

Comments by Paper - Consultation 3 - Alternative Route

Reference	Plan Comment
2	* 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 danaging 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
11	Proposed road will increase traffic. Only provides a new rat-run through housing estates. Housing proposals are poor quality and design.
14	We support the Plan subject to the B4009 being fully diverted as planned around Watlington
15	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
19	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)
22	No comment on any till. Positive plans on new route through Watlington. There is a weight restriction which is totally ignored!!
24	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!!
26	Main concern is traffic through roads around Watlington
28	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

- 31 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.
- 33 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 by-pass and traffic will simply have a choice of Couching Street or the new route - I support this approach if it can be achieved.
- 38 Priority:
1. Road around town
2. Surgery
3. Schools
4. More shops
As little building as possible
- 45 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
- 48 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
- 56 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, Couching 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.
- 57 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.
- 60 As long as sufficient new road goes along with it. We already have big traffic issues
- 62 Would like to see work on proposed B4009 starting to ensure additional traffic is not going through town

Reference

Plan Comment

- 71 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.
- 76 * 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)
- 77 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
- 79 The proposed re-aligned B4009 must be seen to be deliverable with finance for all the route from Britwell Road to Shirburn Road.
- 82 Lets get on with it - we need by pass & more housing
- 84 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
- 85 Housing commitment is significantly higher than the intial 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.
- 88 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 adventageous to line the road with trees to improve aesthetics and perhaps reduce road noise
- 91 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
- 94 Watlington MUST move forward
Realign B4009 road is desperately needed
Good affordable housing is required urgently for the young and older residents

Reference

Plan Comment

- 102 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
- 104 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
- 109 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.
- 110 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.
- 113 But very concerned at the prospect of 400 houses to fund a by-pass and the effect on schools/traffic and parking
- 114 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
- 118 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?

- 119 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
- 123 We support the Plan but we do want a by pass and need more parking
- 127 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
- 134 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
- 139 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 particuar does the Pyrton Parish support or object in principle?>
- 140 The consideration of a by pass of traffic around Watlington is the most important issue that's needs to be addressed in this town!
- 142 I can find no reference to timescale in this report.
I would be particularly keen to to know the time scale concerning the realignment of the B4009
I think it is essential this is carried out BEFORE any housing development

143 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

145 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

146 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

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

194 - 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

203 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.

218 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

- 225 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
- 230 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.
- 231 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.
- 234 Vital to work in conjunction with Benson
- 248 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.
- 251 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
- 252 Whichever site is chosem. 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.
- 254 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 parkind for residents & businesses can be found.

- 255 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
- 257 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
- 258 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.
- 259 Absolutely vital
- 260 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?
- 263 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.
- 264 Watlington desperately needs this western bypass let's just get on with it !
- 265 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'
- 268 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.

- 273 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
- 274 Traffic to Lys Mill in particular must be encouraged to use new by pass, especially the large HGV's. Placing pinch points may assist
- 275 A new road is vital for development as the current road network cannot cope with increased population & road usage
- 276 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.
- 278 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.
- 279 Must ensure the road is in place early
 Use CIL money to install ANPR cameras to enforce HGV limit
- 282 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
- 285 - 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

Reference

Plan Comment

- 286 A by pass is a must for Watlington to take traffic away from Couching and Brook Street
- 287 The proposed re-alignede route of the B4009 should run through the western edge of the site and not through it
- 291 Concerns at 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
- 294 I agree B4009 needs to move out of the centre of Watlington
Air quality is very important
- 296 Reference alternative route through sites A B C - alternative to which route?
- 299 Besides re-aligning the B4009m I think it is esse ntial 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
- 300 This will aid the ongoing traffic buildup through the town
- 301 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.
- 302 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 beenshown 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.
- 303 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 exisiting developments. One way system with chicanes to relieve pressure on the pinch points and stop large vehicles mounting the pavements.
- 307 20 mph limit through Watlington
The re-routed B4009 really needs to be in place prior to develolpment 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

- 308 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
- 310 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
- 311 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?
- 313 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
- 314 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"
- 315 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

- 316 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
- 317 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
- 318 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
- 321 - Fully support the idea of a bypass Road which is desperately needed to preserve the environment, buildings and people's health in Watlington
- 325 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.
- 326 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

- 328 * 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
- 331 Concern that any new road will increase local ttraffic & 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?
- 364 A bypass has the potential to completely disrupt the above statements.
- 383 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
- 387 In support as long as these "Green Spaces" do not interfere with the building of a by pass which is more of a priority
- 394 Difficult if current proposals go ahead.
 By pass would have negative impact on 3a
- 413 New housing is completely dependant upon the new road & provision of green spaces & pedestrian & cycle ways to link the town together
- 456 Additional housing should only be granted if the FULL re-routing of the B4009 is made a condition of development
- 460 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!
- 469 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
- 478 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.
- 486 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

Reference

Plan Comment

489 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 Page 37 which we confirm are deliverable, including the section of the safeguarded route for the re-aligned B4009.

531 Cannot see how the proposal new route for the B4009 will improve the 'Public Realm' of the Town.

541 Trade will be effected by loss of through traffic in the High Street as happened following the fire.

553 The new B4009 is at odds with this part of the Plan

568 By pass could have negative impact on this as traffic will pass round and not stop to use shops and facilities

625 Who will fund this?