

## Comments by Paper - Consultation 3 - Housing

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
3	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
11	Proposed road will increase traffic. Only provides a new rat-run through housing estates. Housing proposals are poor quality and design.
18	For 79 new homes only - I have no confidence that the infrastructure and services are in place or mentioned for 238 new homes
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
29	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
36	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
43	We would ve 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.
44	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.
46	* 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

- 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
- 50 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.
- 53 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!
- 58 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
- 59 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!
- 61 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?
- 66 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.
- 69 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.

## 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.
- 73 Plan does not deal satisfactorily with either traffic or housing.
- 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
- 82 Lets get on with it - we need by pass & more housing
- 83 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.
- 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 intitial 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 advantageous to line the road with trees to improve aesthetics and perhaps reduce road noise
- 94 Watlington MUST move forward  
Realign B4009 road is desperately needed  
Good affordable housing is required urgently for the young and older residents

- 96 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
- 107 I am in favour of Progression for Communities and local housing needs
- 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.
- 111 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.
- 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?
- 120 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
- 122 We need more homes to keep families in Watlington - affordable
- 129 We support the plan but think you are not giving enough emphasis to small sites outside of the town

- 130 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?
- 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
- 135 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
- 138 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
- 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 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

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

150 New development should be more equitably distributed around Watlington

152 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.

## Reference

## Plan Comment

- 154 We support the development of sites A,B & C and look forward to the provision of an alternative route through the town
- 155 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.
- 156 Using smaller sites that will integrate with Watlington and can be developed in a reasonable timescale
- 157 Too much new housing in one area  
Massive increase in traffic pressure - particularly in north & south  
Potential flooding of the Marlbrook
- 158 238 new homes will need increased infrastructure to cope  
- concerns centre on education & resources for children  
- local schools strictly underfunded
- 162 How do we ensure development is of a mixed, attractive style, not a set of "boxes"
- 166 The right mix of houses is needed
- 174 The number of houses proposed will inevitably alter the character of the village - "small is beautiful"
- 176 Site B sounds OK and with affordable homes so hopefully younger people can have a chance in getting one
- 177 It would be good to encourage self build plots
- 178 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
- 179 Good plan, town needs houses for current residents, this makes housing achievable /affordable for the next generation
- 190 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.
- 198 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.

## Reference

## Plan Comment

- 209 The proposed development is not equally distributed around the town.  
Hill Road should take its share too!
- 255 Happy in all proposed housing plans.  
Imperative is diversion of traffic round 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
- 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.
- 368 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
- 396 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
- 399 \* Not keen on a bigger site for "Park homes" - keep it small  
\*Any plan to help local people get on the Ladder
- 400 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
- 401 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
- 402 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"

## Reference

## Plan Comment

403 Ensure a good mix of housing

404 4c or 4f not both

405 Details please - "High standards of design"

406 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?

407 4e Will there be provision for trading venues on the new estates so as to reduce the time & effort in travel?

408 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

409 Yes to affordable homes

416 Small scale sites should be taken closely into consideration

418 But not, as stated, all in one area

420 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.

421 \* 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

422 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??

423 I think more emphasis should be put on connectivity. The development at Willow Close etc. is poorly connected to the town

424 Will the affordable homes be Council houses for rent for those who cannot get on to the property level?

## Reference

## Plan Comment

- 425 CONDITIONAL SUPPORT - Support dependant on traffic and infrastructure issues being resolved (see relevant sections)
- 426 There must be plenty of genuinely affordable housing & social housing that must go to local people first
- 428 Could someone please define what is an "affordable house"
- 430 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
- 431 Good policy
- 432 4f is something I would like to help with -
- 433 We need a mix of housing - not all retirement housing or first time buyer homes.
- 434 Realistic plan, the town has to expand, this way the locals have had the opportunity to give input
- 435 Should the year of the design guide be referenced? What if it gets updated
- 436 4a - please encourage diversity of architecture in the buildings not houses that are all the same
- 437 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.
- 438 Yes to Park Homes please
- 439 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.
- 440 Does mixing affordable and non affordable housing work ?
- 441 More affordable homes are vital
- 442 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

## Reference

## Plan Comment

- 443 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.
- 444 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
- 445 Thoroughly support
- 446 4f should restricted to one site
- 447 In addition to Park homes and low cost homes, some "extra care" housing is needed
- 448 The increased population can only help to sustain economic flow to the existing traders and help upgrade the leisure facilities
- 449 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
- 451 Developers should be nade to provide adequate off road parking for any new homes thyat 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 ???
- 452 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.
- 453 4e is key
- 454 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.
- 455 As drawn there are no connections from proposed development to the town other than via roads

## Reference

## Plan Comment

- 457 Too high a % of affordable homes? Where is the local employment for those not travelling to Oxford/Reading etc ?
- 458 Worry about increased level of crime!
- 459 Any development for housing should allow for sufficient space for parking of residents and also allow sufficient parking for visitors to those properties
- 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!
- 461 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.
- 462 - 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
- 463 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
- 464 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
- 465 Supported but only with concurrent infrastructure and support for the new houses. Everything is already bursting as is.
- 466 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
- 467 Are we supposed to give our preference to choice of site?
- 468 Need additional bungalow type housing for the elderly

## Reference

## Plan Comment

- 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
- 470 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.
- 471 We need to make sure that a certain amount of houses are affordable & social housing
- 472 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
- 473 What provision will be made as far as schools, doctors surgery & other amenities that will reach bursting with so many (and rising) new houses
- 474 Important that local & young families are able to afford housing.
- 475 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
- 476 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
- 477 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!
- 479 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
- 480 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?

- 481 Support in general, but aims must be adhered to
- 482 Caravan sites are not the answer to providing appropriate affordable housing.
- 483 The councils should insist on a 40% allocation of affordable and social housing in all planning applications - regardless of size
- 484 re 4e - I would like to see safe paths connecting to Ridgeway route and the other country walkways clearly signposted
- 485 Developments using Community Land Trusts should be encouraged
- 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
- 487 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
- 488 Agree with all the above but am sceptical this utopia will be achieved based on past development
- 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 Psage 37 which we confirm are deliverable, including the section of the safeguarded route for the re-aligned B4009.
- 491 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
- 492 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.
- 493 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

- 494 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
- 495 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!
- 496 Self - building opportunities need to improve
- 497 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
- 546 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)
- 614 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.