There is no agreed route for a bypass. The route shown uses land in Pyrton parish for access to the M40 avoiding the centre of Watlington. This land is within the draft Pyrton Neighbourhood Plan and is not safeguarded in draft local policies for Strategic Transport Schemes. The use of this site should be decided by Pyrton residents. Aside from this site, there is no agreement on a route with various landowners that is deliverable, and no funding secured. Approximately 37 hectares of greenfield land is shown for development, including sites beyond the boundary of the plan. At 25 houses per hectare this is capacity for 932 houses. The plan proposes 260 houses which is not sustainable development and does not meet the Basic Conditions. The plan squanders a pig farm, valuable agricultural fields and highly environmentally sensitive land for extremely low density housing that does not meet the identified housing needs of either old people or local families who need housing that is well connected and within walking distance of the built up area, and truly affordable housing respectively. Housing at less than three times the density of local and national policy is a new, untested policy. Houses will be necessarily priced at a huge premium even for Watlington. Nevertheless, a contribution of £128,205 would be needed per full market price house at the proposed densities to fund the bypass. Even on houses priced over half a million, a payment of almost £130,000 per property would be a condition likely to stop development coming forward. The plan cannot be delivered and fails the Basic Conditions.

The plan is the best of a bad job, but should go forward subject to the following: 1. It must be conditional upon the re-routing of the B4009 2. The plan must be implemented as one project to ensure that the re-routed road is completed before any new build. If the development proceeds piecemeal there is a risk that the new road will not be completed 3. 238 houses is a significant number and assurances must be obtained that the cost of infrastructure improvements to meet the significant extra need are guaranteed. There will be greater burden on the schools, doctors' surgery, amenity areas, public transport links and car parking etc 4. The re-routed road will take some traffic out of the town centre, but the extra houses will increase the traffic in Brook Street and out of the town towards Howe Hill. A better and consistent flow of traffic up Couching Street and Shirburn Street must be secured. A 20mph limit can be imposed, but the current congestion caused by a relatively small number of car parking spaces in these roads must be removed and double yellow lines provided along the whole of this route. Stationery or very slow moving traffic caused most of the air pollution. If the traffic keeps moving the pollution is much less. The pinch point at the town hall cannot be overcome, but the obstruction caused by parked cars can be erased in an instant.

The plan seems well thought out and much consideration given to linking to the existing town.

The policies will result in an irreversible and negative impact on wider views over the historic landscape of Shirburn and Pyrton within the Chilterns AONB from the Ridgeway National Trail, from Watlington Hill, Shirburn Hil and Pyrton Hill, nationally protected SSSI's and the wider public footpath network.

The policy proposals do not refer in any detail to the Steering Committee Report of 14th February 2017, the discussions of the Full Council of Watlington Parish Council held on the 14th February 2017 and on the 14th March 2017 and to South Oxfordshire District Council Local Plan 2033 Second Preferred Options Consultation and in particular to the total housing numbers that Watlington will be allocated and then to set out the full impact of those housing numbers and the proposed bypass will have on Watlington, its facilities or on the historic character and the Conservation Area designation. Such development as proposed is also contrary with the intention to enhance the setting of historic and listed buildings including those on the periphery of the Watlington Neighbourhood Development Plan including Shirburn Castle, its registered park and other nearby heritage buildings. The proposed bypass will serve not only the Watlington developments but will also be utilised by traffic movements from the consented development at Benson and the Homes & Communities Agency proposals for Chalgrove Airfield.

The properties along Shirburn street, Couching Street, Brook Street and the high street are intrinsic to the character of Watlington. The deterioration of these properties due heavy road use undermines the integrity of the buildings also the aesthetics. Damage to property from heavy goods vehicles is evident and is also a healthrisk. This supports the need for a bypass. For those shop keepers that believe this has an impact on "passing trade" I would suggest that is minimal would be outweighed by the construction of 140 dwellings on site A.

The proposed locations tied in with the new bypass make a lot of sense However, it's hard to see how any new housing is affordable for first time buyers Even with 20% discount on a £300,000 starter home - this would be well beyond most people's reach We moved here 20 years ago and paid £120,000 for our 4 bed semi - there is no way we could afford to move to Watlington now

The provision of 400-700 homes required to pay for a substantial by-pass will dramatically affect the character of Watlington and necessitate significant extra amenities – schools, medical, shops, parking and transportation. In effect, Watlington increases in size by at least one third which will dramatically change the character (over a relatively short time frame - less than 10 years).

The provision of 400-700 homes required to pay for a substantial by-pass will dramatically affect the character of Watlington and necessitate significant extra amenities – schools, medical, shops, parking and transportation. In effect, Watlington increases in size by at least one third.

The provision of a by-pass for Watlington will not only serve the proposed residential and employment development in Watlington itself but will also take traffic movements from the consented and anticipated Benson development and also the Homes & Communities Agency development proposals at Chalgrove Airfield. This will create visual intrusion and increased traffic, which will:

- Do harm to the village of Shirburn and numerous dwellings on the B 4009
- Do harm, including noise and light pollution, to the setting of the Grade I Shirburn Castle and the Grade II* and II listed buildings and curtilage buildings which lie on the periphery of the plan area
- Do harm, including noise and light pollution, to the setting of the Grade II Shirburn Castle registered park and garden;
- Impact on views from Shirburn Castle and the historic parkland.

Plan Comment

The realigned B4009 will not alleviate traffic from Nettlebed, which will either continue to drive through Watlington or use the Christmas Common road to access the M40. The proposed traffic lights in Watlington will deter traffic from using this route, and use Christmas Common as an alternative, making the Christmas Common Rd as the second unofficial bypass for Watlington. There are already traffic issues on this road with speeding and destroyed verges as a result of lorries trying to pass one another. A proposed new priority road layout at Christmas Common has been favoured by all as a traffic calming measure. This has got to be implemented before work starts, as there is currently a real risk of road fatalities in Christmas Common.

The risk of a bypass is a great risk to increase the traffic. However if there are 7500 houses at Charlgrove we need a bypass. If there are not 7500 houses at Charlgrove, we do not need a bypass. We need effective traffic control, traffic lights, and enforce the weight limit.

The same policies should be applied to preserve the natural environment for the surrounding villages that lie within the Parish e.g. Northend

The scale of this plan in reality is far higher than the town can reasonably absorb. A maximum of 238 houses should be proposed (or lower).

The scheme needs to include proper provision to expand car parking or risk restricting the success of the shops and businesses in Watlington.

The school buses need access via the new relief road. Children are crossing Love Lane to the path to the rec continually and it's only a matter of time before the heavy traffic at school leaving time causes a tragedy.

The South Oxfordshire District Council Preferred Options Second Consultation allocates 238 housing units to Watlington. Policy 4 here suggests the number will be "a minimum of 238 in line with the South Oxfordshire District Council Preferred Options Second Consultation" but this clearly in contradiction with the Watlington Neighbourhood Plan Steering Committee Report to Watlington Parish Council of the 14th February 2017 and the discussions and decision of the meetings of the Full Parish Council held on the 14th February and 14th March 2017. In particular the decisions resolved unanimously were as follows: 1 Provision for an alternative route round the north and west of the town in the form of a re-aligned B4009. 2 A target of 400 new homes in the Watlington settlement area. SODC now seems to suggest that 400 are needed to fund the road, augmented by some public funding. 3 Proposals for traffic management to reduce the impact of traffic through the centre of Watlington and to improve air quality. This would indicate that Policy 4 has been prepared on inaccurate statistics. This is essentially dictated by the Homes & Communities Agency proposals for Chalgrove Airfield and the need to finance the proposed bypass. The Watlington Neighbourhood Development Plan should review the anticipated housing numbers and reduce this allocation in order that it can be serviced by the existing infrastructure facilities and road network. 400 new residential units in Watlington will represent an increase of one third on the number of existing households. This is unsustainable within the level of the existing infrastructure and facilities such as GP's surgery and Watlington Hospital will be placed under unmanageable pressure.

The sports clubs are running out of green space, so any access to more recreational ground should be a factor in meetings with developers

Plan Comment

The spread of housing is not consistent between each site, with A have 140, with 120 over the remaining sites. Site A is also on agricultural land where planning was fairly recently approved and farm buildings built. These buildings would have to be removed for the new development. Hopefully the previous planning application was not approved to increase the development boundary? What will be done to mitigate the impact of the new development on dwellings on the boundary? Will properties on the boundary of the new development (particularly those with small gardens which means their property is right on the new development) be given the chance to buy some development land to increase the size of gardens to mitigate impact of having new development or public land right next to their properties?

The springs need to be protected as they are a key part of the local environment and have had a lot of work to clean them up recently.

The three sites A, B, & C indicate c.260 new dwellings but the developers will inevitably squeeze on more. If this plan is adopted there will be another 150 houses or more on the adjacent Providence Land site. Under such pressure from the Govt for development there will have to be many more dwellings than the 260 mentioned above. If the Chalgrove airfield new town scheme comes to fruition I understand that the authorities will assist with the financing of the ring road's construction (Edge road, by pass: call it what you want) to free up existing appalling traffic on the B4009 at rush hours. This is good but if the Chalgrove new town scheme falls apart, who then will pay for the construction new ring road? So much depends on what happens to Chalgrove and the implications of that for Watlington. The unknowns and uncertainties here seem impossible to predict. It occurs to me that the Neighbourhood plan for Watlington could be ignored and have to be redrafted in due course, if something unforeseen results in Chalgrove. This might to some extent exonerate the almost unforgivable delays that have occurred in the preparation of the neighbourhood plan for Watlington.

The town cannot just die. The high street needs to thrive, otherwise it will just become a series of charity shops.

The traffic through Watlington is totally unacceptable and needs to be addressed. HGV going up and Pyrton Lane is very damaging - taking HGV away from these lanes has got to be a priority. Re-siting the B4009 is necessary - but it will meet with strong opposition from a lot of residents.

The well-mixed range of housing is important. There is a shrinking pool of small homes in town as the few that we have get enlarged - we need to protect what we have as well as build more. Deising Guide is interesting. How do we prevent developers from slapping down their bulk standard blocks of identikit boxes?

The wording of 2b is problematic: "does not have severe adverse impact". That suggests that, for example, "very bad impact" is acceptable -- which it is not. How is "severe adverse impact" defined? If the housing development proceeds and the bypass is built, then the new housing and B4009 traffic must be managed away from Pyrton Lane, without actually cutting Pyrton Lane off from the B4009. Pyrton Lane is too narrow to take more traffic: when the town traffic was diverted via Pyrton Lane a few years ago there were problems.

There appears to be very little on possibilities for improving parking provision although it is recognised as an important issue. Sites should be identified for car parking to increase the overall number of spaces, together with improved management which might include separate long and short-term car parks.

Plan Comment

There are three reasons for this: firstly the bypass would require a much larger number of houses to be built than is required under the 2033 guidelines, which in turn means that this objective is in contradiction of the main objectives of the Watlington plan. Secondly, there is clear evidence that the bypass will result in a gigantic growth in traffic along the B4009. The bypass can only be funded if several hundred houses are built in Watlington and is a critical element in the development of several thousand in Chalgrove. This alone will more than double the existing traffic from 10,000 to 20,000 - 25,000 cars a day. The bypass will also attract traffic from the surrounding area (a repeatedly proven phenomenon) and will become another alternative to the traffic on the A34 heading to the Midlands, and avoiding the traffic jams around Oxford. The small potential decrease in pollution through the centre of Watlington will be offset by a huge increase in pollution to the whole area. It is ludicrous to suggest that the 700 to 1000 houses required to fund the bypass, the light, air and noise pollution from the bypass will not affect the historic views of Watlington from all sides.

There has been mention of traffic calming measures in the town once the new B4009 is in place, including a 20mph speed limit. I am not sure how much value a reduced speed limit would add, as I consider it a good run through the town if I reach 20mph. Other measures to encourage use of the new road should be put ahead of this if there is an either/or decision required.

There has only ever been one plan for this development. I have not seen alternatives ? and if there were any, they seem to have been quickly dismissed. As there is only one option available how can you legitimately ask for a view of this plan. It's like voting in an election when only one candidate is standing.

There is no consideration of traffic coming from the Reading/ Nettlebed Rd, are you assuming that this traffic will just disappear and not travel using Couching and Shirburn Street. Should we not consider linking this to the bypass plans? Perhaps using the natural line of the Icknield way after all it was good enough for the Romans.

There is no provision in the plan for local and new businesses. Where would organisations base themselves and what would the traffic impact be in reality ?

There need to be new houses, but no too many. I think 100 is the maximum that should be allowed.

These are all excellent proposals. It is essential to bring new businesses into the area. As well as providing employment opportunities, they will also engender a more well-rounded community rather than simply becoming a large housing estate. It is vital, however, that sufficient (free) car parking be provided to cater for the needs of both businesses and shoppers. At the moment there is insufficient car parking to serve those who wish to shop in the town. Many of the short-term parking spaces are occupied all day long, which encourages those who wish to use the shops in Watlington to go elsewhere. This is particularly true at weekends, when it seems that significant numbers travel to the area and park in the car park prior to going on long cycle rides. It is also noticeable at school pick-up time. Might it be possible to provide short-term parking only in the Hill Road car park, and have long-term parking elsewhere? This might actually encourage more people to travel to Watlington to shop, which would in turn encourage more retail businesses to open in Watlington.

These are all sound objectives, what powers will the WNDP have to be ensure that they are adhered to?

This can be done by managing the traffic through the village and to include cycle routes through the village and new planned areas of growth. This retains the village feel.

Plan Comment

This could be helped by improved superfast broadband and MOBILE SIGNAL (text messages and calls to mobiles are important to be able to access and currently Watlington is a bit of a black hole for mobile signal). It is good to see that there is some provision for employment workshops / shops etc in the proposed new housing sites. More parking would need to be thought about and included in the WNDP please/.

This goes almost without discussion and the SODC planners job is to incorporate such considerations into assessment and judgment of all planning applications as a matter of course.

This has to be got right for local people - pedestrians, cyclists and car drivers all need to be safe. Bus services need to be improved - this is critical to this and other policies.

This is a key priority

This is a pipe dream. HOW are you going to ensure 4a-d, and how does 4f fit in with policies 1a-c? I can't see how anyone other than councillors and developers living out of the area (i.e. 'not in their backyard') will benefit? Both are known to 'promise' things in the future for that which is given NOW, but yet are never held to account once 'the future' arrives. For example, how do you explain that a (not small) swathe of woodland was destroyed for a new build to be developed on the proviso that (buyer) entry-level houses are built, which are immediately sold to buy-for-let landlords living in tax havens? Didn't really help the first-time buyers did it?

This is ABSOLUTELY Necessary/ Without this, I do not support the housing applications. Making the centre of town one way might also help but we need to have a ring road and stop large HGVs coming through the town centre and is it causing significant congestion right now.

This is essential for the survival of the town. The town has already suffered for many years due to the bottle neck and the inability of traffic to pass through it or access it. Trade is lost and large vehicles are a danger to pedestrians, surrounding lanes and villages are being destroyed due to the lack of a suitable by-pass around the town. The neighbourhood plan must address this issue. no expansion of the town in any format can realistically take place until this issue is solved and therefore must be an essential element of future development, not as a piece meal scheme but as a whole. Restrictions on existing non B roads close to but outside the Town must be imposed to protect these as part of any proposal.

This is essential. Existing infrastructure will not support the extra traffic. Also traffic from new housing developments at Chalgrove will be using Watlington roads to get to the M40

This is our number 1 issue that needs sorting ASAP. Couching Street is not designed to take the size and volume of traffic that passes through the town.

This many houses would not enhance the character of Watlington.

This must also address how these jobs are going to be filled, and if people are going to come in to Watlington to work, then consideration must be given to how they get here and any additional parking facilities that will be required. The recent change in the Business Centre charges to their tenants for car parking has meant an increase in people using the Hill Road car park when they come here to work, making it difficult for visitors and shoppers to find parking.

This needs to be addressed - we have to have the infrastructure to sustain this level of population increase

Plan Comment

This policy only applies to larger developments - what are the policies on infill? 4f which seems to encourage park homes goes directly against 4c which calls for high standards of design. Also the character of the AONB should be respected.

This report no doubt took many hours and much labour and time of those involved to produce, and it is hoped that all the necessary i's have been dotted and t's crossed. The amount of work involved is astonishing for what seems to be a tick box exercise, but if that is what the powers that be require, then it has to be done.

This road will kill off business in the town centre as traffic will no longer be passing through as they will use the bypass instead. This has been clearly demonstrated with the closure of the High Street due to the D&G fire as it was like a ghost town during this period. It is great to hear that you will be providing more recreational space but who will maintain this and administer its usage. There is always capital round to build these facilities but never enough money to run them on a day to day basis. The Sports Pavilion is a good example of this as the users cannot even arrange to keep the building clean without the Parish Council having to pay for it.

This town desperately needs a bypass of some description. Some extra housing seems like a small sacrifice to make.

To most people this is THE most important change - one that has been ignored by OCC/SODC for far too long! The alternative route is required regardless of Chalgrove but if it is to happen it must be accompanied by traffic management measures and increased parking. The garage site is the ideal place for a residents car park - a garage and small convenience store could be located to the west of the town where it will be needed. The Parish Council MUST take the necessary ownership of key issues as opposed to taking no action.

too many homes as mentioned. This is an utterly ridiculous plan and as a resident of Watlington, I strongly object.

Too many houses overall and danger of infilling if we build a 'ring road'

Too much development in one area

Totally agree with 20 mph also electronic signs indicating speed not only entering the town but also leaving especially on Britwell Rd.

Totally vital to our survival and fundamental in SODC strategy so do not let them ignore it!

Transport links are essential and need to be reflected in this increase of people, or the traffic will increase naturally through increase in population. Services also need to be reflected in the increase of people.

Tricky

Unless the bypass is built beforehand the town will not be able to accommodate the works and traffic. Where will the traffic go that uses Pryton Lane during this phase?

Plan Comment

Use of additional traffic calming schemes should be considered on existing and any new roads to help enforce speed limits and where possible also limit HGVs over the agreed weight limit. Signposting should promote the new section of the B4009 around the west of Watlington as the best route for through traffic. Any additional car parking space should not encourage traffic through the town centre if possible. Car parks should be clearly signposted for those people visiting the village for recreational use eg cycling and walking. Footpaths/pavement adjacent to the new roads should be included to encourage walking especially in the proximity of the school..

Very important that a well-balanced mix of housing, including low cost starter housing schemes for youngsters trying to get on to the property ladder rather than them having to move away from the area..

Very impressive work.

Vital

Watlington does not need this amount of new houses, also there does not seem to be a fair spread between sites, with Site A have 140 and site B & C having only 120 together.

Watlington has a character as a very small town, and in itself has particular characteristics which need to be preserved. It does have an active business centre which needs to be encouraged to expand steadily, however the main stranglehold over the town is road system with the one way system and road junctions as they are. For many it is easier to go to Chalgrove Benson or Stokenchurch to park and shop that fight around the one way system and accordingly the Town loses out to nearby villages on trade and business. The Character of Watlington needs to be preserved whilst addressing the problems of the above issues. If the problems are not addressed then the town will detrimentally change due nothing being done.

Watlington has excellent schooling and supporting facilities which can be expanded. These serve the town and surrounding area and have encouraged a good social structure. However current housing policies are turning the surrounding villages into restricted areas for young families and altering the social structure of these and preventing families who wish to live in villages and enjoy easy access to surrounding countryside without using cars to be able to do so. This should be addressed in the Neighbourhood plan.

Watlington is a quiet town that must maintain its character. I was attracted to the town because it is rural and up until the social housing is built it will remain that way.

Watlington needs to grow as a service centre and employment location, particularly bearing in mind its location and access to the M40, however due to the existing traffic issues it loses out to nearby settlements. This needs to be rectified to preserve the town, by the provision of a suitable road network around the town as whole.

Watlington Town Hall and the Neighbourhood Plan Statement from the Trustees of the Town Hall May 2017 Watlington's residents all share a pride in the unique building that is at the core of its commercial area – the 1664 Town Hall. Many locals will know at least something of its history – as a Market Hall and, for more than two centuries, as a school. The building has been the frontispiece of Volume 8 of the Victoria County History and has long been a grade 2* listed building. In our statement here we express the wish that more people should share our deep concern that the building faces increasing risks that are set by the passage of both increasing numbers of vehicles and the size of so many of those vehicles. As individual trustees, we may not share firm views regarding the location or size of new housing or commercial development or the direction of new roads. However, we do believe that any future plan for the Town until 2031 should make specific reference to a) the need to offer greater protection to the Hall and b) improvements in the general setting of the Hall, set in the Market Place of an ancient town. Even as recently as the 1990s the elevations of the Hall rose out of tarmac that was the roadway on all sides of the building. Part of the scheme, funded by the generous grant from the District Council, has prevented vehicles reaching the walls. But the 'apron scheme' had an effect that was to place the footings of the building further under the road level. More significantly of course has been the steady advance in the weight of vehicles, passing so closely by. While some weight may be offset by a multiplicity of axles, it is a common experience while in the hall to sense the rumbling and juddering of HGVs. In 2012, the Trustees commissioned a report from The Cox Clifford Partnership. The remit set for the consultants was quite wide but part of the task was to record the building's faults. We are attaching to this note the sections of the report that record cracking to walls. Most significantly cracks are recorded in proximity to arches on all four elevations. These may not be at a point as to require urgent treatment, but they are impacts that are unwelcome. Indeed they ought to be deplored by all who love our Town. Another matter for concern is that, as Trustees, we need to attend to levels of motor-borne pollutants in the regular cleaning of the building. Further, the apron scheme has not eliminated splashing from water and mud (especially on the easterly elevation). This has caused Hall managers to re-point regularly mortar and to replace bricks. This is not ideal practice for a building among those with the highest grading in England. The building's best interest might well be served by a certainty that vehicle numbers will be reduced (whether by a road or roads on the edge of Watlington or changes elsewhere in the Oxfordshire network or both). We believe too that all who share responsibility for roads (from national government to the parish council!) should press for a rigorous enforcement of weight restrictions and the reduction of speeds in the centre of the community. Such regulation may be no less important after new roads are formed. Buildings are silent during consultations! Uniquely perhaps, the managers of the Town Hall can speak up and make a contribution to debate. Ours is perhaps the most celebrated of historic buildings – but we stress too the importance of shaping plan statements and policies that reduce the jeopardy many structures faced with the tide of traffic in Watlington. Town Hall Trustees

Watlington's identity should be upheld. The character and the personality it retains, arguably, is what new homeowners want to buy into. About buying what they see. In creating more homes, some 2,000+, the notion of a 'village set within green rural surroundings' changes. One also has to ask about the highstreet as a result. There are few shops and in building these new dwellings puts extra strain on roads, business and traffic alike. Furthermore, in adding these houses the relief road will not solve the problem.

We agree that Lilacs place is the type of development which works well. Provision for developments like Orchard Walk should be encouraged. This also provides local employment and service opportunities.

We already have traffic issues: again, difficult to see how this will improve with the vastly-increased volume of traffic that must come from the new homes.

We are really concerned about the growth of facilities here. Schools, Doctors, Dentists, food shops all need to expand adequately enough to cope or it will detrimentally effect everyone's quality of life here. There is not enough for young people to do. Growth of sports facilities, clubs etc will be really important to the well being of particularly the young people in Watlington.

We broadly agree with the development plan with the development to the North and West and selected in-fill as appropriate to maintain the size and scope of Watlington. We would ask the team to reconsider whether there is scope to maintain the routing of the new road through Willow Close given that the existing 5-6 properties that would be affected could be re-developed to provide a closer density on the side of the new development that was closest to the town centre (potential for additional elderly / young family accomodation) This would maintain the shortest route around the town (saving costs on road construction), would allow for a simplified access to the schools directly from the new road and would run the new road past industrial estates, school play grounds and the allotments for the majority of its route, rather than directly through the middle of the new residential areas.

We chose this town because at the time it has an Excellent OFSTED report. If the schools are not enhanced to handle the increased population then all of our children will be negatively effected.

We clearly need additional housing, and it has been decreed that Watlington must be expanded. This plan appear to provide a good balance between conflicting needs.

We don't necessarily need a ring road, but traffic needs better management

We don't really have any choice with the proposed sites because the majority of the town is protected land. It would have been better if the sites could have been spread out around the perimeter of the town to ease the impact of the construction work. The proposal to create path ways through the Marlbrook estate to gain access to the town center is not welcome because this will invite increased levels of crime on our estate. Any access to the town via public footpaths should circumvent the estate to reduce the chances of unwanted vandalism and other crimes.

We firmly support traffic restrictions in the town centre and on Britwell Road. Also the widening of pavements as a safety necessity. We believe it is imperative to enhance the character of Watlington in the design of the new housing sites, but also that Watlington must be developed to provide necessary additional services to support the growth in people. The Town Centre should allow development of shops - the Co op is too small, too busy and poorly stocked to serve the current number of inhabitants.

We fully support the strategy for development sites having to safeguard a route for the realigned B4009. Providence Land acts for the landowners of Sites B and C as well as PYR2 in the draft Pyrton Neighbourhood Plan which is also required to deliver the new route. We are fully supportive of the spatial strategy to provide an alternative route for traffic through the town, facilitated by development sites coming forward along the new route. Our objection concerns the lack of reference to the emerging Local Plan and its Second Preferred Options consultation which proposes Policy TRANS 3 (Safeguarding of Land for Strategic Transport Schemes) and requires proposals not to harm the delivery of the bypass nor prejudice its construction or effective operation. As this is a policy in a strategic plan then there is no need for the Neighbourhood Plan to provide its own version of policy TRANS 3. Instead, it should reference it and be entirely consistent with it. Without this change, the Plan will not meet the Basic Conditions for Neighbourhood Plans, specifically the requirement to be in general conformity with the strategic policies contained in the development plan for the area of the authority.

We generally support the views of the WNDP however we believe that the level of Affordable/social housing does not reflect the need identified by local people. There is a need for smaller low cost homes and larger family homes. We agree strongly with the Eco features of new homes.

We have 2 concerns: 1. The token use of "appropriate materials" on a property whose layout and design is not characteristic of the area can easily undermine the existing character of the town. For example, the new houses on Hill Road, especially as there are now 4 of the same basic design, despite their use of appropriate materials look suburban rather than being properties from a country town. 2. One of delights of living in a rural area is the beauty of the night sky. The lighting on the properties noted in 1 above have lighting that carelessly contributes to night light pollution. Developers should be strongly discouraged from installing exterior lights that not only cause light pollution but detract from the the current "softly lit" townscape.

We have and enjoy a unique town and any development must enhance and not detract from this. The design of the intended housing is important. All houses should be attractive and varied to blend with the character of the town and the Chilterns

We have to ensure the local services can cope with the increased housing - schools and surgery.

We must keep the green space we already have, as well as providing some green space in the new developments.

We must not allow more heavy traffic to pass through the town on their daily commute - the town CANNOT sustain this. I do believe that the town can grow in the number of houses and that this would benefit the local businesses however, the infrastructure needs to be addressed BEFORE building starts or it will never get built!

We need cameras and monitoring. Much lower speed limit. MUch better signs at the town hall. The town hall area at the Fish Shop is very dangerous, especially for pedestrians. Trucks get stuck passing. Traffic lights work. There was a temporary one. The big trucks need to get out of the town. Ring road on the far side of the residential areas.

We need new homes in Watlington that are good sized family homes but aren't period houses that cost half a million pounds.

We need to be getting as much traffic away from the town centre as possible, and we should be enforcing it, not just watching the HGV's continue to rumble through the town centre.

We need to plan for controlled growth over the period of the NDP

We need to support our shops.

We support the draft design guidelines - but there must be a process in place to ensure they are not compromised and a low cost / low aesthetic / low sustainability development is built. Build for the long term.

Plan Comment

We support the plan in principal but unresolved issues need to be addressed before new ones are created. The current traffic and air quality issues have been around for years and the current position by the council to slow traffic down through Couching street contributes towards poor air quality. The only solution would be to build a bypass or ring road irrespective of whether new houses are to be built. Road drainage, highway surfaces, broadband and public services have been neglected for years in Watlington and need repairing or replacing. Its the minimum the people of Watlington deserve and should get even before new housing or construction goes ahead. Even if these things were addressed, all infrastructure and public services would need to be installed prior to growing the economy and building new houses. We are all for improving the quality of life the people of Watlington but it shouldn't have to get worse before it gets better.

We support the policy.

We support this if the above are considered first. The existing position and issues of Watlington needs to be addressed first before more problems are loaded onto a small town.

We think this is already a problem area and will become intolerable if an alternative route is not built asap as part of this development. Traffic flow will urgently need to be managed on the Britwell road and town centre to cope with the extra vehicles using it from Watlington and Benson developments.

We wait to see what if the NP has something specifically in mid rather than just general expressions of good intent.

We would need to see investment in the local schools for the increase in capacity, I would suggest that a leisure centre connected to the school for public use would benefit all especially with floodlit artificial playing surfaces for sport for all year round use it would create jobs and revenue for the town whilst maintaining a fit and healthy population. With the increase in population I would also suggest that there would need to be investment in public services, Health (surgery), Policing and fire service. We need to keep Watlington a "safe" environment to live in as there is a strong sense of community and identity.

Well considered and comprehensive.

Well done on all the hard work put in by the Neighbourhood Plan Core Group! A job well done.

Well laid out plan

While supporting the plans for Watlington town we are concerned that the villages that lie within the Parish have not been included in the thinking and feel this is a lost opportunity. We hope that growth in Watlington will support or increase the provision of services such as the Surgery and the Library.

While we agree that we need more housing where there is a deficit in the plan and more details are required are: 1) the need for a better road solution; 2) there is no limit to the number of houses; & 3) the need for added infrastructure such as schools, doctors etc. Finally we would like to see a commitment on the affordable housing which gives locals priority rather than people from outside Oxfordshire

Plan Comment

Whilst adding another 79 homes to Watlington seems a reasonable plan, I totally object and disagree with the SODC plan for 238 new homes. If we had average of 3 per new home that would be another 700 people and at least 2/3rd's as many more vehicles with no consideration on parking, school places, medical needs or other facilities. This certainly does not protect the character, scale, setting of Watlington

Whilst I overall support the provision of a relief road/bypass, with an aim to reduce through traffic through the town centre, I have two concerns: The new realligned B4009/B480 junction just north of the Willow Close roundabout. I worry that if this is a standard crossroad, then through traffic for people to cross the B480/Cuxham road from M40 to Wallingford will have to cross the road, and this will very quickly cause traffic to back up either side of this, waiting to cross. This waiting traffic will be in the middle of the new "A" and "B" development areas therefore transferring the pollution to these residential areas. If the traffic flows increase significantly with flow north towards the proposed new Chalgrove airfield then traffic from the M40 direction will have to cross right at the crossroads. This usually delays traffic significantly more, with some drivers not aware of the correct priority at such a junction, as well as the delays inherent with a crossroad. This may encourage some drivers to go through town as that way they stagger the crossing, first turning right and then left if going from east-to-west, or only having to make a right turn at a T junction at the current B4009/B480 junction, and then having priority travelling through the new crossroads. A roundabout would mitigate these concerns to some degree. The second is that adequate crossing points and traffic calming measures are put in place given that the relief road doesn't look like it is going to be the boundary of homes and that some new homes are going to be built on the northern side of it, and therefore residents will have to cross this regularly e.g. getting to school etc. The design of the road should ensure the speed limit is obeyed, as otherwise commuters etc will regularly do the speed the road allows similar to that which occurs in Shirburn where there is a 30mph road with residential streets off it, yet no adequate speeding measures are put in place.

Whilst it would be nice to have wider pavements in the town, it may not be very practical. One of the nice things about Watlington is that if you wait for someone to pass on a narrow pavement or step off to pass them, they say "thank you", so I think I can live with narrow pavements.

Whilst land has been safeguarded for a bypass in the South Oxfordshire District Council Local Plan 2033 Second Preferred Options Consultation north and west of Watlington, it is not clear that this is deliverable. There are a number of constraints including but not limited to land ownership (no land secured to the northwest/northeast/southeast of the Pyrton Lane/Station Road/B4009 crossroads), the narrow width of Pyrton Lane, the presence of a substantial number of nationally important, mature and protected trees and the fact that the junction is currently a crossroads, which would need to be significantly enhanced to accommodate bypass traffic movements. - Atkins' Evaluation of Transport Impacts document (ETI) (on behalf of South Oxfordshire District Council) shows that the modelled scenarios that include development at Chalgrove as well as the consented Benson residential development are forecast to result in much greater delays along the B480 corridor to and from J 6 of the M 40 through Watlington and across the district than other development options. With more traffic on the B 480 through Cuxham and on to Watlington and Shirburn and the B 4009 to the M 40, it therefore does not seem a natural conclusion from a highway capacity perspective to take the scenarios forward that include major development in Chalgrove/Watlington. As noted within the supporting evidence, "Further transport infrastructure mitigation to that already planned... will be required to accommodate growth at this location." Traffic surveys carried out by agents for the Homes & Communities Agency for Chalgrove Airfield of the additional traffic levels on the B4009 from Watlington to the M 40 have been quantified and there is a 350% difference between the impact upon delay in the AM and PM peaks (18% and 68% respectively) with no explanation for the discrepancy. This may be reflective of the fact that the consultant's Technical Note (dated 7 October 2016) appears to show that the model used to forecast traffic flows is not representative of observed flows between Watlington and the M40 Junction 6 (an all ways movement junction), particularly in the PM peak. Policy 2 does not address this. - The impact upon each corridor appears to have been undertaken from a capacity perspective only. Other qualitative factors such as the impact upon listed buildings, nationally important protected and unique trees, air quality and registered parks do not appear to have been factored into the analysis thus far and should be incorporated into any future assessments. The proposed bypass will not remove air pollution that currently impacts on the centre of Watlington, it will only relocate more pollution to the route of the new by pass and impact the associated new residential development and the current and proposed educational and recreational facilities. In summary the impact of the much higher housing numbers that will be allocated to Watlington over the numbers reported in this plan, in large part to provide developer funding for the cost of the bypass will have a significantly greater impact than Policy 2 is stating.

Whilst Watlington requires improved traffic management through and around the town, and should accept the building of new houses, the plan as presented fundamentally fails to do this while protecting 'the scale, character and setting of Watlington', as per the objectives laid out in the Watlington Neighbourhood Development Plan (WNDP). As presented, it is a major threat to the character of our wonderful rural (large) village. As the minutes of meetings with the 'GVA' and 'HCA' on the WNDP website indicate, the plan as presented will not result in 238 new houses being built, but between 400-700 new houses so as to pay for the construction of a substantial by-pass depending on whether SODC or Developers build it. This would radically alter the 'scale, character and setting of Watlington' and would have dramatic consequences for the surrounding area. Nowhere in either the SODC 'Second Preferred Options' plan nor the WNDP is provision made for schools, medical facilities, shops and amenities for 1000 or more people living in 400 plus new homes. It is a completely impractical proposition. If this is allowed to go ahead Watlington will no longer be the attractive village in a rural setting that it currently is. The by-pass as currently envisaged to the west of Watlington would destroy the green buffer between it and the village of Pyrton and presents major hazards for pedestrians, cyclists and horse riders on what are currently country roads and lanes. Evidence from the Campaign to Protect Rural England (CPRE) in March 2017 found that road schemes of the scale envisaged in this plan induces increased traffic, leads to significant environmental damage and has little economic benefit to local communities. The aspiration to provide 40% affordable homes also means that public transport will have to be increased in order to meet the needs of this demographic of resident. The WNDP must be considered within the broader context of a major housing development proposed in the SODC 'Second Preferred Options' plan of 3,000-3,500 homes on Chalgrove Airfield. Such a development would have a significant impact on Watlington and surrounding areas, doubling traffic on the B480 and B4009 as residents seek access to the M40 motorway and local amenities. The WNDP steering group should be doing everything possible to coordinate with Pyrton, Cuxham, Chalgrove and the Haseley Brook Action Group (HBAG) their objections to such a development that will dramatically affect Watlington. Given this wider context and the needs and desires of those beyond the remit of the WNDP (e.g. SODC and Oxford County Council), the WNDP group is urged to seek the professional advice of experts in areas such as Public Affairs, Legal, Development Planning etc, either independently or from among interested members of the Watlington community. By accepting the advice and guidance of officials in SODC the WNDP runs the risk of being distorted by other priorities, such as the development of Chalgrove Airfield. The WNDP group need the best possible advice available and this should be independent of SODC. Changes Required: 1. The provision of 238 houses should be the maximum number of houses acceptable in the WNDP. 2. Development should be achieved through in-fill on the various plots of land to the north, within the village and with modest development around a much reduced relief road via Willow close as originally envisaged. 3. The relief road should be kept as a modest country road so as to discourage the build up and use by large and heavy vehicles. 4. Any relief road should take account of the needs of rural activities – walkers, cyclists and horse riders, facilitating access to existing footpaths and bridleways and providing safe crossing points.

Whilst Watlington requires improved traffic management through the town and some houses should be built, the current plan fails to protect 'the scale, character and setting of Watlington', as per the objectives laid out in the Watlington Neighbourhood Development Plan (WNDP). As presented it presents a major threat to the character of our wonderful rural small town. To pay for the construction of a substantial by-pass depending will require far more houses than the current minimum of 238 - and estimates range from 400-700. This would radically alter the 'scale, character and setting of Watlington', would have dramatic consequences on the surrounding area and environment. Nowhere in either the SODC 'Second Preferred Options' plan nor the WNDP is provision made for schools, medical facilities, shops and amenities for 1000 or more people living in 400 plus new homes. The proposition has not been thought through. The by-pass as currently envisaged in the plan to the west of Watlington is a major construction and would destroy the green buffer between Watlington, Cuxham and Pyrton and presents major hazards for pedestrians, cyclists, rural ramblers and horse riders on what are currently country roads and lanes. Evidence from the Campaign to Protect Rural England (CPRE) in March 2017 found that road schemes of the scale envisaged in this plan induces increased traffic, leads to significant environmental damage and has little economic benefit to local communities. The aspiration to provide 40% affordable homes also means that public transport will have to be increased in order to meet the needs of this demographic of resident. Changes Required: 1. The provision of 238 houses should be an absolute maximum number of houses acceptable in the WNDP. 2. Development where possible should be achieved through a mix of in-fill on the various plots of land to the north, within the village and with modest development around a much reduced relief road via Willow as originally envisaged. 3. The relief road should be kept as a modest country road so as to discourage the build up and use by large and heavy vehicles. 4. Any relief road should take account of the needs of rural activities – walkers, cyclists and horse riders, facilitating access to existing footpaths and bridleways and providing safe crossing points.

Who is this " Phantom Enhancer" ? To enhance anything is a matter of opinion and taste. Very spurious. Beware the gilders of the Lily!

Why build dozens of houses in a place where there is little work and therefore the new residents will be commuting somewhere and adding to the already horrendous traffic problems?

Why have the members of the NP taken far too long to reach this stage? The NP should have reached this stage at least a year ago after the new council took over in 2015. The new programme is a year behind than that originally anticipated by the new council. The delay will mean that WPC received only 15% of the CIL rather than the full 25% if the developers submit their planning applications before the NP is completed. Explanations for this extraordinary delay ought to be given and the NP should never have been allowed to drag on in such a desultory and negligent manner.

With particular attention to be paid to: - greater use of High St for traffic bound from J6 through to Britwell/Chalgrove, thereby avoiding Couching St - better utilisation (2way?) of Spring Lane for access to Hill Road car park, doctors etc for those coming from Brook St or Howe Road, thereby avoiding Couching St - traffic calming and/or 20 mph limit for Pyrton Lane, similar to that recently confirmed for Littleworth Rd in Benson - stronger enforcement of 7.5t limit Additional concerns of deteriorating situation of parking at J6, which while not part of this plan will only be exacerbated as a result of development.

With regard to objective 5e, the thorny issue of parking, wherever possible new business provision should have associated parking. There also needs to be better signage to parking other than the town centre car park. It may also be beneficial in the longer term to make the Hill Road car park all short stay and allow longer stay parking at the church and recreation ground. This would encourage people to use the shops in the town, even if just passing through. It would also reduce the "overflow" parking in Hill Road which must be inconvenient for the residents.

Plan Comment

With reservations. All housing needs to focus on a mix and can only be provided once ALL public services are expanded to ensure the quality of life is not undermined by housing growth - as is the case in Henley eg: waiting 3 days to see a GP - unacceptable. The planners have a responsibility to the people to ensure those who currently live in Watlington do not suffer and degradation in living standards from the new homes. That means paring at the Lewknor junction and cycle paths.

With the added comment that the route through Willow Close be reconsidered as providing the shortest routing.

With the increase in homes to be built in South Oxfordshire as a whole and the increased volume of traffic that will result in trying to access the motorway a relief road is essential. Please make sure there are enough paths and pavements to ensure access to schools and the high street and encourage safe pedestrian use, including with push-chairs.

With the increase in housing - Medical, and Children Centre / Nursery facilities will NEED to be scaled up. I can see a small mention of this - but nothing that states this WILL happen?

W NDP need to be mindful of the impact of traffic pressures in the surrounding area and villages not just within Watlington. Also, with the increased population there is likely to be a shortage of car parking in the town centre. This is already the case now, before any development.

Would like to see the Willow Close link being used as it was originally intended. I still don't understand why the Willow Close road is not going to be used more as I understand this was the purpose of leaving it to be able to be linked into in the first place? I sincerely hope that any development in sites B & C will have an obligation to link into Willow Close or else those people living in that road the adjoining Sycamore, Beech etc. will continue to use Pyrton Lane to get round Watlington and this would be a big opportunity missed.

Yes as far as is possible at a time of change

Yes, but the roads leading to that centre of employment must be fit for purpose.

you have to look to the future there must be new housing to many living longer life,s

You say that you will the 7.5t weight restriction will continue to apply but I find it hard to believe this is the case as there is no reason for it to be with a bypass round the town. I would like to know how the enforcement of this limit will be improved because if there is a way to do this then why is it not being done now

Young people need houses. Houses 200 max. A percentage of affordable homes are needed.

Thanks to those who completed the very substantial piece of work!

* The new route for the B4009 needs to be complete first * No large HGV and building vehicles to cone down Shirburn/Couching St. - high risk of damaging historical buildings * 238 houses from 79 is a massive jump. I understand we all need to give our share but 238 sounds like too much with no planning* What about infrastructure? Doctors, schools and shops to cope the extra population moving into 238 houses * What about village parking to cope with the extra cars from 238 houses

Plan Comment

How many houses currently in Watlington?

Seems we will lose forever our "small town" feel

We cannot stop 240 dwellings. But hope our Plan will stop any more. Otherwise roads will not be fit for purpose

Well done! A viable, sensible proposal for Watlington

I know that the people dealing with all this. On behalf of Watlington, will do a good job and get the best deal possible, and I would like to thank them for all their hard work

A very well thought out Plan which will be highly beneficial to our Watlington Community

Well thought out!

Plan seems vague about pedestrianisation or the "piazza-style" management of the town centre. There should be a stated commitment to preserve street parking for those who cannot afford garages

I support the Plan on this basis:

You say that SODC said that" Watlington SHOULD provide 79 new homes.....recently increased,,,,, to 238"

However, the word "should" is crucial. If it means "must". I support the Plan ; if it means "ought to" I oppose the Plan as it stands, for then we would be able to negotiate and amend - one hopes

In a nutshell I do not agree with 3 developments of housing within 6 miles of each other i.e. Watlington, Benson (already going ahead 500 houses) & Chalgrove airfield development of upward of 2.5 thousand houses. The infrastructure is not there to cope with all the extra cars, 4 x 4's and vans - at least 2 per household. This is a tiny Oxfordshire village loved by all its inhabitants & would be completely ruined by all 3 developments of housing

Proposed road will increase traffic. Only provides a new rat-run through housing estates.

Housing proposals are poor quality and design.

Thank you very much to all the team for making such a sensible Plan and for persevering with such a huge workload! It is much appreciated.

General observation is that we are increasing housing whilst decreasing amenities i.e Bank, Post Office, Newsagent etc

We support the Plan subject to the B4009 being fully diverted as planned around Watlington

But the new bypass B4009 MUST be built BEFORE the houses or there will be mayhem [- if not I object

Very well done. Congratulations to the the team and thank you for all your incredibly hard work

You need all our support as "a commitee", you do a grand job, your time is appreciated

It was very difficult to work out how to complete this form. Connecting the draft Plan to the questionnaire (read through about 6 times)

Thank you for all your hard work

Plan Comment

For 79 new homes only - I have no confidence that the infrastructure and services are in place or mentioned for 238 new homes

We commend the consultation process and level of thought given to it and communication of the Plan.
We are particularly encouraged by the plans for the new bypass road and 20 mph limit through the town (which we'd want to see implemented asap)

Watlington is a small town. Worry about coping with so many more inhabitants - cars/vans/trucks
Not enough Doctors - not enough school places
But overall the best Plan to date

With the additional 238 new houses no provision has been made for additional CAR PARKING
To attract visitors, this must be within walking distance from the Town Centre, to encourage shopping

No comment on any till. Positive plans on new route through Watlington. There is a weight restriction which is totally ignored!!

This report seems very adequate, if adhered to

Has sufficient attention be paid to the need for extra school places, doctor's surgeries & care workers

Appreciate the work put in already, but feel there is still a lot of points to be cleared up
Urgent need for a by-pass road!!

1. In the "Infrastructure Delivery Plan" there is no mention of Watlington
2. Watlington Drainage Strategy had no page available
3. Chiltern Surgery apparently has extra capacity available but concerned about:-
School places
Waste water management (& sewage) and all other aspects of suitable infrastructure to support extra housing

Main concern is traffic through roads around Watlington

Very many thanks for all the research - please ensure Watlington is not over populated - the drains could not cope!

We feel that the junction of the B4009 with the new by-pass road should be clear of the existing houses on the Britwell Road.
Also very concerned about the type of housing units, the appearance of them, the amount of people who may be employed and the traffic generated

We support this Plan IF and ONLY IF there is going to be affordable that are not just part rent and part buy.
This comment applies to all developments

As long as schools, surgery and shops will be able to cope with all the new population

Plan Comment

I support this plan but obviously for it to work we need the field in Pyrton Parish to also be developed - SODC must ensure it completes the jigsaw (it is in Pyrton's interests or they could face a lot of traffic using the inadequate existing roads that virtually enter Pyrton itself. I would still like to see the plan include more foot and cycle paths in particular connecting Marlbrook to the schools - currently people have to do a massive loop, as well as the removal of on-street parking in Couching Street in particular and an additional car park area in the town centre.

We object to the entire plan on the basis that we do not feel it is appropriate for any additional development of Watlington

More work needs to be done to ensure the delivery of the road (street) and to understand the character of the road. i.e there should be a limit on the number of houses that can be built before the road is complete. How can you prevent Pyrton lane being used as a rat run in the interim? There should be a detailed phasing plan and design guidance/proposal for the street before any housing is built. My understanding is that this is not a bypass and traffic will simply have a choice of Couching Street or the new route - I support this approach if it can be achieved.

There is no plan for a further car park.

It is very seldom that I am able to park in the present one just to do my shopping.

Thank you for all the hardwork which has gone into the Draft Plan

Whilst I embrace the plan of sites A,B and C and the route through those sites as a welcome at a radical and holistic solution (as opposed to previous infill schemes), I believe the Draft Plan remains incomplete. My main remarks are on the Page Policy 2 but the issues affect Policy 1 and Policy 2 equally

I feel that those involved with the Plan have done a good job and should be congratulated.

However, the sceptic in me thinks that by the time all is ready the Secretary of State will have made up his or her own mind - regardless of what any plan recommends

Priority:

1. Road around town

2. Surgery

3. Schools

4. More shops

As little building as possible

Looks good

Feel too many houses are planned; 10% of population of Watlington would be better

We must not lose sight of the fact that although is planned, we will probably have an increase of 300 + cars.

Schools need to be increased in size & staff. The current doctors surgery would be in dire straits without a very much increased footprint.

Plan Comment

Traffic! Many surveys have been done regarding TRAFFIC - all with the same conclusion! The biggest problem is parked cars - some people believe these cars are a way to slow traffic, but in fact cars/homes cause pollution. We should start by reversing the priority in Shirburn Street/Couching Street allowing traffic out of the town before allowing more in.

Regarding speed!. The Police should step up to the mark on this issue. Also, if we had some sort of relief road, then maybe a 20mph could be introduced in the town centre, Couching Street and High Street/Gorwell

We would be very wary of there being many more than the 238 houses already prescribed, as we feel they would fundamentally change the nature of the town.

We feel this is a good way to start the process of improving traffic and much needed affordable housing as long as this benefits Watlington people first.

I support the plan in principle but have concerns that in its current form it is not realistic.

The re-aligned road is integral to the Plan - but nowhere does the plan say how it will be funded. 238 houses are not enough to fund the road

* The total is 238 if there are 38 dwellings on site B. It is 260 if it is 60

* Difficult to make an informed decision without knowing how many houses will be built in Chalgrove, Benson and to some extent Henley. If thousands, do we need any more in Watlington

Comprehensive response logged as item A in the Annexe

It is important to keep as much housing on town side of the by pass. Too many crossings will obstruct the flow of traffic and the bypass should not create a division on the new housing developments

Good luck!

Too much development in one area - needs to be spread more

Seems like the "town planner" and friends in high places have got their way after all.

"Lets put it all down the 'poor end'" said a resident of Hill Road!! Shocking.

Watlington is a lovely village and we should aim to preserve all that is good about it - we should not risk it

* I think the proposals work well with what people have been saying

* I think its also important to incorporate a buffer between Willow Close and new development. A green corridor effect. This would keep a lot of people happy who live there and break up development

* Should we be looking at provision of schools etc.?

Plan Comment

There is no evidence of improving infrastructure ie Schools, Doctors, shops, parking in town.

In principle I would agree with Site A if the above were able to meet the demands of mnew residents. However, I do not agree with the other sites, as they will have a bigger impact on the current residents of Marlbrook, so therefore I object.

From that end of town, there is no easy access to the town and its facilities, so it would result in more traffic through town than there currently is. For example, you couldn't shop at the Co-op and walk back with more than a couple of bags!

I support the idea of an alternative route for through traffic

CONDITIONAL SUPPORT - our support is dependant on satisfactory traffic management and infrastructure. At the moment we do not feel either of these is sufficient (see relevant sections)

The proposed new route for the B4009 does not resolve the problem of traffic to and from Henley/Nettlebed/Reading using the B480. B480 traffic will still use Brook Street, Coiuching Street and Shirburn Street, so Watlington will still suffer from traffic and associated problems caused by vehicles still passing through the town. This needs to be resolved.

It is imperative that any development is conditional on a relief road being in place. Cuxham Road has issues at peak times with speeding and large lorries which frequently mount the pavement to avoid parked cars as the road in places is very narrow.

Site A as they're more affordable homes for Watlington people to have a go at hopefully getting!
And would be great for starter homes for couples

I think that still more houses should be given to Watlington people, as myself I am wanting my own space that is affordable...and there are lots in the same place as me and same age and there should be more help to hopefully make this happen

Air quality. While those in the centre of town suffer diesel fumes, those of us in the Cuxham Road area suffer from the stench of the pig farm, which at times, prevents us from using our gardens. We therefore support Plan A, which would hopefully place the "working" part of the farm more in the centre of its vast acreage. Instead of where it is now - right near houses!

As long as sufficient new road goes along with it. We already have big traffic issues

Appears to be well thought through. Key is to minimise traffic through town.
Is there a way that residents can approve the look of the houses being built?

Would like to see work on proposed B4009 starting to ensure additional traffic is not going through town

A lot of thought & planning has gone into this report and I would like to thank all the people that have been involved. It is important to keep the character of Watlington, but as everyone is noticing the character over the last decade has become less pleasant. The pavements are unswept and becoming overgrown with weeds and the general appearance is of a neglected and uncared for community. It is hoped that extra housing will improve not damage the existing town.

I must congratulate all those who have worked so hard to generate this excellent plan which I feel is far reaching and well researched with good long term prospects for the future of Watlington. Well done.

I would like to thank those involved for all the consultation they have undertaken. I would have liked to learn more about the use of the Flood Zone as a local green space, what does this mean?

I would like to see the potential site boundaries set so that they form a clearer 'end of development' lines. i.e. regarding the site B the dog leg shape would seem to invite further infill development to that site would ultimately form a large rectangle up to Glebe Farm on the Cuxham Road. Similarly Site A seems to extend beyond the existing building line on Britwell Road. I think Cuxham and Britwell Salome should remain separate villages.

Will existing Watlington schools be able to accommodate the children from the new housing? And what about doctor/health centre provisions for increased number of people

This development will help the town of Watlington to survive and the shops to flourish. It will be important for the new residents to have easy pedestrian access to the shops and for parking to be available in the town centre for people who need to do their shopping, doctors and dentist etc by car.

Providing sufficient housing in a good mix of types is essential. Also essential is to reduce lorries & through traffic from Watlington town centre. Agree with the report . However must not become hung up on air quality - it will improve with the removal of lorries and reduction in through traffic.

Great plan! Well done and thank you !

Traffic - The new road through A,B,C is good and will cater for traffic between Britwell and Pyrton in both directions. But little thought seems to have been given to traffic from Nettlebed and Henley (which is considerable) and expects to continue through to Shirburn. If roundabouts are adequately built at each end of the new road then Nettlebed and Henley traffic could be used to bypass the town centre completely.

The aims are all so laudable it is difficult to see how people could object to them
- given that building has to take place
- and that the existing traffic system is untenable

Plan does not deal satisfactorily with either traffic or housing.

We overall support the Plan - we have no option but to build & this seems to be an acceptable solution.
Traffic will rise particularly as we have no good public transport from this town. Every house nowadays has 2 cars therefore a by pass is essential

I do not understand how Watlington decisions can be made in isolation when their success is dependant on supportive policies, plans and decisions in Pyrton's neighbourhood Plan and the Plan being developed by SODC, [particularly relating to the proposed Chalgrove development.
Can this dynamic please be fully explained before any development decisions are made and before the Watlington Neighbourhood Plan is approved.

Plan Comment

- * I think Watlington needs more residents in order to have a thriving shopping street
- *The re-routing of the B4009 is essential to the success of the addition of new housing
- * Affordable housing must be a significant part of the Plan (40%) BUT those houses must be retained as affordable indefinitely (ie no sold off subsequently for profiteering)

New affordable homes are needed for young families and first time buyers. Watlington already has enough high end property but little for buyers at the other end.

The new road and 20 mph limit on existing roads would also make it much safer and improve air quality

Thoroughly support

The proposed re-aligned B4009 must be seen to be deliverable with finance for all the route from Britwell Road to Shirburn Road.

I'm grateful for this opportunity to comment on the fantastic result achieved by the tireless work done by this group - on behalf of the long suffering residents of the centre of Watlington

Very comprehensive but those tiny maps could have been bigger with roads mentioned on the actual maps.

A lot of work gone into this. Well done!

Lets get on with it - we need by pass & more housing

This is a pragmatic and realistic response to the local housing needs of Watlington and the surrounding area, while recognising Government policy on housing targets. Without a local plan in place Watlington is very vulnerable to being swamped by the avarice of property developers.

We strongly support the proposed new route of the B4009 and the decision to develop sites A,B,C as the most sensible option to deliver the agreed objectives

Housing commitment is significantly higher than the initial consultation. Proposed relief road is not completed as part of Watlington plan. It ignores the most obvious relief road option using the existing roundabout (therefore requiring more houses than otherwise needed) Furthermore the road runs through the sites not around the edge and therefore doesn't create a perimeter to the town.

Can the utility services cope with all the extra services needed for all these houses ?

I am pleasantly surprised at the information supplied in the report. It helps enormously to provide understanding of what is in store for all of us.
Thank You

This is the best of the options (Site A) as it provides not just housing, but office space to allow local business to prosper rather than the town be used a dormitory.

The proposed road is an essential component, none of the sites should be allowed without it.

It would be advantageous to line the road with trees to improve aesthetics and perhaps reduce road noise

Plan Comment

I am a very aged OAP and I find it difficult to comment as I probably won't be around to see it all happen!

Calming measures in Britwell Road and Cuxham Road would add to pollutions as traffic slows to negotiate them. Speed warning signs should be used in the first instance.

Can the possibility be examined for the school buses to pick up and drop off at rear of school to avoid coming through town and Love Lane on the new re-directed route

see Policy 2 - sharply opposed to a by pass around Watlington. It will ruin the open spaces around Watlington & impact severely on the latter with Pyrton

- it has the potential to draw more traffic and heavy good vehicles to the town area

Always a difficult balance of where to site new areas for development but thank you to all those that have worked on this project and have managed to put forward some good proposals

Watlington MUST move forward

Realign B4009 road is desperately needed

Good affordable housing is required urgently for the young and older residents

The Parish Council and the Neighbourhood Development Group are to be greatly thanked for their commitment, professionalism and sheer hard work in moving this forward

- Concern about the possibility of greatly increased traffic through Cuxham in particular and also Britwell

- Concern about the Primary School being able to accommodate the additional pupil numbers

All of the new houses will effectively be to the West of the town. The noise and traffic pollution, therefore, will be moved from the centre to the west. The enjoyment of our property will be diminished. We already have Chalgrove traffic - to it will be added the cars, probably two per house, of 238 new homes. Pyrton may choose to take the area north of Pyrton Lane for more houses.

Surely the brunt of having 238 new homes should be shared more fairly throughout the town. This is blatantly unfair.

I feel I have commented sufficiently. The location of 238 houses in the west, which means at least 400 more cars is unfair on those who live in the west of Watlington as they will suffer the negative effects of such as clustering of houses. Having seen so many alternative sites at earlier stages of the discussion is extremely disappointing that the decision seems to have been made to sacrifice the west of the town to the need to find location that will protect everyone and the views and the character of the other parts of the town

Yes - a great, well thought out strategic plan, very suitable for the future (necessary) development of the town

The very large amount of land for development would completely alter the character of Watlington, changing the size of the community beyond recognition.

All three parcels of land are required to enable the alternative route, so if only one or two sites are developed, there would be the increased traffic without the means of mitigating it.

Plan Comment

Ideally it would be nice to maintain the size of the town but understand the need for more houses

It looks good

Yes - I agree with protecting scale and character of Watlington

Traffic management is very important. Enhancing natural environment

Larger/new schools needed of housing increases

I like the Plan which includes a ring road - but it seems to me that there will not be enough houses to pay for the road

Only that it has been very well presented on our behalf - thanks

We would support the proposals in the Plan ONLY if the by pass is built. Otherwise the number of houses will cause significantly worse traffic & environmental health problems in the town centre regardless of any town centre traffic measures

It would be good if we could use some of the CIL money to improve or put in walkways in the village

I think this is an excellent regeneration programme, bringing a new lease of life into Watlington.

My only worry is in the existing infrastructure - if it going to cope and be able to sustain the development plan

I hope enough ground work has been done to ensure efficient delivery of our local services without them being overstretched by the Development Plan

I am in favour of Progression for Communities and local housing needs

We agree with the Plan, but are concerned about pedestrian access to Watlington centre as it may generate a large number of short car journeys. Efforts should be made to restrict traffic through the High Street and to restrict HGV movements through Couching Street

The relief road needs to go from the existing roundabout to minimise the length of the road necessary and thus minimise the number of houses needed to pay for it.

It is imperative that infrastructure such as the by-pass, water, sewerage are delivered at least at the same time, if not ahead of development. Should John Howell get re-elected then his idea for a planning moratorium should be extended. With the by-pass proposal it must be made clear that it is required to reduce pollution but it will not solve the extra 2000 vehicle movements should Chalgrove airfield be developed. Pollution is already an issue in Watlington due to traffic this development and others in surrounding area must not make it worse. Affordable homes must be delivered. We found the document by the group against the by-pass misleading, alarmist and by the nature of no attribution sinister and working against democracy.

Plan Comment

The plan needs to explain clearly the process of arriving at the chosen sites vis a vis the alternatives such as a larger number of smaller sites distributed around the town.

It seems an extremely sensible compromise between the demands and requirements required for the growth of Watlington

But very concerned at the prospect of 400 houses to fund a by-pass and the effect on schools/traffic and parking

New houses will be welcome. However a bypass (new route for the B4009) will surely reduce the visibility of the town to passing traffic. This is likely to reduce visitors as it has in many other towns of even larger size to the extent that businesses will suffer.

The logical consequence is that retail shops will close and Watlington will become a dormitory town for High Wycombe and Oxford

My concern is that our Plan will be combined with Pyrton's. The whole lot would be on "our" patch!

Congratulations & thanks to the Neighbourhood Plan team for all your extremely hard work on all our behalves

I do not object to sites A,B & C - they seem to be in the most obvious areas but I find the siting of a new road through all 3 sites to extremely short sighted. What is the point of redirecting traffic from the town centre only to run it through 3 heavily populated estates with all the pollution that will undoubtedly ensue?

The Plan is inherently flawed, as it based on an assumption - or perhaps an imposition that Watlington needs to "grow", whereas in my view it does not. Organic growth is one thing but the growth outlined in this Plan is clearly designed to attract a larger population, rather than coping with local demand. The proposed infrastructure changes will be pitifully inadequate.

The town needs a by-pass at its edge. The claim that the new route will limit further development is preposterous, given that it will pass through (not around) the proposed development in any case, therefore the limit on development will already have been breached! The thinking behind the new route also appears to be flawed - 1 The claim that "HGV's needing access to.... Lys Mill ...will be able to use the new road and avoid the town centre is ludicrous. 2. A 20 mph limit will be useless, as it will not be enforced any more than the 30 mph limit or the HGV ban are currently enforced. The fact is that cars and vans pass through Watlington as fast as the vehicle in front will allow them to 3. Unless the new route is a proper more attractive proposition to passing through the town (ie a proper by pass) all that will happen will be that the volume of traffic will "split" at the Pyrton crossroads and merge back together at Britwell Road/Cuxham Road. Drivers will take the route that they perceive as the quickest, therefore "through town" will become a "rat run" for people who see the new road as adding a few precious seconds to their journeys

Change is inevitable but as long as housing built & infrastructure in keeping with local area, rather than too many large estates. More scattered approach if possible not just N + west of town

(See RAWRR leaflet attached with comment added)- "The Plan needs to comment on this leaflet - is it real or scare tactics - transparency please!"

We need more homes to keep families in Watlington - affordable

We support the Plan but we do want a by pass and need more parking

Let's get moving with it!

Thankyou to all who have put all the hours into this Plan. WELL DONE

Parking on pavements should be stopped

Sustainable locations, within easy walking distance from key services and locations, should be allocated first. Keep the character of Watlington as a village surrounded by countryside. The proposed plan is a response to development of Chalgrove Airfield.

Watlington Parish Council and many residents are opposed to development of the airfield and it is not for the Watlington NDP to take a contrary decision and plan for Chalgrove airfield. Until details of the airfield are known, and funding confirmed, this plan can't come forward, if ever.

A plan that can be brought forward asap, should be identified using sites within and better related to the centre of Watlington.

As long time (???) we no plans to use Willow Close as a route through to Pyrton Lane as an alternative route - this is not sustainable on environmental, traffic and human rights grounds, in that the road is too narrow and there are too many cars parked on Willow Close. The amenity value of the Green next to Willow Close, plus to use Willow Close as a route would be inequitable in that would merely transfer a problem that exists in the centre of town, which is a residential area, to the Marlbrook development, which is also a residential area

Local infrastructure is KEY

More health, education, shopping and petrol will be required to support families coming to our town

We support the plan but think you are not giving enough emphasis to small sites outside of the town

Support with concerns - the number of houses

The development in South Oxfordshire seems excessive. If you consider proposals for Chalgrove, current developments in Benson & Thame, there seems to be a large number of houses proposed. Is there the infrastructure in terms of schools, medical facilities etc in place to support this level of development?

There doesn't appear to be any consideration to the increase in traffic in the villages outside of Watlington - Cuxham in particular is a significant concern with the current levels of traffic and this will increase significantly - this is just not viable

Watlington Primary School & Icknield College are near capacity - what is the plan to accommodate the increase in students?

As a whole, this plan seems sensible. It can only work, though., if plans for the massive expansion of Chalgrove include a dedicated new access road. Any increase in traffic on the B4009 would be socially and environmentally disastrous - the Watlington by pass would only marginally mitigate its impact

I am a first time buyer, when and how do we know who will be building the new houses?

I am keen to be involved from the start buying pre-build if possible

Plan Comment

Support in general

If this plan for sites A,B & C are adopted, I suggest the houses over the by pass road away from the village should not be built. It seems unfair for new arrivals to have to cross what could become a very busy road by day and possibly by night also. It could be another source of polluted air, traffic noise and smells like Couching Street.

The number of houses is bound to cause problems of school places, healthcare and parking - the latter is already an unsolved problem

Thank you to those who made and will consider this report which seems relevant and comprehensive. Best wishes for a good outcome

Thank you to the WNDP team for all their work in producing a succinct and lucid consultation

Watlington is lucky to have had such a dedicated team to put together the plans & all the draft consultations

I strongly support the allocation of three development sites subject to the B4009 being re-aligned through those sites, and for all development to be to the east of the re-routed road (ie the road provides an absolute boundary)

I question the desire to retain a 30 mph limit on this road however - I'd prefer to get traffic & pollution through as quickly as possible

Completion of the new route for the B4009 is key to improve traffic and access.

I would like to see assurances from Pyrton parish and SODC on this.,

In particular does the Pyrton Parish support or object in principle?>

The consideration of a by pass of traffic around Watlington is the most important issue that's needs to be addressed in this town!

Subject to improvements in drafting

I can find no reference to timescale in this report.

I would be particularly keen to know the time scale concerning the realignment of the B4009

I think it is essential this is carried out BEFORE any housing development

This fantastic new B4009 isn't going to be so good for our neighbouring villages as the increased traffic from Benson & Chalgrove has got to come through Cucham & Britwell Salome to reach the super new road. Then poor Shirburn!

Is it not possible to situate the road further towards Benson cut through and join the A40

We support the Plan. It is a balanced response to the current needs of the town and the context of the wider area indicated by the emerging SODC Local Plan.

Plan Comment

1. Agree with broad objectives of plan especially preserving of the scale, character and setting of Watlington. The other objectives serve to support what I regard as its overriding objective.
2. Support the idea of a new route for the B4009 as long as there is strict enforcement of the weight limit to protect adjacent housing.
3. Unsure of selection of sites with its concentration on one side of the the town. This alters the shape of the town and makes it look like a large boil on one side of the face
4. In respect of the natural environment it is important to maintain all conservation areas, including that around the Church hall site
5. More attention and detail is needed to ensure the infrastructure is fit for the needs of a growing population.
6. Not much in plan about helping local economy to grow and nothing about ensuring the High Street does not just become a home for charity shops

Far too much development

By-pass poorly routed encouraging far more traffic to the area,causing more pollution/poor air quality. Starving the town of passing trade. Loss of rural identity. No improvements for stretched infrastructure, ie health/education etc

Opening door for much internal and external development creating further problems

If bypass has to happen it should start further towards Benson on B4009 at least before 30nph zone nearer to White House Farm

1. Would prefer more affordable homes
2. Not to be sold as second homes

How will 30 mph be enforced?

I live in a 30 mph and cars go down it at over 50 mph

Never seen a Police trap in 3 years I lived here. Hope it improves

- * By pass would need more than 238 houses in order to be funded
- * Plan doesn't take into account increased traffic that would come from Benson and Chalgrove
- * Plan doesn't take account of negative impact on Pyrton and Shirburn
- * Plan would have negative impact of surrounding landscape, listed and historic sites and AONB
- * Plan would shift pollution from one site to another

New development should be more equitably distributed around Watlington

Concern of best use of flood zone

Local houses suffered before - will these additions cause further and more flooding due to new builds being protected

Plan Comment

Too many houses - in the beginning only 75 houses were required - at what point did it become 200 houses? The town cannot cope with that number of houses each bringing 2/3 cars per household - at one of the meetings it was agreed in principle that a smaller collection of houses, pepper potted around, would help the neighbourhood adjust.

The road that is being proposed is unfair to not only the new houses but the existing houses at that end of Watlington - the only people who have got what they wanted are those who live on Shirburn Street who were only ever fighting for the road - they never cared about the houses or where they went as long as they were nowhere near them, they just didn't want the cars coming past their houses anymore!! - the fact they bought their houses with a road already in place was their choice - our house was bought because of the quietness and beautiful views - we cannot accept the proposal as it stands.

The plan states "affordable housing" who is to determine "Affordable"? How is the plan being allowed to be built around an industrial estate that has industrial warehouses full of things not suitable in a housing estate?

The houses are too far away from the town therefore they will either drive as people already do! Or not use Watlington at all

Plan C should have taken into account more room for the school ie green belt area for where the houses of Ash Close will be most affected. There are TPO orders on trees around Ash Close - how will houses be affected by the roots?

Wildlife - as it stands the list of wildlife is endless. Birds - from owls, woodpeckers, jays, long tail tits, goldfinches and sparrows - also hedgehogs, foxes, deer and bats - the food being in abundance on the area - due to its marsh land you get frogs/toads and possibly newts

The questionnaire has been quite a feat to complete. We would imagine that a lot of people have been baffled by the questions and will just say yes or no. Unfortunately, one family (who have been here for a generation) has already moved out of Watlington and I can see others who will have no choice but to move. I feel it is a shame that we as a community are not standing up to the council and saying NO - we want Watlington to remain the beauty that it is.

Support the proposal if SODC are unequivocally committing to the B4009, at the same time as developing the sites

We support the development of sites A,B & C and look forward to the provision of an alternative route through the town

This seems to be a well thought out plan, that allows for growth of the town (to meet national targets re housing) whilst still maintaining the character of the town. New houses are inevitable and the proposals look sensible and well considered. I am happy to support this Plan.

Using smaller sites that will integrate with Watlington and can be developed in a reasonable timescale

Too much new housing in one area
Massive increase in traffic pressure - particularly in north & south
Potential flooding of the Marlbrook

238 new homes will need increased infrastructure to cope
- concerns centre on education & resources for children
- local schools strictly underfunded

Needs to be strictly monitored and governed by an outside party, who are not builders/developers

Plan Comment

So long as the enhanced roads will cope with a larger percentage of all types of vehicles- keeping them out of Watlington centre - otherwise we will have SERIOUS ACCIDENTS

How do we ensure development is of a mixed,attractive style, not a set of "boxes"

The design and materials used for individual dwellings should be controlled, as should the lay-out of streets and the provision of greens and trees among them.

[I would like "should" to be "must" but I fear that will not be the case]

Closely monitored execution of plan

Appropriate to "historic character"? Then build these houses around Blackbird Leys

The right mix of houses is needed

Excellent objectives

I support the thoughtful incorporation of appropriately sized and designed developments into the plan. Must be proportionate too.

The policy reflects exiting SODC policy and doesn't add anything specific to Watlington. How can development enhance the setting of historic & listed buildings and other heritage assets ? Does the Watlington Design Guide reflect the principles of the SODC design guide? Does it add to this document?

The historic character of Watlington should include Brook Street - see comments under Policy 2

As long as the above remain and are followed

This is essential if we are to keep the unique state if our town.

Specifically support the use of appropriate building materials (Brick,flint) to ensure the houses blend in well with existing developments

The number of houses proposed will inevitably alter the character of the village - "small is beautiful"

CONDITIONAL SUPPORT - Support dependant on traffic and infrastructure issues (see relevant sections)

Site B sounds OK and with affordable homes so hopefully younger people can have a chance in getting one

It would be good to encourage self build plots

Plan Comment

The design, scale and form of new housing, and the the selection of appropriate materials are crucial matters to ensuring new development creates a sense of place and reinforces local character. The use of the proposed design guide may help, but care should be taken to not be too prescriptive or innovative good quality or contemporary design. There is a delicate balance to be struck. Developers should be prevented from using standard house types of poor design and inappropriate materials, but in practice this will be difficult as SODC lacks the will and resources to enforce

Good plan, town needs houses for current residents, this makes housing achievable /affordable for the next generation

Essential

I'm not sure that putting 2 executive style houses by the Church would enhance it's setting

Traffic Important points for planners :

1. Aim to reduce to an absolute minimum through traffic using the centre of the town making certain streets semi-pedestrianised
2. Encourage traffic to avoid central Watlington with 20mph restrictions and signage to use the bypass
3. Even stronger prohibition of the 7.5t limit
4. Signage at the top of Howe Road to follow the road through Christmas Common to the A40 and in the opposite direction

Please have a big variety of house designs and not crammed together. Also sensitive use of materials in keeping with The Chilterns

* Whilst we agree with this, we don't think the policy objectives should be too prohibitive for developers. It is important that new homes are actually built, whether or not this is appropriate to the historic character of Watlington & whether or not it affects the views from the hill

I am concerned that Pyrton Parish Council - which has published their own Neighbourhood Plan - seems to be adopting a classic 'nimby' approach. They do not want to recognise the reality of Government policies or - despite relying entirely on the services and facilities of Watlington - recognise the issue facing Watlington that this plan seeks to alleviate or manage.

It is imperative that there is no relaxation of the policies to allow adverse development

Character of new development must be in keeping with Watlington and the Chilterns

The plan supports but certainly doesn't enhance the character.

But not at the detriment of outlying villages e.g Christmas Common and Howe Hill

We are concerned with road with regard to flood risk from site A. We had 'run-off' flood water from the Willow Pond ditches here at the end of Britwell Road a couple of years ago.

As long as services & road layout support the number of houses

Ensure housing styles reflect local character and use local materials, we don't want any grey featureless boxes, or gaudy pastels.

Totally agree

- Greatly support the proposed route for the re-aligned B4009 particularly as it will remove considerable traffic from Couching Street & Shirburn Street
- The design of the new homes should be traditional in appearance as the houses in the Lilac Place development using traditional materials where possible

The aesthetics of the new development and of Watlington and its surrounds are of course, very important. The policies stated are the ideal. The aesthetics stated above, however, should not be allowed to take absolute precedence over the aesthetics of the area in which homes to the west of Watlington are situated. I'm sure all of the residents in the west wish to live in a tranquil environment, which is free from the infernal hum of moving traffic throughout the day and is free of traffic jams. The character of the west of Watlington deserves also to be considered.

The proposed sites aren't near to the town centre and historic buildings so I would question the importance of new development being in-keeping with historic buildings. However, I do think there should be development that is in keeping with local vernacular housing styles (even though that's very variable) and that appropriate materials should be used

How will guidelines be balanced ?

If not enforced then they are meaningless

How will infill housing be managed through the policies ?

The sites B and C impact the views from Marlebrook and the Western approaches. There ought to be sufficient screening in the new developments to mitigate this impact.

1d - If the standard of house design is anything like recent builds in the town, then the character of the town is doomed, I am afraid!

* We do not want a by pass as this will effect passing trade. This was proven when the High Street was shut for four weeks.

* We would love more parking for the High Street

(except 1b) - all development can be viewed from Watlington Hill, so I Am not so sure that it is a particularly valid criteria and seems to be designed to protect the interests of those who live on Hill Road? Where there already some very ugly developments. So modify (1b)

Location will not change the overall character of the town

We would like to see the re-aligned B4009 extended to Howe Road, otherwise traffic from Nettlebed, Henley and Reading may go through thw town centre.

Vital - for air quality and the visual environment - to insist on developers planting a large number of mixed species mature trees

Keep lighting to a minimum and keep it directed downwards

Subject to 1a The development is of a scale & design appropriate???

Plan Comment

We support the need for new development to respect the unique character of Watlington.

I have to object because I do not feel any of the above printed points are being followed. If they were things would be different

The proposed development is not equally distributed around the town.
Hill Road should take its share too!

The houses are said to be built to face the fields for authenticity, but the road will have to take a big part of the view due to the amount of traffic that will be guided to use it - the fields that stand at present are a beauty and should be protected without a concrete jungle being built. The children that will be living here will not have the "village life" that so many crave for on this stressful day and age - Watlington is a sought after area offering a quiet sanctuary

What will happen to Pyrton Lane when the B4009 is re-aligned

- * Alternative route must be built first before any development
- * No developer traffic through Shirburn/Couching Street
- * By pass first!!
- * Residents to be asked first on what type of calming measures to be put in centre of town
- * Air quality must improve on Shirburn/Couching Street

I trust, as a member of the Watlington community, our Council taxes will NOT increase, as we are already paying for social welfare

This plan only delivers these benefits if the new B4009 is built. Otherwise planning permission on these sites should be opposed

I still have concerns about HGV's through town centre

Not marked on the Plan clearly

Even if not a single new house were to be built, a new road is essential. Traffic SHOULD be kept well away from houses - new and existing. Once the new road is in place the necessary work on (eg) Brook Street can be carried out, otherwise that street is likely to collapse [for "should" see Policy 1]

Main policy should be traffic management. Re-aligned B4009 will bring more traffic, if built should be on edge of new development.
High St should be pedestrianised

Currently there is no visible enforcement of parking restrictions in Watlington centre and the road markings are not clearly visible which does not help.

Robust monitoring is required now and in the future

Enforcement of Weight/Size limits should still be a priority

Plan Comment

Having had a recent semi-pedestrianised High Street imposed on us, I would suggest applying for a 15 to 20 mph speed limit on the street, residents and delivery traffic & shopper parking, but make a no right turn from Shirburn Street into the High Street. That's the direction of the "rat run" and drivers tend to speed if they're using that route

This is essential to ensure AIR QUALITY - v poor at present

Ensure that the B4009 is improved upon in all aspects

1. Will there be increased car parking space in the centre of town to accommodate traffic coming from housing development to shops?
2. There will be increased chaos at the junction of Couching St. & Brook St. until the new road is open

2a is it possible thar realigned B4009 does not actually run through development, or that a wide swathe is taken to distance the traffic (& pollution) from the housing

A suggestion:-

Provide an integrated traffic light system located at circa the entrance to the Sports field and on the Howe Hill approach. This would reduce idling pollution in the town centre and move it to outside areas away from habitation
Needs careful thought

Traffic access to town parking etc. Increase of traffic to schools and surgery and communal areas

Reinforcement of the 7.5t limit is key

Zebra crossings are needed on Britwell Road

The new road must be designed carefully to ensure the new housing remains attractive too. But if it is too arduous to use much traffic could continue to pass through the town centre. Traffic between Henley and the M40 would have to do a large lopp to avoid the town centre. The new road design would need to offer a better alternative to using the old B4009 route. I think Wallingford and Thame are fairly successful examples of an incomplete circle offering an 'alternative route'. There is a risk of increased traffic between M40 and Henley using the town part of Cuxham Road as part of this route avoiding the congested Couching St/Shirburn Road. A 20 mph zone in central Watlington would be better than the awful chicane system operating now, this often causes complete gridlock. The spaces next to the garage must be removed.

Why is it appropriate for the realigned B4009 to have grass verges, hedgerow and hedgerow trees? It will be running through a development. The current alignment through Couching Street has development on both sides with no setbacks from the pavement edge. Street proportions are important in creating a human scale environment and controlling traffic speeds. The new road should be 20mph not 30 mph. Speeds within the town centre should be 20 mph irrespective of any new development.

Why not impose a height restriction for lorries going through the High Street as well as the weight restriction?
Think this would help with "calming" & "environment"

Plan Comment

Without addressing the heavy traffic issues on the B480 (Brook Street, Ingham Lane, Howe Road) - issues which only increase as a result of the proposed scheme - we create a lop sided solution. The B480 from Couching Street junction to the Cuxham Rd junction is dangerously narrow, to the extent that two larger vehicles cannot pass without mounting the pavement. This is a road on which children live, walk to school and cross the street.

The alternative route should be extended to complete a loop (following the existing path) from Britwell Road to Howe Road, and generate a real and complete solution

Vital to work in conjunction with Benson

Would like to see the Town Centre as a shared space scheme. This would create more amenity for residents and provide a more natural traffic calming scheme.

A 20mph limit should also be applied.

Shirburn Street and Couching Street should be one way preventing traffic from Brook St. turning right into town. Petrol station should be relocated to Cuxham Road junction with new B4009 by pass road. Shirburn St into Brook St. left only

Support with reservations. No development before the route around Watlington complete.

We have had the proposal before when houses have been built and industrial places made and traffic increased

There must be other ways of easing the traffic problem.

It is essential that provision should be made for heavy traffic destined for Henley using Watlington as a short cut.

See Page 1 for my views on transport issues.

After the fire at DG Homecare, maybe the High Street could become access only, once an alternative B4009 was constructed

I believe there should be more emphasis on traffic management

Make it better on the local roads - somebody will get hurt or killed on the road

- * Ensure sufficient FREE car parking is provided
- * Remove existing speed bumps & don't add any more - they are dangerous & damaging. Provide space for mobile police camera van if necessary
- * Don't obstruct bypass with too many crossings
- * Include a re-surface of existing roads in CIL
- * Add dedicated cycle paths through remodelled centre

???

The school needs access via the new route to take the buses out of town.

Plan Comment

Air quality in Watlington is extremely poor due to traffic using the village as a link to the M40.

The housing developments should only be approved if the traffic problems are resolved and the air quality improved.

This will just move traffic from town, which currently flows quite slowly, to nearby housing estate with families, elderly and pets, and the traffic will be faster regardless of speed limits

Maintain parking for residents

The proposed by pass addresses increased traffic going from Wallingford/Cuxham to M40. However it does not address increased traffic from Wallingford/Cuxham to Reading or reverse direction. There is already severe congestion.

Traffic using the B480 to and from Nettlebed, Henley and Reading will still pass through the town regardless of the new route proposed for the B4009. The new route should connect with the B480 or else the town will still suffer from traffic congestion, noise and pollution. Traffic using the B480 should be included in the Plan.

Will signage be vastly improved to manage and re-route the traffic and in particular HGV's and farm vehicles? Because the so-called ban on heavy vehicles is clearly not working at present.

How soon will all SATNAV companies be instructed to divert traffic through the new road system?

The outer road on the alternate route through sotes sound much better idea than going through Markbrook road as the cars park down there as nowhere to park our cars at our parental house

Whichever site is chosen. We feel the realignment of the B4009 should be the first priority. There is a danger that once the development is realised, the badly needed new road will not be built. We need this new road NOW, even before any new development takes place. Heavy traffic should be banned from the town centre as soon as by pass is complete.

I think the planned route for the B4009 is unrealistic as it relies on developing 3 sites. This would yield about 500 homes, so more than we need.

Surely the original road and roundabout should be used to keep development sites to a minimum

All new permissions should have some of the CIL contributions allocated to the relief road & all major permissions should be tied by legal agreement to the provision of the new road.

The introduction of traffic management to prevent/deter large vehicles using Couching Street/Shirburn Street is also essential
Pedestrianisation of part or all of the High Street should be an aim, providing adequate parking for residents & businesses can be found.

Happy in all proposed housing plans.

Imperative is diversion of traffic around the village to improve traffic flow, air quality and noise. Not to mention safety.

See opposite the fish & chip shop where a lorry has damaged fascia

Plan Comment

Plan well thought out, concern if lorries redirected through existing town to Lys Mill, as a lot of children cross this road for school and it is currently difficult to see from one side of the road.

It should still be possible for through/passing traffic using the ring road to access the shops in the centre of Watlington by ensuring enough parking and signage

I think there should be minimal adverse impact rather than allowing up to 'severe adverse impact'. If the traffic is routed through a realigned B4009 this should be possible alongside other measures. I think this should be slightly reworded if possible.

Absolutely vital

I assume there will be a small roundabout at both ends of the relief road, with clear signs and weight restrictions. Will there be signage for traffic from Nettlebed direction for M40 via relief road and the entrance to Couching St saying town centre only?

Please don't remove parking on Couching St/ Shirburn Street. It creates places for residents to park other than the Car Park and helps prevent a bottle neck at the chip shop.

When housing is finally decided the roads must be put in first to protect existing roads from demolition by more traffic. Surely the High Street could be pedestrianised

Be BOLD !

How about a new road from Howe Hill direct to the Britwell Salome end of the new B4009 detour. Most of the relatively small fields north of the Willow Pond are now devoid of cattle and it would take up only a small section of the COPAS large arable field.

Watlington desperately needs this western bypass let's just get on with it !

Do not agree with the routing of the B4009 through new housing developments. It should utilise the current roundabout as originally planned for the 'ring road'

First priority should be given to deterring, control and management of through traffic in the central area.

New roads bring increased traffic and the current proposal merely moves the current problems from current to future residents. New road should not go through any housing estates.

Any new road should be physically separated from any new housing. New roads make traffic problems worse in the long run.. Public transport needs major improvement

It is of paramount importance to have the B4009 realigned for air quality & dealing with the inevitable growth of traffic that will happen with more housing.

This policy does not go far enough. No development can be allowed without a realigned B4009. We already have an unsustainable position in terms of air quality and risks to pedestrians and pavements are inadequate.

Enforcement of the 7.5t limit and parking on double yellow lines is badly needed

As a resident of Cuxham Road, my concern is that traffic from Chalgrove to Henley - or vice versa - would utilise Cuxham Road as opposed to the realigned routes. Potentially a "reasonably quiet road" at present could become busier, an additional concern being the Chalgrove airfield development and further potential for traffic

HGV's should be eliminated from Watlington centre, except for HGV's loading and unloading the CO-op. If the re-aligned B4009 does not take the HGV's away from the centre, then the HGV limit should be changed to enforce this.

* I totally support this proposal

* I hope that the by-pass could be extended towards the Nettlebed Road via Copas Farm land to alleviate heavy traffic using the fragile Brook Street

Re B4009 enforcement of 7.5t limit - how? A Parish councillor stated in a meeting that the 7.5t limit was unenforceable. If so how can this be done? This also applies to the smaller villages around Watlington (ie its villages)

* There's a definite need to liaise with Pyrton PC * Rather concerned that a road carrying heavy traffic through the new housing areas will:

a. Prove dangerous especially for youngsters and elderly. Significant money & thought will need to be put in to numerous & various types of crossings at frequent points along the road (schools, sports areas, town centre after all are across the road) b. Residents on the outer (west) may feel alienated. c. However, if numerous speed bumps are incorporated, drivers may feel it is not worth the time by passing the town & so go through the centre as now - congestion & pollution d. What effect will this have on town centre businesses/retail? e. Negative effect of traffic from these houses & new ones in Chalgrove on these small villages? Eg Cuxham f. Effect on Xmas Common road? (more traffic there) g. PC told us that 7.5 ton weight limit is unenforceable so what's the point of signage

Traffic to Lys Mill in particular must be encouraged to use new by pass, especially the large HGV's. Placing pinch points may assist

A new road is vital for development as the current road network cannot cope with increased population & road usage

The alternative road is inevitable given the extensive housing development already approved in South Oxfordshire. The traffic issues and air quality challenges in the centre of town will not be resolved through other measures. The suggested route of the alternative road is logical and the best option for the environment and setting. The challenge will be to persuade SODC and OCC to fund much of the cost to keep housing numbers appropriate and acceptable.

It is important that planning permission is not granted to any other development that would have an adverse impact on the traffic, particularly the B4009. The narrow width of this road and footpath especially at the Goggs means that this is already the most dangerous road in Watlington. It is vital that there is no development that will add weight of traffic at this point. It would be better if the alternative route for the B4009 could start at a position just beyond the town boundary on Britwell Road so that residents at the top of Britwell Road are not adversely affected by the noise and pollution caused by having a new junction in front of their homes.

I may be stating the obvious but unless traffic is managed a good deal better than at present the reasons for living in such a lovely town will be nullified, we must have a by-pass.

Must ensure the road is in place early

Use CIL money to install ANPR cameras to enforce HGV limit

It may be only if complete, it's not drawn properly

But not at the detriment of outlying villages e.g Christmas Common and Howe Hill

Development of roads has been long needed. The existing 7.5t limit through the town centre has never been implemented and congestion has got worse and worse. So new road layout for B4009 is essential. Flood damage potential needs to be looked at especially with the loss of green areas

Would suggest a 20 mph speed limit through Watlington Town Centre. More enforcement of HGV weight limits as lorries passing through the town ignore the weight limit signs.

Do not remove the parking allowed in Shirburn Street and Couching Street as this slows traffic. If removed vehicles will speed through the town

B4009 needs to be made no parking to stop stationary engines polluting the town

- and the road will generate more traffic around Watlington with negative environmental impacts
- if Chalgrove development goes ahead there is a potential increase in traffic
- currently cars try to avoid Watlington as it is a bottleneck - negative impact on Oxfordshire Way footpath
- no other solutions to traffic issues explored eg traffic lights
- contribution costs from developers could be much better spent on other community projects eg sports facilities, school expansion

A by pass is a must for Watlington to take traffic away from Couching and Brook Street

The proposed re-aligned route of the B4009 should run through the western edge of the site and not through it

- concern about the possibility of removing all parking Couching Street with the risk of this becoming a rat run to the motorway

It is impossible to see how the building of 238 houses, all to the West of the town can fail to have a severe adverse impact on existing traffic pressures and air quality on the houses in the west. While something needs to be done to improve the air quality and volume of traffic in the centre of town, lumping all the houses in the West, irrespective of whether the road cuts through the new Pyrton Lane houses or not, means that the brunt of improving the centre of town will be borne by solely the residents in the west.

Earlier plans pointed to a variety of site options, which were to the north, south and east of town, as well as in the west. I can only assume that the residents who live in the north, south and east outnumber those in the West.

Housing development will inevitably mean more traffic, and along with extensive planned development in Chalgrove, the infrastructure development needs to be a key priority as Watlington expands

Concerns as to whether this will be possible without an alternative route, and that alternative route is only possible with over development

Alternative route should include cycle/pathway alongside if possible

Plan Comment

Consideration should also be given to the Brook Street/Couching Street T junction. There are 2 lines of traffic feeding into the junction from the Henley side with long queues, whilst those waiting from the Britwell side do nothing to ease the problems of the other direction. Also parking on Couching Street contributes to the congestion. The pressure on this junction will be made worse with increased housing, even if there is a new road

Create access to Lys farm from Britwell Road to remove more traffic from centre of Watlington

I agree B4009 needs to move out of the centre of Watlington
Air quality is very important

I am more interested in air quality & pollution. It is not safe to take small children down Couching Street.

How much CIL will we get?

Reference alternative route through sites A B C - alternative to which route?

Reduce speed of vehicles leaving town and heading to Cuxham/Benson

Walkways & speeding especially at blind corners eg Benson Road coming into the village where there is a split to Cuxham

Besides re-aligning the B4009m I think it is essential to introduce weight restrictions on HGV lorries passing through the town centre. This will assist in reducing congestion and bring pollution down in areas around town centre

This will aid the ongoing traffic buildup through the town

I support the proposal of the realignment of the B4009. I am not sure that I fully agree with traffic management for the town centre. A. Will it be necessary when the alternate route is available and B. Would it be counter productive in getting people to shop in the town centre.

Given the fact that we already have traffic pressure and air pollution according to 2b there can be no development without delivery of the by-pass. Traffic management within the town has been shown to be ineffective and not applied or enforced. We must not allow this to be used by developers any agreement must be based on successful outcome and not simple financial contribution.

It should be emphasised that the chosen 'safeguarded' line of the new route provides both a boundary for new development and enables existing roads such as Willow Close and Pyrton Lane to provide new safe green routes to the town. This improves the connectivity with the town of the new and existing developments. One way system with chicanes to relieve pressure on the pinch points and stop large vehicles mounting the pavements.

Some concern over the additional traffic created following housing development in Chalgrove. Effect of air quality and noise near new developments. Pyrton Lane is currently useful as a means of reaching the M40 without going through the town centre. What are the future risks of actually creating two bottlenecks - town route and new access to B4009. Traffic calming should be mandatory on all three sites plans.

Anything to minimise traffic through Watlington will be a very good thing. So many children in children have to use inhaler for asthma and in my opinion the flow of traffic through the town is one of the causes

As front page

20 mph limit through Watlington

The re-routed B4009 really needs to be in place prior to development so the increased traffic due to development does not add to the pollution levels that already exist in the centre of Watlington.

NO FREIGHT CLEARWAY THROUGH WATLINGTON PLEASE - ALSO COACHES SHOULD BE INCLUDED IN THE WEIGHT RESTRICTIONS THROUGH THE CENTRE AS WELL AS THE EXISTING LIMIT ON LORRIES OVER 7.5ton.

SCHOOL COACHES NOT AFFECTED AS LEGITIMATELY TRAVELLING TO WATLINGTON. THE 7.5 ton SIGN HAS TO SHOW COACHES & LORRIES

Watlington will greatly benefit from an edge street which will reduce the amount & size of vehicles passing through the town centre.

Local residents outside the will also benefit if their routes through Watlington are eased. However, it's critical that measures are put in place to manage additional traffic passing through surrounding villages - Britwell, Cuxham, Shirburn and Pyrton in particular

But very important that the pollution by the Town Hall is kept to a minimum & certainly improved greatly from now - it is not acceptable

I am concerned that a by pass will kill off trade to town centre. I approve 20 mph - would like to see High Street pedestrians with vehicular access

The focus appears to be heavily weighted on the benefits for the centre of town. However if care is not taken the issue will be transferred to the edge of existing town but with the new housing they will just take on town centre pollution.

Alternative routes eg via Gt Milton needs to be promoted especially with Chalgrove development.

Any new road must be sheltered by tall hedges & trees to prevent noise & light pollution and better enforcement of weight restriction.

A path needs to be considered as would a cycle way.

What is happening re Pyrton Lane access?

- How would the HGV limit be improved? It's not at present.

- Traffic route proposed is still close & cutting through new housing - This seems short sighted and just moving the traffic problem elsewhere

May I suggest that the route of the B4009 is agreed/established asap and that this is developed initially as a wide grassy ride having suitable native trees planted as an avenue (Beech?). The ride should be wide enough to ensure that the developing trees are not damaged during later road construction and housing development. Local groups and individuals to be encouraged to donate or sponsor the trees and be involved with the planting - local ???(buy) and involved with development.

When the road is ultimately prepared (inc. parallel) services conduit - minimising future road closures) and hedgerow/grass verges are put in place there will already be a developing avenue of trees, that local people will recall planting, enhancing the landscape

Not wholly convinced that realigning the B4009 will reduce air pollution on Couching St. Fast cars and vans and lorries will use "the straight through Watlington" more often if less traffic through Watlington because other cars on the "bypass"

Again any re-routing must be on the edge of any future development and not using Willow Close

Plus existing weight limit restrictions must be enforced. Approve of 20 mph limit to centre of town

Plan Comment

Will we definitely have 238 houses? How do we finance the road otherwise?

As residents of Love Lane & previously Shirburn Street, the amount of through traffic has increased over the last 20 years resulting in gridlock at the beginning and end of the school day in Love Lane & poor air quality in Shirburn St & Couching St

Emergency services cannot get down Love Lane due to parking & increased use by carers visiting Orchard Walk

To accommodate any additional traffic from the proposed housing development the "new B4009" would need to be constructed first - which won't happen. The result will be an increase in traffic - no road built - chaos

I'm far from convinced that the original plan for Willow Close isn't the most cost effective and viable route

1. The proposed B4009 bypass should form the boundary of the new sites for housing - not cut through the middle creating safety issues, noise and atmospheric pollution. Also clearly indicating the long term boundary of development

2. For years people have been asking for a cycle track to J6 M40 - using the track of the old railway. Regular cycle-commuters currently have to negotiate an appallingly dangerous congested road morning and evening

3. The proposal does not address the problem of traffic through the town en route to Henley

To number of houses and problems

The centre of the town is not the only place at risk of pollution. Watlington is the hub of a network between Heley, Reading, Oxford and London and as such will have vehicles coming from/to all these towns. Will these new roads be adopted by the County Council or left for householders to foot any bills which, in future, may occur

* Traffic calming along all the roads into Watlington is vital

* When it's dark, rarely in the morning, or late at night there is a total disregard of the 30 mph limit. All roads including Brook Street + Shirburn Road should be 20 mph

- Fully support the idea of a bypass Road which is desperately needed to preserve the environment, buildings and people's health in Watlington

2b Take out "severe" ...adverse impact ... Don't need adjectives in this context unless you want a ??? Adverse impact???

2d Is't inclusive

2a Sounds wonderful BUT unless the weight limit is properly enforced with a camera policing system it will not improve the traffic problem

2b as above

2c As above but this time making sure the developer contributions actually come to fruition

Pavements are inadequate - too narrow and slope. Definitely room for improvement

Plan Comment

We support the objectives of the Neighbourhood Plan to proactively improve and manage road traffic issues in the town. There is clearly an existing problem with traffic and poor air quality in the town. If through traffic can be reduced and managed more effectively, it can transform the town centre for the better. The town's shops and facilities will be easier to access and the environment will be more enjoyable for pedestrians and cyclists. This will encourage people to use the town centre's shops and facilities.

Archstone is promoting Site A (land between Britwell and Cuxham Road)

We confirm that the proposals will include the safeguarded route for the re-aligned B4009 to the west of Watlington, as well as measures to improve accessibility for pedestrians towards the town centre.

We consider that the policy objective of the Neighbourhood Plan to create the alternative route (which is supported by the emerging Local Plan) is based on firm evidence and is deliverable.

As before, these criteria are not being followed.

The by-pass and development will cause massive increase in traffic and poorer air quality

Huge increase directly by my property which I find totally unacceptable and extremely dangerous for myself and neighbouring families and young children

- * Additional housing likely to be required to fund by pass

- * Air quality problem moved to new housing sites

- * More measures should be put in place to discourage traffic using B4009 as short cut to M40

By chip shop Right of Way signs need to be put in a better position or make it one way?

Putting in the road structure as it stands is very unfair, making it 30mph when the town is 20mph and all the "affordable housing" people with children will be in the new houses, we all know that what is proposed will not happen. Everybody will use that road - including HGV's - I understand the HGV's should not go through the centre - but they know they shouldn't therefore it is necessary to enforce the laws that already there but abused.

The businesses of Watlington will cease to exist as there will be no passing trade - now they have already said they were affected by the closure of the road after the fire at Homecare - so passing trade is a must for them.

They should not have allowed parking on Shirburn St - now I understand this would be unfair to the people who live there but a lot of them bought their houses knowing this.

Wallingford copes with the amount of traffic Watlington has including HGV's, with traffic lights. Why are not using the money to explore this idea?

Concern that any new road will increase local traffic & encourage more heavy goods vehicles.

Does WNDP have any influence on the route - any stretches of "straight" road will encourage high speeds (eg as has the Chalgrove straight)

Also opposed to any route that comes out at the current cross road ie thro' the old MOD site

What about weight limits? Enforcement?

Plan Comment

- * No development on AONB land
- * Conserve the countryside where developers build and make sure they clean up

As the Rec is owned by the Cricket Club etc., they have already reduced lots of scrub land and 80 sq. metres of nettles. Hope professionals will protect wildlife corridors etc.

Only a fool would disagree with this

3d and 3f should be obligations on those who benefit (profit) from the development, not merely "opportunities"

How about sewage? Larger treatment plants - Pipes

Strongly

Imperative Couching Street is made a no go area for HGV's and other heavy traffic excluding agricultural traffic

Excellent objectives

Pedestrianise High Street and/or traffic calming measures

Totally agree to designate and protect existing green spaces. These are very valuable and help retain the sense of the town's rural character and setting. Brooks and streams in the new plots could become a feature.

This doesn't seem to provide any more protection than existing SODC policies but is a bit more specific to Watlington.

Some new development in the AONB is important to maintain its vitality

3c Regarding flood risk - I do feel that farmers and landowners should clear overgrown ditches etc as they are just left in most cases. In days gone by, this was done. Some hedges get cut but ditches are left

Very Important

?? (check status)

It is essential that existing green spaces in the town (eg Masle Gardens, Masons Wood, The Rec etc) are not compromised and the new developments mirror the unique character of the village with its pedestrian alleyways allowing the residents to avoid the busy roads when they walk through the town.

CONDITIONAL SUPPORT - Support dependant on traffic and infrastructure issues being resolved (see relevant sections)

Good policy

3b very important. 3c it would be good to re-wet an area of section a. It was once a natural reed bed before the land was drained in the 1970s. There are now few areas of wet grassland around Watlington. 3d very important we have an opportunity to enhance the biodiversity of the area

Plan Comment

Why isn't the church hall area down as an existing green space ? With more housing surely we need to protect all of our green spaces especially the smaller ones which are in danger of being swallowed up

Natural Environment and historic setting of Watlington suffers from the blight of traffic

I don't think the development of the town should be held back because it's "going to spoil the view from the hill"

Any new housing should have a requirement for green space in the Plans

Thoroughly support

We are so lucky to live in such beautiful surroundings

I know many people in High Wycombe and London who travel here to enjoy the Ridgeway & Chilterns at their best

Please get local conservation/wildlife trusts involved as well as a professional ecologist

There are numerous artists, authors etc who can help with information boards

How about community planting areas as in Todmorden Lanes which Prince Charles endorses. Residents pick herbs for example and plant something later, Children get involved too

Lots of options during the build for holes on fences for hedges, bat boxes/roof slits etc

Local green spaces such as park & play areas are important

It is very important to retain the hedgerows and scrub land

Watlington and South Oxfordshire are very attractive places to work and live. There is a very delicate balance between protecting the environment and achieving a thriving and prosperous town. This needs to be fought for as developers have no regard for this, but wish to maximise their profits. The demand for houses in Watlington is far higher than, for example, Didcot and so is the profit.

It is vital that Watlington does not lose its character as a result of inappropriate development.

As long as the above is implemented. I worry that it's just the start of development in Green Belt areas

A bypass has the potential to completely disrupt the above statements.

Flooding is important. Must not affect water table along Brook Steet and The Goggs etc

3c - Having lived here for 80 years. Not sure where the flooding issue has arisen

The existing hedgrow and trees along Willow Close should stay. It is important as a barrier and for birds and wildlife

Plan Comment

1. Reducing the risk of flooding is essential
2. Lumping all the houses to the west, where there are already houses, as it would place them out of sight when the town is viewed from the top of the hill is less essential, with respect. Preserving a view is the ideal, but the ideal should not be sacrosanct if its prioritising destroys the ambience in the west of the town, which will happen if there isn't a fair distribution of houses

Agreed that minimising environmental impact is critically important.

I would question how much of a visible impact new housing development would have from Watlington hill - perhaps its too far to really be perceptible?

All good

No comment - not a priority

Sounds good but these standards must be kept up

With exception to 3e regarding the Paddock which I don't think should be designated as a green space

Regarding 3c - these reflect the situation today but not additional impact of climate change. There plan is assuming static climate future and building in risk during the life of any development. Not sensible!

Strongly agree.

And developers should be encouraged to build to the highest sustainable qualities possible

Ensure we have a structure of alleys and walkways as we have in other parts of the town

I am not sure that the "natural management" of water flow is sufficient to negate flood risk. Can this phrase be re-worded to indicate active management of natural environment - clearing ditches, pollarding willows as these activities may surely be required.

3e - this should include the Green Space on which the Church hall is sited

KEEP THE ALLOTMENTS!!!

70 approx. residents using them - healthy, community useful to all residents

See earlier comment on views from Watlington Hill - this does seem to be a somewhat spurious criterion, as all development will be seen from the hill and there is a lot of development that can already be seen. The point is that what development can be seen in the future needs to be well designed

Who monitors that this is in place?

All of the aims are important

Plan Comment

The bypass should be designed as a green corridor for the benefit of wildlife and local residents - with a footpath/cyclepath separated from the road along its entire length

At present some of the town roads are flooded at times of heavy rainfall possibly due to lack of road sweeping and clogging of drains. Will more cash be provided to address this problem, which is seen on Brook Street, the corner of Gorwell and the approach to St. Leonard's church?

Of spring/water courses are revealed during development they should be left to run naturally and not be culverted

Whilst "Marlbrook Green 3" is not identified on Map 6 of the supplement, I presume it to relate to the strip of land at the end of the road. I do not believe this parcel of land should be included when others (eg land behind Stonor Green) is not. This feels like Marlbrook residents stopping that road being further developed - NIMBYism!!

In support as long as these "Green Spaces" do not interfere with the building of a by pass which is more of a priority

(3a refers to "Tantology" 3b suggests should say "in line with consultation"

Public access land - encompass don't identify

Again, make sure this comes to fruition to avoid Watlington becoming just another urban sprawl

We support the Policy to conserve and enhance the natural and historic environment of Watlington. In particular, protecting the landscape sensitivity of the AONB and seeking opportunities to enhance the habitats associated with chalk streams.

Again, I feel these criteria are not being met.

1. Enforcement by local and national environment protection policies are vital

Developers must not be allowed to infringe rules about the felling and degradation of surrounding areas. This has already happened in a Christmas Common local development

3a _ NIMBY!

3f - Planning jargon

Difficult if current proposals go ahead.

By pass would have negative impact on 3a

Flooding is concern

Plan Comment

How can we believe this to be real as the council have already confirmed the marshland? How can the 200 houses accommodate any positives with the environment, sewage - Cuxham blocks regularly so how is it going to manage with another 200 houses?

With the new houses being built, especially plot C, which is higher than all of the original houses - where is the water going to go?

Will the new houses have gas? As a lot of Watlington doesn't have gas

Flood risk on Brook St already high and not prioritising will ????? - brook and underground channels not dredged or maintained

Conservation of green space around the northern & western edges of recreational ground is important.
Only improving leisure facilities in this area should be considered

* Not keen on a bigger site for "Park homes" - keep it small

*Any plan to help local people get on the Ladder

4f does not sound convincing. One Bed flat in Orchard Walk £150/£180k - who can afford that?

Too many professionals who can and not enough for the true locals

Obviously needs real care to ensure that mixed style of architecture reflects letterbox mix in Watlington itself - and that developments not a uniform and monotonous "estate" as in past

There are provisos. Planning is only effective if we have a decent idea of how many houses are to be built with how many bedrooms, so giving an approximate number of new residents (and the age profile of them)

"Affordable housing" has to be just that - not just a bit cheaper which would make it still "unaffordable"

Ensure a good mix of housing

4c or 4f not both

Details please - "High standards of design"

4b re provision for older people & those with physical disabilities. These people need extra parking in the town centre to access shops

Is there going to be provision for a "corner shop" on the housing development?

4e Will there be provision for trading venues on the new estates so as to reduce the time & effort in travel?

please consider:-

1. avoid building parallel to roads, instead use right-angle alignment (example to poor development is new ribbon development in Hill Road)
2. maisonettes, rather than bungalows - giving more accommodation on same space - garden back & front to give green space to each household

Yes to affordable homes

Plan Comment

Do the existing schools have sufficient capacity for extra pupils these developments will engender?

Concern to narrow footpath at the bottom of Britwell Road and access to the town from Site "A"

Will there be provision for additional schooling to meet the additional population?

New housing is completely dependant upon the new road & provision of green spaces & pedestrian & cycle ways to link the town together

Use this opportunity to improve existing connectivity between areas of the town with footpaths etc. See previous comments re Marlbrook Estate which for no apparent reason has only 1 entry and exit point!

4e - see comments under Policy 2

Small scale sites should be taken closely into consideration

The new housing does take into account that our schools are full already. We have one food shop - namely the Co-op. Post Office has moved to Co-op, so for that a good service.

We need infrastructure of schools, shops and new road around Watlington and a larger car park. People buying homes without car parking are using any place and causing problems

But not, as stated, all in one area

Over development of our town will spoil it for ever. We really haven't the infrastructure to cope with it - I really feel it should be viewed more carefully

Please tell me what is affordable housing? Years ago if you weren't able to afford your own home then you went to the rental market - so increase the rental market, some people will never be able to be able to own a home.

* Connectivity to town centre is very important

* Is there any provision for environmentally friendly renewable technology in the new developments? Solar panels? Grey water harvesting?

* Ensure sufficient provision for gardens & gardens are wildlife friendly ie, hedges (for hedgehogs) rather than fences

Affordable housing is essential if existing families are able to remain.

But where are the jobs and the infrastructure plans to assist on keeping our young people in the local area??

I think more emphasis should be put on connectivity. The development at Willow Close etc. is poorly connected to the town

Will the affordable homes be Council houses for rent for those who cannot get on to the property level?

CONDITIONAL SUPPORT - Support dependant on traffic and infrastructure issues being resolved (see relevant sections)

Plan Comment

There must be plenty of genuinely affordable housing & social housing that must go to local people first

Ensure there is sufficient infrastructure to support the increased housing

Could someone please define what is an "affordable house"

Will the schools be enlarged to accommodate extra pupils? Likewise Dr's surgery.

We've recently lost the PO, Bank and most probably the hardware store too. What Plan if any are there to reinstate any of these to cope with the increase in population?

A4, 4C Still think more new houses should be for young couples who want to move out and have starter homes, because we don't want to move away to get a house

Good policy

4f is something I would like to help with -

We need a mix of housing - not all retirement housing or first time buyer homes.

Realistic plan, the town has to expand, this way the locals have had the opportunity to give input

Should the year of the design guide be referenced? What if it gets updated

4a - please encourage diversity of architecture in the buildings not houses that are all the same

I agree with all the above with the exception of 4f - Park Homes. If this is to give our 'fairground' residents an alternative I would be supportive, but not if it is an increase.

Yes to Park Homes please

I assume developments will be in stages and that there will be enforced start and completion times to avoid years of work in progress and consequential disruption.

Does mixing affordable and non affordable housing work ?

More affordable homes are vital

The linkage of funding in place for the new road infrastructure before any housing is given planning permission effectively block the whole scheme and prevents it being attractive or even feasible for smaller innovative house builders. The net effect will be national builders with bog-standard designs I.e soul less housing estates which could be anywhere in the UK

Plan Comment

At the moment planning applications show typical spec housing developments providing mostly "rabbit hutches on postage stamps". They show little consideration for local vernacular, ultra energy efficiency. Contemporary design or anything that would distinguish them as being located in Watlington. No guarantees of "affordable" housing being offered to local residents or workers in the first instance. Lessons of initial speculation in the Marlbrook houses should be learned.

Much of the larger housing is currently under utilised as there is no incentive for older residents to downsize. If smaller, high quality housing for older residents was available, this may incentivise this

Thoroughly support

4f should be restricted to one site

In addition to Park homes and low cost homes, some "extra care" housing is needed

The increased population can only help to sustain economic flow to the existing traders and help upgrade the leisure facilities

4e - see transport comments in Policy 2

Vared designs please - not in rows and crammed together.

Bus services to Lewknor/Benson (and therefore Oxford/Reading/London) would be very beneficial

* To include play areas for children within the new estates

Watlington will end up becoming huge and will lose its charm and place as smallest town in England!

Developers should be made to provide adequate off road parking for any new homes they build.

Restrictions on building materials should not be too onerous to discourage developers.

Less sure about 4f - in 3 large sites identified in the Plan priority should be given to normal housing. Support, but these require ???

We must ensure that Watlington's new housing mix is driven by local needs rather than developer aspirations. Equally, design of new housing should reflect local characteristics and ensure a coherent design approach across different sites. Developers need to avoid building 'catalogue' houses unsuitable in appearance and lacking in local resonance.

4e is key

Connectivity is essential - particularly between new sites and the schools. It is currently a long walk for people next to school to get round to the entrance, this does not encourage people to walk and increases 'school run' traffic. Use of 'old' Pyrton lane for safe cycle and pedestrian access to Pyrton and schools.

As drawn there are no connections from proposed development to the town other than via roads

Additional housing should only be granted if the FULL re-routing of the B4009 is made a condition of development

Too high a % of affordable homes? Where is the local employment for those not travelling to Oxford/Reading etc ?

Worry about increased level of crime!

Any development for housing should allow for sufficient space for parking of residents and also allow sufficient parking for visitors to those properties

Development should be well considered but is going to happen so we should be accepting of it
Besides, without new housing, by pass will not be built!

4B - very concerned that all the sites are on the edge of Watlington, and is therefore not suitable for older residents who need to be near shops etc.

- support a well balanced mix of housing particular for young families
- support 40% affordable housing well integrated with private housing as those in Lilac Place
- need to avoid "ghettos" of affordable homes & estates of executive housing

I fully accept there is a need for new houses in the South of England, and I can see that Watlington will benefit from an influx of people of different ages who will keep the town a lively, vibrant one and who will support its amenities.
My objection relates to the uneven distribution of the houses. New housing should ultimately enhance the whole town, not just three quarters of it. The west of the town will suffer the negative aspects of such a cluster of new development

New access points from the west of town through to town centre are really important - it's already a long walk from Pyrton Lane homes to the town, when there are possibilities to provide quicker through-routes

Supported but only with concurrent infrastructure and support for the new houses. Everything is already bursting as is.

There must be AFFORDABLE housing for local families. Houses must be generous in size. There are too many small & badly designed houses - how about using decent architects

Are we supposed to give our preference to choice of site?

Need additional bungalow type housing for the elderly

By-pass must come at the same time as development as a minimum to tackle pollution and traffic issues. Affordable home at 40% must be delivered. Must maximise self generation of decentralised energy and minimise impact on utility infrastructure e.g water, sewerage and energy.

Building traffic must not access via the north route

Not sure about park homes given the existing density within the town There is a danger of repeating post war pre-fab mistakes.

Infill development must contribute to the plan and not be counted as extras

It would be good if new development enabled an alternative entry point for the schools - particularly Icknield CC. Plan should emphasise need to reserve some affordable housing for local people.

We need to make sure that a certain amount of houses are affordable & social housing

Plan Comment

It's important that new developments on the outskirts integrate into the village community of Watlington.
Thought should be given to giving existing residents in Windmill Piece and Britwell Road safer walking routes into the town centre & schools

What provision will be made as far as schools, doctors surgery & other amenities that will reach bursting with so many (and rising) new houses

Important that local & young families are able to afford housing.

Ensure good mix of varied size housing ie 1-4 bed + mix of social housing & private
Architecture needs to be in keeping with current rural housing not modern 3 storey townhouses

Re 4a - the "mix" should be all inclusive or encouraging developers /builders to place properties to minimise exclusive areas of say affordable housing or executive detached properties, so engendering a genuine sense of shared community.
Watlington already has sufficient exclusive zones

Need affordable "rented" housing for residents of Watlington. Been on the housing list for 7+ years - single. Mature person working full time and not a chance to get a more secure rented tenancy at the moment, hopefully the "Plan" will help!

See earlier comments on the proposal for new road, which must not use Willow Close. This will be a red line for residents of the Marlbrook development and those on the Cuxham Road.

At least 40% affordable housing - 50% would be better
Connecting the sites via pathways and cycle tracks imperative to avoid isolation
Car parking provision on the new sites to share it around the neighbourhood

40% affordable housing is for people on Oxford housing lists not necessarily for Watlington residents
New development on Thame is still too expensive for local people working in public service ie the local school. What guarantees are in place that there will be homes available for police/teachers/nurses/carers etc?

Support in general, but aims must be adhered to

Caravan sites are not the answer to providing appropriate affordable housing.

The councils should insist on a 40% allocation of affordable and social housing in all planning applications - regardless of size

re 4e - I would like to see safe paths connecting to Ridgeway route and the other country walkways clearly signposted

Developments using Community Land Trusts should be encouraged

Affordable housing is needed for all generations around Watlington and the provision of new houses would fully back up the need for a bypass through Watlington

Plan Comment

Add to 4b:

Standards should be Lifetime Homes to permit easy adaption + BREEAM excellent which encompasses the green aspirations of much of the rest of the Plan

Agree with all the above but am sceptical this utopia will be achieved based on past development

We support the Policy which seeks to provide for a good mix of high quality new homes to meet the variety of needs of the community.

We also generally support the principles for Site A (land between Britwell Road and Cuxham Road) set out on Psage 37 which we confirm are deliverable, including the section of the safeguarded route for the re-aligned B4009.

As previous

1. Need for a bigger percentage (50%) of affordable homes
2. Need to ensure prices are affordable for people on local average incomes
3. Build energy efficient homes with modern techniques solar panel and brown water systems wherever possible

Watlington needs developments to be equally spread around the town to encourage integration rather than dumping them altogether, Sustainable development would be far more successful in keeping with Watlington's diverse character. Preserve Watlington.

Housing requirement likely to be 400 to fund by pass - so many houses would increase town size by a third
Put a great strain on existing services, medical facilities and schools
Plan does not address this

Are the new houses providing at least 2 car parking spaces that are not on the road? How will Doctors/Schools cope with the intake of people?
If the houses will be affordable - as they keep saying - why do have to have mobile homes? - where will they be situated?
How far away do the houses have to be from our properties? Is there a boundary they have to keep as no matter how we view it, our house will have gone from beautiful fields to being overlooked by 60 houses, as it is at least a metre lower than the field

Affordable housing should be a priority for any new development in the town with the 40% target enforced and developers not allowed to get away with financial "fudges" to get their target reduced!

Self - building opportunities need to improve

SUPPORT WITH PROVISOS

Affordable homes need to remain affordable

Marlbrook estate have been allowed to grow from 2 to 3 or 4 bedrooms and if resold would not be affordable by first time buters

Also a significant proportion of homes should be publicly owned and available for rent

Plan Comment

I do not have any private parking. I trust I will not have to pay a permit.
This Easter break our Car Park is full up due to holidayers leaving their cars "parked up" .
Are we going to lose the Watlington Social Club in all this change to promote concerns for tourism - (5F and 5a)

Not clear how these objectives are met by the proposal

Parking needs to be preserved for those residents unable to afford private garages - a commitment should be made that street parking will not be reduced

All common sense

Improved parking & on street parking restrictions enforced

Car parking
Car parking
Car parking

What about school size? What about a larger doctor's surgery? There will be so many more people here

Car parking provision is a major issue as many minor side roads are clogged with vehicles on a permanent basis, Indeed some of the side roads in question need yellow lines to control unreasonable parking practices

5e - a car park needs to be built for residents use. At present the "shoppers" car park, part-funded by local retailers is full of residents' cars. Shoppers cannot find parking spaces!

Additional CAR PARKING will be necessary

5d. signage should be clear, but not overbearing or obstructing buildings

5e. With substantial extra housing, existing car parking will be inadequate. People will still not use Recreation Ground & other alternatives - too far to walk
consider other sites near town centre

???

We want to see the town centre thrive which means the need for better parking & pedestrian access safety

We object to new small-scale workshops and accommodation for small or medium sized businesses on Britwell Road.
(We do not think this will work there)

Much is needed to restore the vitality of the town centre. Too many shops lost and closing. Can pressure be put on landlords to reduce rents? Can the council find ways they can be subsidised? It is in everyone's interests to retain a vibrant and safe town centre. Look to pedestrainise the High Street.

Plan Comment

Small start up businesses

Absolutely crucial - POLICY 5 headline above

Policy 5 Non-starter as 4. No shops for day-to-day living. Car Park, but where? What have we got for tourists to visit?

Car parking needs to be looked at with care, as we are to expect so many houses. Parking will have to be increased but not detrimental to our historic town.

It would be great to see an uplift in small business especially the retail side. I would hate to see Watlington become a "ghost town".

Needs plenty of open meetings for businesses to have a say.

* Better advertising of walking trails around town (tourism)

* Ensure correct price for rental of active primary frontages - we don't want to see empty shops or chain stores, we want decent independent shops

No comment

Should look at enhancement of existing Industrial Estate, better link to town

CONDITIONAL SUPPORT - Support dependant on traffic and infrastructure issues being resolved (see relevant sections)

Ensure car parking issues are addressed & there is sufficient level of policing of parking

At the last public consultation, it was proposed that a 2nd car park would be built in the vicinity of the new housing for long term parking, meaning that that the Hill Road one would be short term only. This would not help the current situation for those living in the town centre who rely on the car park due to the lack of on street spaces for overnight (and longer) parking.

Policies 5b and 5c are well intentioned but will be difficult to implement as they will depend upon demand.

Thought has been given to keeping the character of Watlington, hopefully attracting new business to the High Street

5f to promote tourism a good clean is required

Vital

The High Street should have 20-30 minute parking and 2 disabled spaces. Other streets should have residents parking only.

5d - yes signs for Library, Toilets, Car Park etc.

5e - More car parking we have to stop people parking on pavements and double yellow lines

Cannot see how the proposal new route for the B4009 will improve the 'Public Realm' of the Town.

Plan Comment

Public transport needs major improvement. Regular shuttle between Watlington, J6 and Risborough station required.
Bus connections to Oxford & High Wycombe need to be improved.

one of the many things I love about Watlington is being able to walk up the High Street and shop for normal, everyday things and treats. I sincerely hope extra residents will further boost our local economy.

Thoroughly support

Extra parking is needed close to the present main car park.

It is hoped we can retain the free parking facility and increase road parking once the town centre is more free of heavy traffic

5b Really like the idea of start - ups and small workshops.

Small scale workshops are a vital way to keep work and people in and around the town so it remains vibrant & busy

We support this policy especially as we do not wish the town to become even more of a commuter 'dormitory'. The issue is that every other town and village has a competitive policy of attracting new employment. Apart from tourism related business we think that it may be unrealistic to attract significant employment opportunities; while home-based working and small start-ups may not have a great impact on the local economy.

This is unlikely to work without addressing the issue of parking for residents and for shoppers. Why not move the garage out of town and have residents parking on the garage site ? The residents of Couching Street and Shirburn Road are most likely to use the Co-op car park so providing residents only car parking will free up space in the Co-op car park.

Trade will be effected by loss of through traffic in the High Street as happened following the fire.

Shops are suffering decline in the High Street. Obviously rents and rates are too high. Can pressure be put on owners of empty shops to release them at more modest prices to encourage new businesses.

Make the High Street pedestrian only to facilitate safety and a café culture.
Pedestrianisation would also prevent the use of the High Street as a "rat run"

5e - objection to "management of car parking" - I oppose paying for car parking on the High Street or Car Park
5f- promote specific tourism eg. "Midsomer Murders" trail & cycle centre hub - perfect location as near the Chilterns -

Re 5f. The "new" development over the past few years to the south/south east of Thame means that while the centre of Thame has charm, the south/south-east does not. The projected plan for Watlington would make most of the west avoided by tourists, as is the case with the south/south-east of Thame

These ideas are sound, but seem a little idealistic and perhaps should take a lower priority than location, quality and variety of new housing, and infrastructure development (ie roads)

Plan Comment

Where is additional car parking for the town going to be situated? It's a great aim, and necessary, but where? Especially in light of proposed church hall development which reduces opportunity for car parking there.

All good

But need to be cautious of drawing non local people into centre if it has adverse effect on infrastructure

More car parking vital as an early step

With regards to car parking we need more if you want people to visit. Use the Paddock as a long stay car park if not now do not designate it as a green space so that it can be used in the future

What is meant by 5c? Is this the route towards universal permitting of resident and business vehicles ?

A larger car parking area is a must on Watlington. It will make the town more attractive to potential shoppers

The new B4009 is at odds with this part of the Plan

Re 5b - these need to be on or near the realigned B4009 and restrictions placed on the size of the lorries servicing them so that we don't have any of the monster size lorries that H & H are currently using

Re 5e Car parking essential for many existing residents as many houses built well before motors so no private parking for these properties so rely on public car parks

The new development - in particular the quieter central streets resulting from an edge road, & any infrastructure levy - should give us the capacity to enhance the town's amenities

Car Parking v important - as we don't want local business to lose customers

This is likely one of most difficult policies - witness loss of local newsagent and P.O. in recent times.

Everyone claims to want local shops but many seem reluctant to support them sufficiently so to ensure viable business.

5e - subject to Couching Street and Shirburn Street parking not being removed. Currently this acts as traffic calming - in an enlarged Watlington with a re-routed B4009 they would still be needed.

Building more houses will add to traffic congestion especially for narrow streets where traffic mounts the pavements to pass - this is a danger to pedestrians and also damaging listed buildings. These narrow streets should be made one way as they are not suitable for two way traffic

- See previous comments to increase car parking in the "new" part of town

- Promote tourism via inner centre displays about AONB, history, culture

Waiting restrictions and double yellow lines to be enforced

I would like to see the weight limit reduced or a complete restriction on HGV's through Watlington town centre

Plan Comment

5a Starting with the re-furbishments of the public toilets which are an eyesore

5e Vital if any of the other aims are to be met

We support the Policy which is complementary to the aspiration to reduce traffic and improve the air quality of the town. Combined with these goals to enhance Watlington a service centre, the town centre should become stronger and more diverse as well as a more pleasant environment to visit.

We conform that Site A can contribute towards these objectives by including some new accommodation for small businesses.

As before

Protection of 2 hour free parking facilities

5a - Means what

5c - More meaningless jargon - use plain English

By pass could have negative impact on this as traffic will pass round and not stop to use shops and facilities

Most people who move here will work outside of Watlington and using us as a commuter belt - as what extra will Watlington have to offer?

There are no buses after 6pm

There are no entertainment facilities for the children/young families

Car parking is important to keep the shops alive. Now I don't walk so well, I often have to shop elsewhere as I can't park near the shops which are good

Start up support would be great

Too many shops just ?????

Watlington's rent otherwise unaffordable

Car parking a large issue even for residents!

6d - After 7.30 folk have to walk to catch buses to Oxford as not going through town centre. We have an M.Sccleris friend who has to walk - she can't so she has to catch a stupid o'clock Bus 1

Not clear how these are supported by this Plan, but these are not (in my view) priorities

Easier said than done; almost impossible to enforce, as national and local governments have a very poor record over conditions and the cost of contracts with private companies. What is there to change this record?

Plan Comment

Better bus routes needed. Regular shuttle between Watlington and J6 required.
Express buses into Oxford needed.

Mobile telephone signals to be maintained at the highest levels

School and medical care provision on particular need to be prioritized as well as residential care provision

But worry about :

School - Surgery- Transport (Bus)

Some important amenities closing (Banks) or losing "room" (Post Office)

6e Footpaths are difficult for the elderly because:

- a. some slope downwards towards the road
- b. lumps and bumps on the path including tree roots
- c. poor lighting

all good objectives

Broadband for outlying villages is also important - I sometimes have to drive into Watlington to get connectivity!!!

improving local sport & recreation facilities & improved footpaths & cycle ways is important to us

The town needs an area of recognised playing fields that are protected for sport and separate from dog walking areas. The plan should seek to ensure the separation by making provision for both in separate locations. Improve the environment for children to play safely- more footpaths away from traffic. There is minimal public transport : what can be done about this? Invest in 'targeted transport' such as 'on request' buses/rides that provide a service at useful times.

A Sunday bus service and a Reading Service would be useful.

6e - see comments under Policy 2

All important especially 6c

As usual all the above would be very acceptable but could we have better roads. The roads around Watlington area are holed & pock marked. I have fallen twice because of roads not maintained. The Council fill holes with inferior materials and only if they are 2 cm. Who is going to do this before any other improvements are made?

To have a much improved bus service

Safer pavements please with no bikes & skateboards

Open meetings for the community to have its say.

Plan Comment

6b Watlington needs a building like the Church Hall - which has been allowed to disintegrate

There is currently no Hall which can provide the proper facilities for recreational classes and social events.

All good ideas!

Public transport is poor e.g. links to Oxford and Reading ** are extremely limited and do not support residents who wish to travel to work by public transport. This should be improved as a matter of urgency

** and the M40 bus stops

There seems to be a lot of issues with dog walkers in Watlington in regards to sharing with recreational areas. Could we look at dog walking areas for people unable to head to the countryside.

we are very concerned about sewage and flooding. We have been flooded five times with raw sewage on the last five years, due to overloading of the sewage system. We cannot cope with additional sewage volumes.

The proposed residential developments will increase the population. Additional parking for shoppers and visitors to the town will be required.

Further development of sporting facilities will need to be done to support 238 houses. Eg move cricket club to new green area to allow football & cricket to thrive & open up the recreation ground to more sports by clearing the cricket pitch to a new area.

The development plans for the site of the derelict Church Hall should be passed. Then the Church will have the money to make the improvements necessary to make it a 21st century user-friendly venue for concerts etc. This adding greatly to the facilities for meetings and entertainment in the town, plus we get rid of the old hall which is now an eyesore.

There is no mention here of schools. The retention of them & reinforcing the scale & function of Icknield Community College are essential. To retaining and encouraging a coherent community.

The implications of the Chalgrove Development (which is very likely to receive consent) need to be addressed.

Those issues are a serious omission from the NP and should be addressed

Mobile phone signal

Can we try and get 4G as well, please?

If Watlington could become a pedestrian only zone with parking outside the High Street and vehicle access only to residents, it would be safer for all and promote the town infrastructure well.

Dr's surgeries and schools will need to be extended to cope with the extra population, and a large community building (with parking facilities) are needed and need to be kept in a better condition than the present facility - The Sports Pavilion - which is in a dreadful condition

6b - I think we have enough community buildings and facilities

Plan Comment

So long as 6e does not include dedicated cycle paths which I do not think are necessary & can cause more problems than they alleviate

6f - if possible link cycleway to Lewknor

Improved pathway to M40 bus link, ensure it is safe all the way.

6e - 20mph or less speed limit throughout the whole of Watlington

With a target of 260 new homes and a well designed new road all items in 6 above need to be improved exponentially

Thoroughly support

Being a keen cyclist - I've often thought that the dismantled rail track - Station Road to Lewknor could be adopted for pedestrian and cycle use - an organisation "Sustrans" specialise in these projects.

A small swimming pool would be beneficial. These are provided by developers in other areas - run by 1 full time staff member & volunteers

Support, but these requirements should not make it too onerous for developers

With more housing - especially much needed affordable housing, transport policy becomes even more important. With little or no local employment new residents will have to commute to Reading or Oxford. For young first time buyers this will put additional cost burdens on them, especially as affordable home in Watlington are a misnomer for most. The Oxford Times suggests affordability in the region is around £150,000 for a first time house (Watlington is £250,000 at present). I am still sceptical on how a young couple will be able to afford a £250,000 house plus run 2 cars to commute to different locations. An adequate bus service remains essential if this is to work, and older people are not to be left isolated and stranded in the town.

The current cycle access to get out of town is difficult if you have small children. More cycle routes are needed. A small gym would be popular.

What about Dr Surgery & schools

No cycleways in Britwell Road. No extra traffic calming in Britwell Road as this increases pollution from standing vehicles. Has consideration been given to capacity of schools and medical services with all these proposed extra residents.

Will the local Drs surgery be able to cope with an extra 230 dwellings, not to mention the proposed development of Chalgrove of 3000 homes. Can the schools cope with a large influx of children

Infrastructure to be in place before housing is built to avoid developers cutting corners or failing to keep promises. An example was the Solar Panel people walking away from their responsibilities.

6d - more public transport would reduce the need for cars

6e - improving cycle safety is paramount - connect with current Government strategy of getting active

6a eg a swimming pool for use by local residents and school, cycle path along Shirburn Road/B4009

Plan Comment

Local sport and recreation areas a must if increased housing
Cycle and pedestrian provisions would be extremely welcome
Good/improved Broadband & reception would be a bonus.

I would suggest that in view of the increase in our population, we should consider rebuilding the existing Church hall
The Church hall served the community well in the past for many various functions.

All of the above would be welcome, and could be met with housing distributed fairly throughout the town

Also great ideas, and I think higher priority than those in Policy 5

Who will fund this?

Cycle paths would be a great asset.
Improving local recreation sites are very important

Swimming pool would be great

We would like to see more emphasis on maintaining and expanding the range of retail outlets in Watlington

Fundamental facilities to be improved and developed are the local schools and our local surgery (clinic) to sustain the Development Plan

Yes well said. I wait to see any signs that it is implemented. 6e dig up the grass verge down Love Lane and have a cycle path and parking, particularly between Shirburn Road and Pauls Way.

Lacks wider leisure solution around entertainment, eating, drinking etc

6c - all new development must include superfast and broadband provision

6b - include a new venue for young people, dedicated building

And cell phone coverage?!

Ref 6e: my comments in Section 4 refer

The town is in dire need of a community centre with catering needs.
The Watlington Club has a good sized hall but no catering & the Pavilion is small & not used by many people as it is not central

Sewage & water system will need to be updated

Ensure that all footpaths are adopted by the council asap post completion p- ensuring the network of footpaths of the local area is maintained - this is often overlooked with resulting loss of public footpaths.

Plan Comment

All new development must have pedestrian access to the services, schools etc in the centre of town

New & improved cycleways and paths to connect parts of town

Public transport?

Links by bus to High Wycombe currently unavailable as to Thame. How are all these new residents going to travel if not by car on the new B4009?

1 Footpaths and cycleways need to accommodate mobility scooters

2 Need a safe cycle and footpath route to J6

3 Where is the provision for increased water supply and sewage treatment capacity?

As mentioned previously, footpaths and cycleways to connect to current routes

Would like to see the facility for a Gym or warehouse/space that could be used for this use

I would to see a facility for 25m swimming pool

This is worth supporting but it is hoped that such facilities are planned in co-operation with the local community so that they are relevant to what is needed and wanted

Ensure educational facilities and childcare are expanded to cope with the rise in population and younger demographic

Ensure power, gas, water and sewage system are expanded to accommodate new development

All of the above with EMPHASIS on improving the pavements in the town which are unsafe

We support the sensible objective to ensure that development also helps to bring forward appropriate enhancements to physical and social infrastructure for the town

As before

STRONGLY SUPPORT

Education - a huge concern