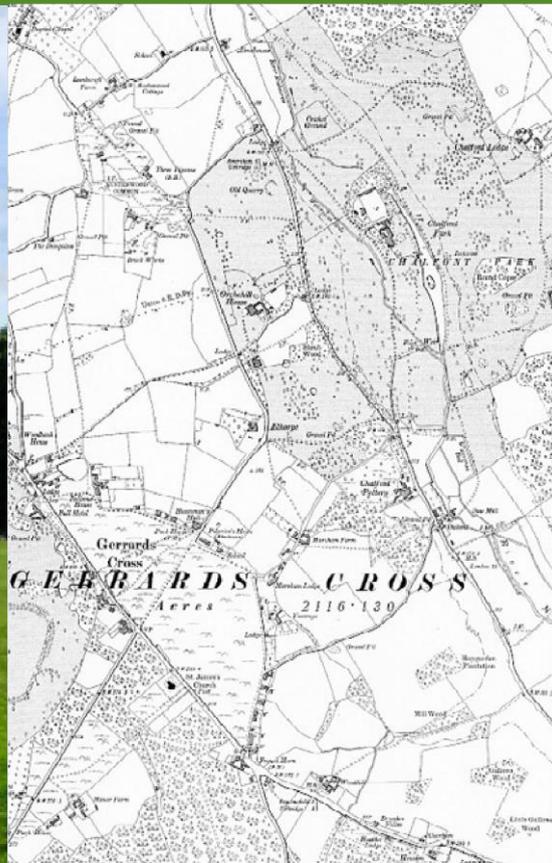




Gerrards Cross Parish Neighbourhood Plan 2017 - 2040

Consultation Statement

Dec 2023



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[Appendix 3 & 4 are separate documents.](#)

1. Introduction and background

1.1 Work on preparing the Gerrards Cross Neighbourhood Plan started in 2017. The parish council became increasingly concerned with the significant development pressure on the parish, caused by the lack of an up-to-date Local Plan and a desire to maintain a vibrant and thriving town centre. The Neighbourhood Area, which follows the parish boundary, was designated on 22nd September 2016 by the (then) local authority, South Bucks District Council. Gerrards Cross Town Council established a working group to take forward the process. This group included parishioners with different relevant skills and representation across interest groups, as well as past and present parish councillors.

2. Legal Obligations

2.1 This Consultation Statement has been prepared to fulfil the legal obligations of the Neighbourhood Plan Regulations 2012. Section 15(2), part 5 of the Regulations sets out what a Consultation Statement should contain:

- (a) Contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
- (b) Explains how they were consulted;
- (c) Summarises the main issues and concerns raised by the persons consulted;
- (d) Describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

2.2 Community consultation has been a key priority for the NP steering committee since its inception in autumn 2017. Gerrards Cross is a small town with a relatively large population of 8,600 and a number of businesses within the parish. Consultation was undertaken in a variety of ways to try and maximise responses.

2.3 Timing of the consultations was carefully considered to exploit potential interest and responses, and to coincide with regular and annual village events. The first stage was raising awareness of what a neighbourhood plan is and how it could benefit Gerrards Cross. This took place at various times throughout 2017. The results from this feedback informed the first of two all-household questionnaires on particular aspects of living in Gerrards Cross. The first questionnaire consultation took place in November 2017, the second in November 2018 and a business survey in July 2018.

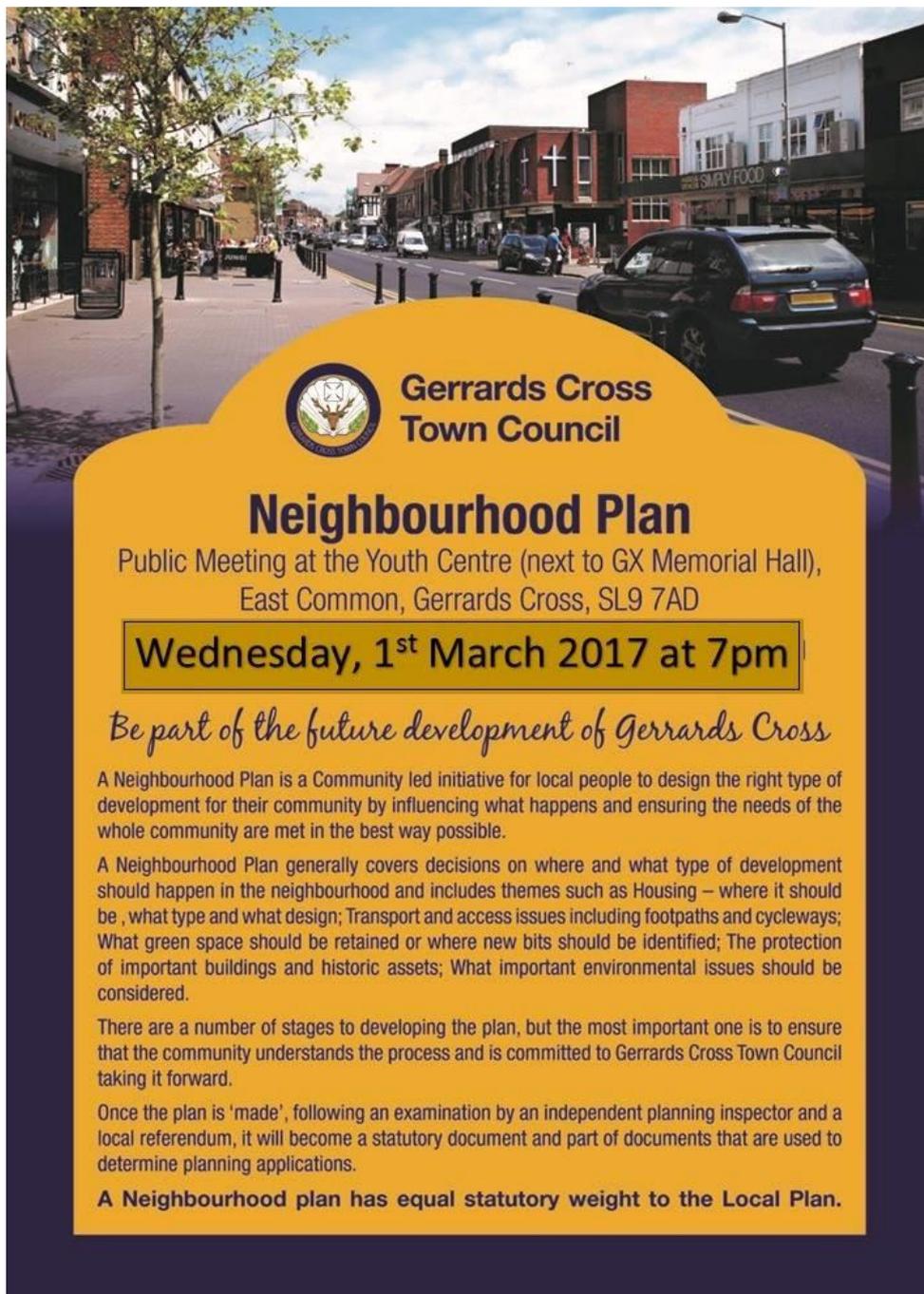
2.4 Different methods were tried, tested and refined as the neighbourhood planning work progressed. For example, it became clear from the response to the 2017 questionnaire (predominantly from older residents) that we needed to engage the younger residents, especially families, in the process in order to broaden the age range of respondents. In response to this, a survey aimed specifically at the under 18's in the area was undertaken in January 2018.

2.5 The dedicated website was set up at the inception of the Neighbourhood Plan and the Town Council website created a link to direct people to it. This website contains a timeline of events, minutes from Steering Group meetings, an evidence base and reports from the surveys undertaken.

3 Consultation activities in 2017: Awareness raising.

3.1 2017 was spent raising awareness of the neighbourhood plan process and creating a Steering Group.

3.2 Two launch events were held, a month apart, to raise awareness of the Neighbourhood Plan and call for volunteers for the Steering Group. Both occasions were well-attended, with 80-100 people at each. These events featured presentations from our Neighbourhood Plan Consultants and a planning solicitor.



 **Gerrards Cross
Town Council**

Neighbourhood Plan

Public Meeting at the Youth Centre (next to GX Memorial Hall),
East Common, Gerrards Cross, SL9 7AD

Wednesday, 1st March 2017 at 7pm

Be part of the future development of Gerrards Cross

A Neighbourhood Plan is a Community led initiative for local people to design the right type of development for their community by influencing what happens and ensuring the needs of the whole community are met in the best way possible.

A Neighbourhood Plan generally covers decisions on where and what type of development should happen in the neighbourhood and includes themes such as Housing – where it should be, what type and what design; Transport and access issues including footpaths and cycleways; What green space should be retained or where new bits should be identified; The protection of important buildings and historic assets; What important environmental issues should be considered.

There are a number of stages to developing the plan, but the most important one is to ensure that the community understands the process and is committed to Gerrards Cross Town Council taking it forward.

Once the plan is 'made', following an examination by an independent planning inspector and a local referendum, it will become a statutory document and part of documents that are used to determine planning applications.

A Neighbourhood plan has equal statutory weight to the Local Plan.

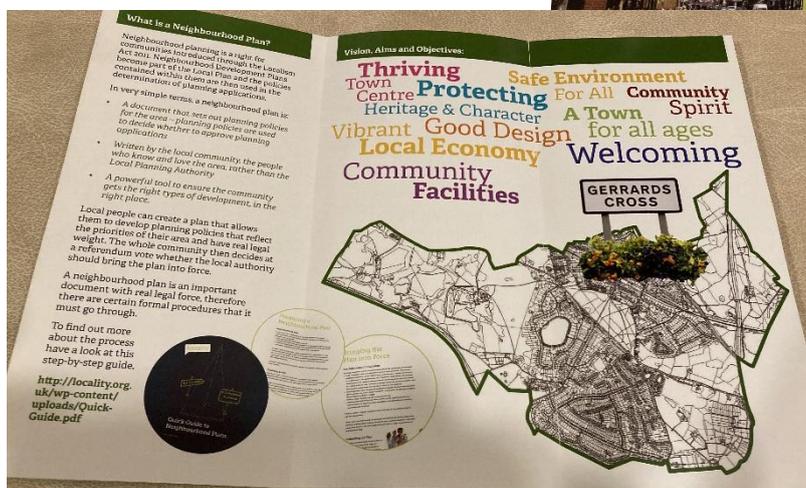
3.3 Following this, The steering group was established with 3 town councillors and 7 non-councillors.

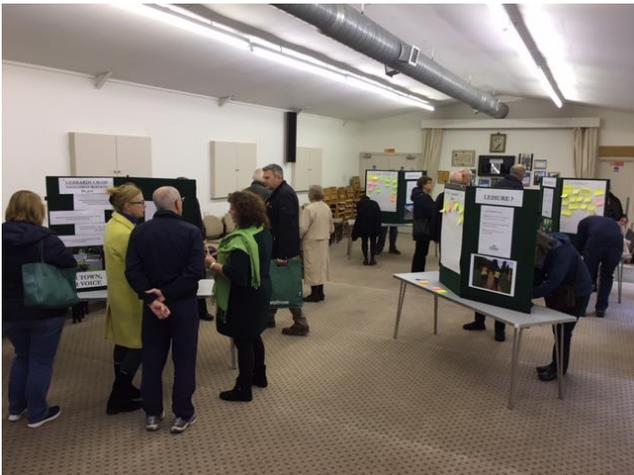
3.4 Public opinion gathering was then undertaken, with stands at local supermarkets and at community events.



3.5 A website www.GXPlan.co.uk was also created, with a timeline-which has been regularly updated throughout the process-and also provides options for contacting the SG along with records of the communication undertaken, reports from community consultation and documentation of evidence used to shape the Neighbourhood Plan.

3.6 In November 2017, the first community-wide consultation was undertaken. Approximately 3,000 leaflets were delivered to homes throughout the parish and made available at locations across the town, asking people for their opinions on the draft Vision and Objectives.





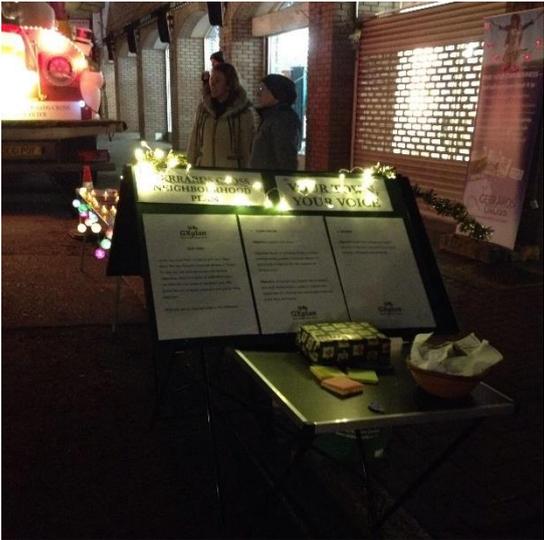
This event was attended by nearly 250 people.

The Steering Group established a communication programme to:

- i. Promote a high degree of awareness of the project
- ii. Invite residents to join the neighbourhood plan steering group
- iii. Encourage everyone to contribute to the development of the Gerrards Cross Neighbourhood Plan



3.7 The consultation for the year ended with a stand at the Gerrards Cross Christmas Festival, where the community were again asked to comment on the draft Vision and Objectives. Young people were specifically targeted at this event, to encourage a broad range of opinions.



4 Consultation activities in 2018: evidence gathering.

4.1 Much of 2018 was spent with subgroups working on specific topics such as Traffic & Transport, Town Centre and Environment & Leisure.

4.2 Articles were written for The Voice (a free publication produced by the GXTC and delivered to each household in the Parish three times a year).

Neighbourhood Plan progressing at pace!

Work on the Gerrards Cross Neighbourhood Plan was started a year ago and much has happened since then. The Neighbourhood Plan Steering Group, made up entirely of local people, has been working extremely hard to ensure that views about the future of Gerrards Cross are received from all residents, businesses, organisations and local workers. Whilst the scope of any Neighbourhood Plan is controlled by legislation, there are considerable opportunities for local people to determine the future of the town.

Amongst other lines of communication, the Steering Group distributed information leaflets to all homes in Gerrards Cross and e-Mailed as many addresses as were available, inviting everyone to a 'Community Drop-In Event' at the Guide HQ in November.

Here, thoughts and ideas were given by the hundreds of people attending on topics such as: Town Centre, Housing, Traffic and Transport, Environment and Leisure, Community & Health.

All this information is being analysed and will contribute towards the final version of the Neighbourhood Plan. However, there is still much work to do and the Steering Group welcomes more feedback.

In time, 'Theme Groups' will be established to look in more detail at elements of the Plan, and residents will have an opportunity to be involved here. Eventually, following the production of the final draft, the Neighbourhood Plan will be presented to the local population in the form of a referendum. The Steering Group have produced a website which explains in more detail the work it has accomplished so far, and it enables any ideas or thoughts to be passed for inclusion in the Plan as it evolves. Residents can also offer to help, or simply ask questions. Please contact the Neighbourhood Plan Steering Group via the 'Help Us' page at www.gxplan.co.uk.



We all have a stake in the future of GX so please feel free to make contact.

Neighbourhood Plan progressing at pace!

Work has been underway for almost 18 months on the Gerrards Cross Neighbourhood Plan which enables all local people to have a say on the future of their local area.

The Neighbourhood Plan Steering Group, made up entirely of local volunteers, has been working hard on the following key areas;

- Town Centre
- Housing
- Traffic & Transport
- Environment & Leisure
- Community & Health

Contributions have already been received from a number of residents following recent activities arranged by the Steering Group, but we need more help.

The principle behind the Neighbourhood Plan, is that all people in the town contribute their thoughts and ideas on how to shape the future of Gerrards Cross. This applies to residents, those whose businesses are in the town and people who work here. All views are welcome, indeed vital, because without a wide range of thoughts, the Neighbourhood Plan will not

fairly represent Gerrards Cross in the best way possible.

To date, input from businesses in the town has been limited, so the Steering Group would welcome more thoughts from people who own businesses and/or work here.

In the near future, the Steering Group will be sending a questionnaire to all residences and businesses showing how work is progressing and asking for more input.

Eventually, once all views are received and evaluated, the draft Neighbourhood Plan will be proposed to all in Gerrards Cross in the form of a local referendum, following which, after external examination, it passes into law.

If you would like to know anything about how the Neighbourhood Plan is progressing, would like to offer suggestions based around any of the categories listed above or would like to offer help, please contact the Steering Group on its website; (go to the 'Help Us' section): <https://gxplan.co.uk>



Gerrards Cross Neighbourhood Plan needs your feedback!

Gerrards Cross Neighbourhood Plan was started in early 2017 and the Steering Group, made up entirely of local volunteers, has progressed the developing Plan through several draft versions. However, there is still more work to do before a final version can be presented in the form of a referendum to all who live or run businesses in Gerrards Cross. In November 2017, through a 'Community Drop-In Event' in the Guide HQ on Station Road, the Steering Group asked all Gerrards Cross residents and businesses for their comments on the following topics:

- Town Centre
- Housing
- Traffic and Transport
- Environment and Leisure
- Community and Health



The event was attended by hundreds of people and the feedback was highly valuable. As much as was practical and possible, has been integrated into the draft Plan.

All feedback will be evaluated and integrated into the Neighbourhood Plan.

This is a Gerrards Cross Neighbourhood Plan, informed and created by Gerrards Cross people, so please do help us to make it as relevant and effective as possible by completing the questionnaire.

PLEASE SEND or TAKE your completed questionnaire to: GX Town Council Office, South Lodge, East Common, GX, Bucks, SL9 7AD
OR take to any of the 'drop off points' at businesses noted on the questionnaire OR go to the Neighbourhood Plan website and complete an online version at: www.gxplan.co.uk - OR print other copies for family members to return.

The Steering Group has a website which explains in more detail the work it has accomplished so far, and it enables any further ideas or thoughts to be passed to the Steering Group. Residents can also offer to help, or simply ask questions. Contact the Neighbourhood Plan Steering Group on any related issue via the 'Help Us' page at www.gxplan.co.uk.

We all have a stake in the future of GX so please feel free to make contact.

4.3 In November 2018, a survey went to every household in the Parish (approx. 3,400 homes). The purpose of the survey was to establish the priorities and concerns of the residents.

4.4 This consultation received 420 responses or approximately 5% of residents.

The initial responses that started to shape the Neighbourhood Plan are shown below:

Do you have any concerns about any of the following aspects of Gerrards Cross?	1 Not concerned	2	3	4 Very concerned
The condition of community buildings	40.84%	43.72%	12.04%	3.40%
The condition of roads and pavements	0.24%	4.32%	16.78%	78.66%
The condition of rights-of-way	22.02%	30.05%	26.95%	20.98%
Availability of car parking for residents	31.90%	22.28%	18.98%	26.84%
Availability of car parking for commuters	27.71%	22.67%	21.16%	28.46%
Availability of car parking for local workers	20.60%	22.86%	25.13%	31.41%
Availability of car parking for shoppers	22.42%	24.69%	23.92%	28.97%
Levels of traffic congestion	6.14%	26.78%	31.45%	35.63%
The speed of traffic	14.93%	29.60%	26.61%	28.86%
Cycleway provision	38.21%	25.13%	19.48%	17.18%
Provision of bus services	31.38%	31.12%	24.49%	13.01%
Air pollution	24.11%	35.79%	21.06%	19.04%
Sense of community	17.44%	28.97%	34.62%	18.97%
Crime and anti-social behaviour	11.00%	30.75%	30.25%	28.00%
Provision of school places at primary level	54.45%	27.22%	11.86%	6.47%
Provision of school places at junior level	53.62%	26.81%	13.14%	6.43%
Provision of school places at secondary level	51.20%	22.40%	16.53%	9.87%
Provision of childcare places	57.45%	27.64%	9.49%	5.42%
Provision of social and affordable housing*	35.11%	31.04%	18.58%	15.27%

How important do you feel the following town centre issues are for Gerrards Cross?	1 Not important	2	3	4 Very important
Attraction of town centre to visitors	10.34%	22.17%	33.50%	33.99%
Having a homogenised street scene	9.30%	24.37%	31.41%	34.92%
Encouraging more businesses into the town centre	8.42%	18.32%	26.48%	46.78%
Parking	4.69%	16.79%	33.58%	44.94%
Premises being empty for prolonged periods	2.44%	9.54%	27.87%	60.15%
Variety of shops/businesses	1.72%	6.64%	28.99%	62.65%

How important do you feel the following environmental issues are for Gerrards Cross	1 Not important	2	3	4 Very important
Retaining and protecting green belt around the town	1.67%	5.01%	14.08%	79.24%
Maintaining green "gaps" around Gerrards Cross	0.97%	3.14%	16.42%	79.47%
Protection of wildlife and plants that are key to biodiversity	2.64%	8.89%	24.05%	64.42%

Retaining and protecting green spaces (woodlands, commons etc)	0.72%	1.67%	13.40%	84.21%
Retaining access to green spaces through paths and cycleways	2.42%	6.28%	22.22%	69.08%

Do you feel Gerrards Cross needs more of any of the following facilities?	1 Definitely not	2	3	4 Definitely yes
Doctors surgeries and/or walk in centres	4.10%	19.76%	26.50%	49.64%
Dentists	20.61%	50.64%	19.08%	9.67%
Pharmacies	41.37%	51.27%	4.57%	2.79%
Places of worship	50.50%	43.50%	4.00%	2.00%
Independent shops	1.46%	9.02%	39.03%	50.49%
Chain Stores	41.56%	36.27%	16.38%	5.79%
Post offices	35.61%	38.38%	14.14%	11.87%
Recreation grounds and sports facilities	13.25%	39.75%	32.25%	14.75%
Social community facilities (e.g. community café)	15.37%	40.81%	31.98%	11.84%
Play areas	20.25%	45.32%	24.30%	10.13%
Local buses	12.82%	33.59%	32.82%	20.77%
Public houses and/or restaurants	25.71%	36.50%	21.08%	16.71%

What type of properties are most needed in Gerrards Cross?	1 No need	2	3	4 Strong need
Social housing	35.73%	28.81%	24.93%	10.53%
Affordable market housing (based on local incomes)	18.32%	21.63%	33.33%	26.72%
Flats	39.79%	30.77%	24.67%	4.77%
Small houses (1 or 2 beds)	11.93%	24.87%	43.40%	19.80%
Medium houses (3 beds)	8.68%	22.08%	47.65%	21.59%
Large houses (4 or more beds)	42.97%	34.27%	17.64%	5.12%
Affordable retirement accommodation	9.41%	17.08%	44.55%	28.96%
Sheltered and care accommodation	15.56%	26.79%	39.54%	18.11%
Gated communities	59.54%	23.41%	12.22%	4.83%

What principles should influence the design of any new developments?	1 Strongly disagree	2	3	4 Strongly agree
Innovative design and appearance	15.40%	27.78%	32.83%	23.99%
Have off street parking	1.22%	1.95%	27.97%	68.86%
Be proportionate to scale, layout and character of surrounding buildings	0.97%	4.13%	20.87%	74.03%
Have a garden	2.23%	15.10%	51.98%	30.69%

Security	2.49%	16.71%	44.89%	35.91%
Be built sustainably and energy efficient	0.73%	5.87%	37.41%	55.99%
Include landscaping and planting schemes	1.72%	9.61%	46.31%	42.36%
Retaining and redeveloping existing buildings wherever possible	3.65%	9.98%	28.46%	57.91%
Allowing change of use of buildings (e.g. office being converted into flats)	8.35%	14.25%	39.81%	37.59%

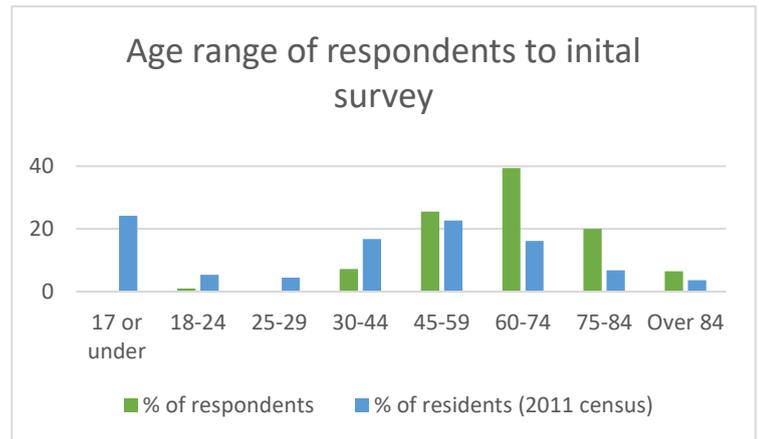
4.5 Again, the Neighbourhood Plan Steering Group had a stand at the Christmas Festival, to increase awareness and ask for opinions on the various topics.



5 Consultation activities in 2019: Evidence gathering, Policy writing.

5.1 The 2018 survey results showed a disproportionate response with respect to ages (see table), with a noticeable lack of responses from respondents aged under 50.

5.2 To compensate for this, two more survey aimed at those 50 years old were conducted. The first, aimed at 18-50 yr olds received 28 responses, and can be seen in Appendix 2. The second, aimed at the Under 18's unfortunately did not receive any responses.



5.3 A speech was given at local Rotary Club meeting 'Creating a Neighbourhood Plan for Gerrards Cross' to raise awareness and gather opinions and support for the neighbourhood Plan.

5.4 Articles were again written for all The Voice, to keep the community informed of the progress of the Neighbourhood Plan.

Gerrards Cross Neighbourhood Plan – Latest News!

The latest work from the Steering Group included a Community Questionnaire which was distributed to around 3400 local households and businesses in November 2018. The response represented approximately 5% of the population, with 419 replies. An incentive was offered for the return of the questionnaire and £100 prizes were won by three lucky residents.

The response, whilst encouraging, was not entirely representative of the local population, with some younger age groups not having offered as many opinions as would be necessary to reflect an accurate cross section of the Gerrards Cross population. The next

action for the Steering Group, therefore, is to find other ways of engaging with such age groups so as to achieve a fair representation of opinions. Eventually a draft Neighbourhood Plan will be proposed to all in Gerrards Cross in the form of a local referendum, following which, after external examination, it will pass into law.

If you would like to know anything about the Neighbourhood Plan, please contact the Steering Group on its website: <https://gxplan.co.uk>



6 Consultation activities in 2020: Call for Sites

6.1 April 2020-Covid lockdown unfortunately halted any more public consultation and slowed down the momentum of the neighbourhood plan.

6.2 In October 2020 a public Call for Sites was carried out, with posters marketing it and adverts written for the Town Council and GXPlan websites and articles written in The Voice to promote it.

Gerrards Cross Neighbourhood Plan - Call for sites

Under the provisions of the Localism Act 2011, a Neighbourhood Plan is a mechanism for helping communities, including local residents and businesses, to influence the planning of the area in which they live and work. It will be used to:

- Develop a shared vision for the neighbourhood.
- Propose where new homes, shops, offices and other development should be built.
- Identify and protect important local green spaces.
- Influence what new buildings should look like.

A steering group comprising local people has been working on the Gerrards Cross Neighbourhood Plan for almost four years and this has included a number of consultations with local people. The Plan will, in due course, emerge into a final version which will then be presented to residents and businesses in Gerrards Cross, in the form of a referendum.

continued on page 3



Why are we calling for sites?

Development is inevitable given the government's stated objectives for building homes, but it is vital that where such development takes place that our community is able to have a say on where development happens and the form it takes. Our Neighbourhood Plan will enable this local 'voice' to be heard and have real influence backed by the law. The alternative to there not being any local voice will be no influence and the possibility of development where others have control.

As part of its work in assessing future development needs, the Steering Group is calling upon landowners, and agents of land within the parish, for expressions of interest in applying for future development permission.

This is an informal opportunity for landowners and developers to propose sites, within the parish which may be appropriate for development. This exercise will not in itself decide whether a site would be allocated for development by the Neighbourhood Plan nor will it commit the proposer(s) to applying for planning consent, but it will enable the Steering Group to understand better how the needs and wishes of the community can be met by the available land.

The site suggestions received by us will be used to guide and inform the preparation of the Allocations of Land and Site Development section of the Neighbourhood Plan.

If you would like a site/s to be considered for development by the Neighbourhood Plan, we would be pleased to hear from you. The sites need not be in your ownership if you have a responsibility for managing them and they can be proposals for a wide range of development uses.

7 Consultation Activities 2021/22 Screening/SEA/HRA

7.1 The majority of 2021 and 2022 was spent carrying out site assessments, screening report from Bucks Council and subsequently the SEA and HRA.

8 Regulation 14 Pre-submission Consultation 2023.

- 8.1 The six-week consultation period required under Regulation 14 ran from 3rd July to 27th August 2023. To encourage as many local people as possible to engage in the consultation, various methods of communication were used. These included the preparation of a sixteen-page 'executive summary' of the Regulation 14 neighbourhood plan including a feedback form and links to digital feedback methods, which were delivered to every house in the parish. Printed paper copies of the full plan were available to read at the Town Council Offices and library. Digitally, people were invited to access full plan, all the supporting evidence documents and feedback forms online on the dedicated GXPlan website. Information about the consultation, links to the neighbourhood plan website and digital feedback websites were also available on the Town Council website. A full digital feedback form was available via the survey website SurveyMonkey, with Paper versions available from the Town Council Offices.
- 8.2 In addition, an article highlighting the importance of the Regulation 14 consultation and directing people to where to find more information about the Neighbourhood Plan was printed in The Voice parish magazine. Posts were also made on social media directing people to the parish council website and SurveyMonkey feedback form.

Gerrards Cross Neighbourhood Plan - August UPDATE

A Neighbourhood Plan is a valuable asset as it enables a community to be able to have a say in the future of the places where they live and work. It gives power to produce a plan with real legal weight that directs development in the local area.

Gerrards Cross Town Council commenced work on a Neighbourhood Plan in 2017 and enabled the establishment of a steering group to lead its development. This group is made up entirely of local people who volunteered following two town meetings in early 2017.

The Neighbourhood Plan process requires a specific path to be followed, an important part of which is community engagement to seek opinions on the future of Gerrards Cross. This has happened over the years of the Plan's development. The present stage now requires submission of the latest Neighbourhood Plan draft to be presented to all residents and businesses in Gerrards Cross and to ask for feedback on its content.

All homes and businesses will have received a summary of the Plan delivered by hand during early July, stating how to access the full details and to feedback comments. The full version of the Plan with all appendices is available on-line as noted below. Please do view the Plan and comment.

Access to the draft Plan with all the detail plus how to comment is available until August 27th 2023 at: <https://gxplan.co.uk> or look for 'Neighbourhood Plan' at the Town Council website <https://www.gerrardscross.gov.uk>

Feedback Form at: <https://www.surveymonkey.co.uk/r/GXPlan>

Article by Norman Holmes



- 8.3 In accordance with requirements of the Neighbourhood Planning Regulations, relevant statutory consultees were notified by letter. In addition, a range of parties that the Gerrards Cross Neighbourhood Plan steering group considered were likely to have an interest in the plan were also written to. All parties were advised to download a copy of the plan but were advised that hard copies could be issued on request. The list of Consultees can be found in Appendix 1.
- 8.4 As Appendix 3 shows, while there were a few negative comments, the people who responded to the consultation were supportive of the NP policies. Appendix 4 shows the detailed comments by

the local planning authority. These have been studied and changes made to satisfy the Basic Conditions criteria and improve clarity. The tables detail the working group responses to the comments received and actions and/or text changes made.

9 Conclusion.

- 9.1 Consultation has played a prominent role in shaping the preparation of the GXNP, and every effort has been made to engage with the widest possible audience within the community. Interest in the plan increased over the years it has taken to prepare the NP. A visible presence of the Neighbourhood Plan at key, well attended village events each year has helped maintain the plan preparation's profile, along with regular updates in the village news magazine.

Appendix 1 List of Consultees

Buckinghamshire Council Planning Department	Director of Public Health for Buckinghamshire Council
HEWEB Local Area Manager	National Grid (c/o AMEC) AMEC Environment & Infrastructure Limited
Chalfont St Peter Parish Council	Thames Water
Denham Parish Council	British Gas Connections Ltd
Fulmer Parish Council	AMEC Environment & Infrastructure Limited
Hedgerley Parish Council	ES Pipelines Ltd
Beaconsfield Parish Council	SSE Pipelines Ltd
Slough Council	The Gas Transport Company Ltd
Three Rivers District Council	United Utilities Network Ltd
Hillingdon London Borough	Campaign for the Protection of Rural England
Thames Valley Policy	National Trust
The Coal Authority	Berkshire, Buckinghamshire & Oxfordshire Wildlife Trust
Homes & Communities England	Royal Society for the Protection of Birds
Natural England	Sport England
Environment Agency	Sustrans
Historic England	Confederation of British Industry
Network Rail	Home Builders Federation
Highways England (Now National Highways)	National Housing Federation
EE Phone network	Federation of Small Businesses
O2 (UK) Ltd (Telefonica UK Limited)	Road Haulage Association
Three	Chamber of Trade and Commerce
Above Net Communication UK Ltd	Disability Rights UK
AT&T Telecommunications	Stagecoach Group plc
BT Group	Royal Mail
Orange Personal Communication Services Ltd	
Telewest Communications	
Tiscali UK Ltd	
T-Mobile UK Ltd	

Appendix 2 18-50 yr old Questionnaire

Age Range	Percent
18 to 19	3.5%
20 to 24	17.9%
25 to 29	25%
30 to 44	35.7%
45 to 50	17.9%

Ref	Question	Yes	No
1	Do you use the shops in Gerrards Cross?	70%	30%
2	Should we encourage vitality in the town centre by welcoming new businesses and making it an attractive place to spend time?	100%	0%
3	Better footpaths and cycle paths should be created to avoid the need for cars...	64%	36%
4	More parking for rail commuters is needed...	59%	41%
5	More parking for shoppers and workers is needed...	69%	31%
6	More school places at primary/junior level are needed...	65%	35%
7	We need more smaller (1-2 bed) and medium (3 bed) affordable homes...	93%	7%
8	We need more large (4+ beds) homes...	0%	100%
9	More affordable retirement/sheltered homes are needed...	74%	26%
10	It is important new building be sustainable and energy efficient...	86%	14%
11	New buildings should resemble those we already have...	63%	37%
12	We should retain and protect the green belt surrounding the town...	93%	7%
13	We should retain and protect green spaces, commons, parks, woodlands etc.	100%	0%
14	GX needs a GP surgery...	67%	33%
15	We should protect our old, heritage buildings...	96%	4%
16	Gerrards Cross should look and feel the same as it does now even when it grows	67%	33%
17	Would you use public transport/shared commuter services if they were convenient and available at reasonable cost?	86%	14%

What would encourage you to use the town centre shops and businesses more? e.g. longer opening hours, better variety, prices, more parking/cheaper parking?

different shops

more shops

better variety of shops

better variety

longer opening hours, better variety, cheaper parking. More social ie cocktail bar/pubs

more parking/cheaper parking

cheaper parking

more variety, more choice, different ideas and concepts

more choices

longer opening hours, better variety, prices

More variety

Better variety, reduce rent/business rates

Better variety, prices, more parking

All

All, and appealing to a younger demographic

Prices, hours, environmentally friendly, less posh/less exclusive

Fewer niche shops

Gerrards Cross Neighbourhood Plan Under 18 Survey

Gerrards Cross is writing a Neighbourhood Plan. This is a document to show what we (the people who live here) wish Gerrards Cross to look like in 20 years' time. We want you to tell us what **you** would like the future of the town to look like.

School.....Age.....Do you live in Gerrards Cross?.....

Question/Statement	YES	NO
Do you think you will stay in Gerrards Cross to live once you have left school/college/university?		
If no, please tell us why		
Should we encourage employment opportunities eg businesses, shops, offices in GX?		
Would you like to work in Gerrards Cross in the future?		
Do you use the shops in Gerrards Cross town centre?		
In the Neighbourhood Plan we have ideas to make Gerrards Cross a good place to visit. What are your ideas?		
Should there be more, affordable homes for younger people in Gerrards Cross?		
Should new houses look like the houses we already have in Gerrards Cross?		
Are there places we definitely should not build houses? – please say where		
We should make sure there are green spaces between Gerrards Cross and neighbouring towns and villages.		
What is your main method of travelling around Gerrards Cross?		
How can we reduce the need for cars in Gerrards Cross?		
Are you happy with the current play area?		
Can you suggest ONE leisure or sporting or play facility you would like to see in the town?		
Should we protect our old buildings?		
Should Gerrards Cross look and feel the same as now even when it grows?		
Is there anything else you would like to see in Gerrards Cross? Please say.		
Is there anything else you would like to add? Please use the other side of the paper if you need to.		

Appendix 3 Reg14 Responses and Actions

Address	Are you acting as an Agent for someone else?	Clients Details	To which part of the neighbourhood plan does this representation relate?	Is your representation	Please say why you are supporting or objecting to the plan, or make your comments here. Please be as precise as possible. You can expand the box by clicking and dragging the lower right hand corner with three bars.	SG response	Action taken
Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
HK Moor	No						
Bruce Holborn	No		Draft Plan.	Supporting	A well considered plan for the future of Gerrards Cross.	Noted	No action taken
DAVID ANTHONY BRADLEY	No		Policy 4 Orchehill Rise Car Park	Objecting	<p>The proposed development at Orchehill Rise Car Park would be directly adjacent to our house/ rear garden. I strongly object to the proposed development for the following reasons: - It would significantly negatively impact on my privacy. I purposely purchased our house on Orchehill Avenue because it did not have any onlooking properties to the rear. - In addition, the proposed development would significantly negatively alter my view from the back of our property. Being in the Conservation Area, we currently have a lovely green view of trees. I must also add that we are not allowed to do anything to the trees in our garden without seeking approval from the Council and so we are astounded that there is now a proposal to build a block of flats at the bottom of our garden. - The proposed development would significantly negatively impact on a number of existing residential properties, all of which are very high value properties. I consider this loss of property value to be of huge concern. This loss of value is driven not only by a loss of privacy and view but also by a further push out of properties in Orchehill Avenue from the catchment area of the very highly regarded and Ofsted excellent Gerrards Cross Church of England School at Moreland Drive. A number of properties in Orchehill Avenue currently just make it into the catchment area and this development could put an end to that for a number of existing residents. - The proposed development would have a detrimental impact on noise levels in the neighbourhood. Not only from increased road traffic but also from the proposed dense level of population in such a small area. - As identified in the neighbourhood plan, Orchehill Rise Car Park is in the Conservation Area and so I object to the proposal of a number of new and additional houses, or a block of flats, being built in the area given how unsympathetic this would be to the surroundings. - The majority of couples and families in today's society have more than one car. On such a small site, how is parking going to be adequately provided without having a negative impact on surrounding neighbourhood streets? - I strongly object to Orchehill Rise Car Park being contemplated as a potential site for development of high density housing (by which I assume we are talking about a block of flats) as this would be entirely out of character in the Conservation Area. And if the site is not developed as flats, how is it really large enough to make any significant impact on delivering moderate/ affordable housing? - Orchehill Rise is already very congested at the beginning and end of the day when commuters treat the street as a car park for the station. This situation would clearly get worse with a development on the street too and be extremely difficult during construction of the site. - As has been acknowledged in the draft plan, Gerrards Cross does not have its own NHS GP surgery and already has to rely on overwhelmed surgeries in Chalfont St Peter. Any increase in density in population in Orchehill Rise will simply exacerbate that problem further.</p>	The GXNP allocates 7 dwellings for the Orchehill Rise car park site, with 35-40% to be delivered in the form of two/three bedroom houses. It also identifies the need to ensure appropriate landscaping is provided to minimise the landscape and visual effect of development.	No action taken

Address	Are you acting as an Agent for someone else?	Clients Details	To which part of the neighbourhood plan does this representation relate?	Is your representation	Please say why you are supporting or objecting to the plan, or make your comments here. Please be as precise as possible. You can expand the box by clicking and dragging the lower right hand corner with three bars.	SG response	Action taken
Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
HOLLY LOUISE BRADLEY	No		Policy 4 Orchehill Rise Car Park	Objecting	<p>The proposed development at Orchehill Rise Car Park would be directly adjacent to our house/ rear garden. I strongly object to the proposed development for the following reasons: - It would significantly negatively impact on my privacy. I purposely purchased our house on Orchehill Avenue because it did not have any onlooking properties to the rear. - In addition, the proposed development would significantly negatively alter my view from the back of our property. Being in the Conservation Area, we currently have a lovely green view of trees. I must also add that we are not allowed to do anything to the trees in our garden without seeking approval from the Council and so we are astounded that there is now a proposal to build a block of flats at the bottom of our garden. - The proposed development would significantly negatively impact on a number of existing residential properties, all of which are very high value properties. I consider this loss of property value to be of huge concern. This loss of value is driven not only by a loss of privacy and view but also by a further push out of properties in Orchehill Avenue from the catchment area of the very highly regarded and Ofsted excellent Gerrards Cross Church of England School at Moreland Drive. A number of properties in Orchehill Avenue currently just make it into the catchment area and this development could put an end to that for a number of existing residents. - The proposed development would have a detrimental impact on noise levels in the neighbourhood. Not only from increased road traffic but also from the proposed dense level of population in such a small area. - As identified in the neighbourhood plan, Orchehill Rise Car Park is in the Conservation Area and so I object to the proposal of a number of new and additional houses, or a block of flats, being built in the area given how unsympathetic this would be to the surroundings. - The majority of couples and families in today's society have more than one car. On such a small site, how is parking going to be adequately provided without having a negative impact on surrounding neighbourhood streets? - I strongly object to Orchehill Rise Car Park being contemplated as a potential site for development of high density housing (by which I assume we are talking about a block of flats) as this would be entirely out of character in the Conservation Area. And if the site is not developed as flats, how is it really large enough to make any significant impact on delivering moderate/ affordable housing? - Orchehill Rise is already very congested at the beginning and end of the day when commuters treat the street as a car park for the station. This situation would clearly get worse with a development on the street too and be extremely difficult during construction of the site. - As has been acknowledged in the draft plan, Gerrards Cross does not have its own NHS GP surgery and already has to rely on overwhelmed surgeries in Chalfont St Peter. Any increase in density in population in Orchehill Rise will simply exacerbate that problem further.</p>	The GXNP allocates 7 dwellings for the Orchehill Rise car park site, with 35-40% to be delivered in the form of two/three bedroom houses. In addition, the policy stipulates that the maximum building height is not expected to exceed the surrounding buildings. It also identifies the need to ensure appropriate landscaping is provided to minimise the landscape and visual effect.	No action taken
Andrew White	No						

Address	Are you acting as an Agent for someone else?	Clients Details	To which part of the neighbourhood plan does this representation relate?	Is your representation	Please say why you are supporting or objecting to the plan, or make your comments here. Please be as precise as possible. You can expand the box by clicking and dragging the lower right hand corner with three bars.	SG response	Action taken
Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
Kate Norris	No		Objective #4; The development of Orchehill Rise car park.	Objecting	Our family have lived in Orchehill Avenue and been part of the Gerrards Cross community for more than 45 years. Whilst we recognise the need to identify and propose development sites we are not convinced that housing on Orchehill Rise delivers any material benefit to the community or that it would be in accordance with the Conservation policies. Comments: 1. Number of dwellings is contradicted - Appendix J indicates up to 21 dwellings could be accommodated in a 'high-density' development, contradicting the information contained in the Summary document and issued pamphlet which both state 7 dwellings (within objective #4). Therefore which is it, and why is this important detail hidden in an appendix? This may invalidate the public consultation process as residents may not have read the appendix. 2. Appendix J also refers to a potentially larger site area – but this is not explained. 3. Loss of character – Development of this site would be in conflict with the conservation objectives which are in place to maintain the character of the homes and gardens. The homes adjacent to this proposed site would lose privacy and outlook. High-Density housing is not in character. 4. Car Parking contradiction – Whilst the plan states that this site as an exception, objectives #3 and #11 refer to having adequate parking in the town. Whilst there has been a change in demand for the train station parking, there is an increasing number of large employers asking staff to return to offices in London. How does The Plan justify or mitigate this risk if existing infrastructure is removed, population rises and office working returns in the near future? 5. Precedent - Development of this site would set a precedent for the surrounding homes and area. Families would consider moving out and developers would have the necessary precedent to re-develop homes along Orchehill Avenue e.g. to executive flats (as in several other GX roads e.g. Oval Way and Packhorse Rd). Once you change the character within the conservation area then the argument is lost and further change will follow. In our view The Plan should acknowledge this inevitable development of Orchehill Rise and Avenue – bring more homes in the form of apartments. Missing clarifications that would improve the consultation process: a. What type of housing could be put on such a site given its narrow dimension? b. Would the public footway be impacted, replaced by a road (the site is very narrow, at approx. 12 m across)? c. What does the plan propose for the existing Telecoms mast Conservation Area The designation to a Conservation Area was, we thought, a positive and much needed step to protect a beautiful part of GX. Recently however we're concerned that its purpose has been lost with development after development eroding the very character it was to protect. In 2017 a classic example of an Arts and Crafts home, as cited in Conservation documents, 43 Orchehill Avenue, was demolished and replaced. Continuous Disruption When sites like this are proposed there should be better consideration of impacted residents. I'd welcome an addition to The Plan that talks to how residents will be protected from developments e.g. bonfires, noise, dust, unsociable hours. These things are sometimes mentioned in planning consent but there's little evidence of any control or consideration. Such a policy would really add to our community which is under increasing pressure of large home re-development as well as new sites.	1. Appendix J is a site assessment which identifies the <u>maximum</u> potential for all the sites assessed. The Gerrards Cross Neighbourhood Plan Policy 4 has allocated 7 dwellings at Orchehill Rise car park. 2. This information can be found in the South Bucks HELAA. 3. Noted 4. Car park policy wording amended. 5. Noted.	No action taken
Anna Stokes	No						
Valerie Fisher	No		Objective 4	Supporting	This is a site that is under used currently (especially post covid) and would add much needed housing close to the town centre.	Noted	No action taken
George Lawley	No						
John wheeler	No		Policy 4	Objecting	I believe That the orchehill rise, Station car Park Should remain as a car park. Often in the past the main station car park has been full so I have had to use the OrchHill car Park. There is already a shortage of car park space in Gerrards Cross.	Noted	No action taken

Address	Are you acting as an Agent for someone else?	Clients Details	To which part of the neighbourhood plan does this representation relate?	Is your representation	Please say why you are supporting or objecting to the plan, or make your comments here. Please be as precise as possible. You can expand the box by clicking and dragging the lower right hand corner with three bars.	SG response	Action taken
Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
GX Community Association	No		Policy 15	Objecting	We have received the summary document giving brief details of the Neighbourhood Plan and are writing with our comments. Firstly, it would appear that National Guidance has not been followed by the Town Council, in that land owners should be informed of the outcome of an assessment and the proposal for designation of that land as Local Green Space within the Draft Local Plan. To our knowledge, no such communication was received prior to the production of the Executive Summary. The first we knew of the proposal to designate four areas of the Gerrards Cross Community Association land as Local Green Spaces was when the Draft Plan was delivered to the town. We would also point out that Policy 15 mentions the Memorial Centre War Memorial whilst Policy 17 includes the Gerrards Cross Memorial Building. We would be grateful for clarification as to which building/s this refers to. As Trustees of the Gerrards Cross Community Association site, we would ask that areas GS8 Memorial Centre Allotments, GS9 Memorial Centre Tennis Courts and GS10 Memorial Centre Green Area are removed from the proposed Local Green Space designation.	Noted	Historic England Ref for Memorial Centre (community building) 1124424 and Historic England Ref for Memorial Building (war memorial) 1430052 added into policy wording for clarity. No sites removed from NP
HK Moor	No		Obj 1	Commenting	I understand in the detail of this proposal it says that there will be emphasis on maintaining retail properties unless after a <i>minimum</i> of six months of marketing it is apparent that it is no longer needed for retail/commercial purposes. Instead, given increases of online shopping, my view would be to consolidate Gerrards Cross retail premises into Packhorse Road where appropriate. As retail premises become available on the streets off Packhorse Road, my opinion would be to turn these to residential. Retail units on all streets in the town centre can be vacant for a long time (sometimes years) before they are re-let for commercial/retail purposes. Empty units are unappealing and detract from the vibrancy of the town centre. Therefore, I favour consolidation of retail into a smaller space. If retail units on Packhorse Road can't be re-let for retail/commercial after a maximum of 12 months, these, too, should be turned over to residential in my view.	Noted	Policy 1 BP (B) marketing time increased from 6 months to 12 months
Thames Water	No			Commenting	*For full info see 4pg Document 'Thames Water'* ...we agree that the Neighbourhood Plan should include a specific reference to the key issue of the provision of wastewater/sewerage and water supply infrastructure to service development proposed in a policy. This is necessary because it will not be possible to identify all of the water/sewerage infrastructure required over the plan period due to the way water companies are regulated and plan in 5 year periods (Asset Management Plans or AMPs). We recommend that the Neighbourhood Plan include the following policy/supporting text: "Where appropriate, planning permission for developments which result in the need for off-site upgrades, will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades." "The Local Planning Authority will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers are encouraged to contact the water/waste water company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint the Local Planning Authority will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development..."	Noted	policy evidence wording added at BP 8.3.7: Where appropriate, planning permission for developments which result in the need for off-site upgrades, will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades. 8.3.8: The Local Planning Authority should seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers are encouraged to contact the water/wastewater company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements.

d Actions

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Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
Thames Water	No			Commenting	<p>*For full info see 4pg Document 'Thames Water'* "...It is our understanding that the water efficiency standards of 105 litres per person per day is only applied through the building regulations where there is a planning condition requiring this standard (as set out at paragraph 2.8 of Part G2 of the Building Regulations). As the Thames Water area is defined as water stressed it is considered that such a condition should be attached as standard to all planning approvals for new residential development in order to help ensure that the standard is effectively delivered through the building regulations.</p> <p>Within Part G of Building Regulations, the 110 litres/person/day level can be achieved through either the 'Calculation Method' or the 'Fittings Approach' (Table 2.2). The Fittings Approach provides clear flow-rate and volume performance metrics for each water using device / fitting in new dwellings. Thames Water considers the Fittings Approach, as outlined in Table 2.2 of Part G, increases the confidence that water efficient devices will be installed in the new dwelling. Insight from our smart water metering programme shows that household built to the 110 litres/person/day level using the Calculation Method, did not achieve the intended water performance levels..."</p>	Noted	Policy 4 BP (i) added: i. Development must be designed to be water efficient and reduce water consumption. Refurbishments and other non-domestic development will be expected to meet BREEAM water-efficiency credits. Residential development must not exceed a maximum water use of 105 litres per head per day (excluding the allowance of up to 5 litres for external water consumption) using the 'Fittings Approach' in Table 2.2 of Part G of Building Regulations. Planning conditions will be applied to new residential development to ensure that the water efficiency standards are met.
Thames Water	No			Commenting	<p>*For full info see 4pg Document 'Thames Water'* "...It is our understanding that the water efficiency standards of 105 litres per person per day is only applied through the building regulations where there is a planning condition requiring this standard (as set out at paragraph 2.8 of Part G2 of the Building Regulations). As the Thames Water area is defined as water stressed it is considered that such a condition should be attached as standard to all planning approvals for new residential development in order to help ensure that the standard is effectively delivered through the building regulations.</p> <p>Within Part G of Building Regulations, the 110 litres/person/day level can be achieved through either the 'Calculation Method' or the 'Fittings Approach' (Table 2.2). The Fittings Approach provides clear flow-rate and volume performance metrics for each water using device / fitting in new dwellings. Thames Water considers the Fittings Approach, as outlined in Table 2.2 of Part G, increases the confidence that water efficient devices will be installed in the new dwelling. Insight from our smart water metering programme shows that household built to the 110 litres/person/day level using the Calculation Method, did not achieve the intended water performance levels..."</p>	Noted	Policy 5 BP (i) added: i. Development must be designed to be water efficient and reduce water consumption. Refurbishments and other non-domestic development will be expected to meet BREEAM water-efficiency credits. Residential development must not exceed a maximum water use of 105 litres per head per day (excluding the allowance of up to 5 litres for external water consumption) using the 'Fittings Approach' in Table 2.2 of Part G of Building Regulations. Planning conditions will be applied to new residential development to ensure that the water efficiency standards are met.
Thames Water	No			Commenting	<p>*For full info see 4pg Document 'Thames Water'* "...Flood risk sustainability objectives and policies should also make reference to 'sewer flooding' and an acceptance that flooding can occur away from the flood plain as a result of development where off site sewerage infrastructure and capacity is not in place ahead of development.</p> <p>With regard to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, watercourses or surface water sewer. It is important to reduce the quantity of surface water entering the sewerage system in order to maximise the capacity for foul sewage to reduce the risk of sewer flooding.</p> <p>Limiting the opportunity for surface water entering the foul and combined sewer networks is of critical importance to Thames Water. Thames Water have advocated an approach to SuDS that limits as far as possible the volume of and rate at which surface water enters the public sewer system. By doing this, SuDS have the potential to play an important role in helping to ensure the sewerage network has the capacity to cater for population growth and the effects of climate change..."</p>	Noted	policy evidence added BP 8.3.9: It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding."

Address	Are you acting as an Agent for someone else?	Clients Details	To which part of the neighbourhood plan does this representation relate?	Is your representation	Please say why you are supporting or objecting to the plan, or make your comments here. Please be as precise as possible. You can expand the box by clicking and dragging the lower right hand corner with three bars.	SG response	Action taken
Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
Cynthia Patterson	No			Commenting	I think most of the plan is excellent but have a couple of suggestions. Speed limit on Packhorse Road from the traffic lights at the A40 junction to the the Junction with East Common should be 30 mph. I walk across the Common and cross this section of Packhorse road regularly and the speed of some vehicles is frequently far too fast . 30mph from the lights , and all through the Town would be far safer. The parking on Packhorse Road should be removed and the pavement widened outside the shops and restaurants there. Cars today are far too large to fit into these spaces and they stick out into the road and cause problems . Vans and lorries frequently use these spaces too ,and also cause congestion. As do people who insist on using these spaces when they are travelling down the road in the wrong direction to slip into the spaces (ie from the bridge towards the A40). The cafes there would appreciate the wider pavement for tables and maybe flower tubs i am sure . I would not like to sit there with cars manoeuvring into the parking spaces as there is always the potential for an accident ,as happened a few years ago ,when a car went through the window of a cafe , narrowly missing customers.	Outside scope of NP	Community Aspiration(2) added to NP: Investigate opportunities to encourage outdoor eating/socialising areas within the town centre
Susan A Mills	No		Policy 10	Commenting	The speed limit on the A40 is 40mph. The many junctions near Bull Lane, Bulstrode Way, Bull Hotel and Bp Garage. I have witnessed so many accidents, recently and over the years. Including fatalities. People exiting the Bull hotel are often unfamiliar with the area. The garage also has a cash machine allowing on road parking. Bull Lane, Bulstrode Way exit onto the A40 is frequently backed up leading to frustration. Just 3 weeks ago another motor cyclist was seriously hurt. Could you look at either lowering the speed or installing a roundabout. Anything would help.	Outside the scope of Neighbourhood Plans.	No action taken
Christopher Veys	No		Policy 5, 7 & 17	Commenting	I believe more emphasis and strength of policy should be given to retaining the historic buildings in Gerrards Cross ie the houses that were built when Gerrards Cross was first created in the early 20 th century, particularly in the conservations areas.	Noted	No action taken
Christopher Veys	No		Policy 12	Commenting	I believe the oblique pull in parking by the shops in the centre of Gerrards Cross (outside the shops on the West side of the road and the south side of the bridge) should be removed and the space turned into pavement and an area where temporary / weekend market stalls could be created. This would significantly enhance the centre of Gerrards Cross. These parking spaces are also dangerous particularly when cars reverse out, but also when longer cars park in these spaces projecting into the road and forcing cars driving towards the bridge to come very close to the cars on the opposite side. Also, traffic builds up when cars try and park in these spaces from the opposite side of the road; or do 3 point turns when leaving the spaces.	Outside scope of NP	Community Aspiration added to NP: Investigate opportunities to encourage outdoor eating/socialising areas within the town centre
Christopher Veys	No		Policy 12	Commenting	I realise not necessarily the scope of the plan, but please note that as a resident of Gerrards Cross, I usually visit the shops in Chalfont St Peter because the first hour is free and parking is relatively easy! The charges at all times in the public car parks are a significant consideration in where to shop for those pop in or individual items.	Outside scope of NP	No action taken
Graham Lister	No		Policy 10	Commenting	Comments. It is evident that concern for the safety of pedestrians and congestion shows the need to control driving speeds through the town centre and on "short cut" routes indicated by car navigation systems such as the use of Bulstrode Way to bypass the traffic lights from the A40 and the use of Lower Road. A limit of 20 mph throughout the central area of GX would improve safety and reduce congestion. It could also reduce pothole damage caused by heavy vehicles moving at speed in areas where roadside parking forces vehicles to use the edges of roads. While the temporary designation of Lower Road as a protected walking and cycle route was clearly a failure this is not a reason to ignore this road or it adjacent green space (in the Parish of CSP). Better facilities for walkers and cyclists, traffic calming and rubbish collection is urgently required.	Outside scope of Neighbourhood Plan	No action taken

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Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
Graham Lister	No		Policy 4	Commenting	Comments The use of Orchehill Rise Car Park as a site for 7 houses will do little to meet the local demand for housing in our area. It risks greatly increasing the misuse of roads such as Lower Road as a car park from which to access the station. While demand for parking spaces has declined in recent years due to Covid and working from home, it is not yet clear that demand will not return to previous levels when illegal or uncontrolled parking was a major problem in GX. The once proposed multi storey car park in Station Road was in part a result of this demand. It is not logical to reduce parking for commuters until British Rail redevelop their main car park. This should be one element of the GXPlan.	Noted	No action taken
Graham Lister	No		Policy 7	Commenting	While I hope that vibrant local shops will be retained in our town centre. It is important to face the reality of a reduction in high street trading as more retail moves online. It is therefore important for the GXplan to put forward a more creative plan for the evolution of shops and business premises. This could accept greater use of sites as office work stations and residential premises while promoting local market-places (and congratulations on the once a month street market).	Noted	No action taken
Graham Lister	No		Comm Asp 4	Commenting	Comments While supporting the long-held hope for the return of primary care facilities in GX the reality is that primary care has changed radically in the last 25 years. GPs now work in Primary Care Networks with a team of health and care workers working with local organisations and groups to support physical and mental health and wellbeing. The hope for GX might be that the Gerrards Cross Community Association might serve as a hub for such support with input from our local Chalfonts Primary Care Network BHT and the Oxfordshire Mental Health Partnership. It is not realistic to suggest that simply providing a site for a GP practice will solve this problem.	Noted	No action taken
David Price				Commenting	Having lived on Mill lane since 1999, I am writing to inform and bring to your attention the bridge on Mill lane is an accident waiting to happen especially in the morning when the Children go to school. We walk our 9 year old to school, but we witness every day people taking off on the bridge as they are late for work etc. Mill Lane is a rat run between the A40 and the A413 at this time of the morning, skip lorries with full loads hurtle down the road. Have mentioned a quick and cheaper alternative to the mayor but as usual Mill lane is at the back of the village and low profile. The economical solution would be to make it one way, install a pavement for safe passage on the bridge and on Mill lane, and then instal speed humps before and after the bridge to reduce the speed. The bridge was built back in the 30's when cars were slimmer, now with Range Rovers a popular family choice its simply not wide enough for two cars and pedestrians. I invite you to come and walk the lower part of the road during school term between 8.30am and 9am and you will witness the inconvenience of being a pedestrian and the lack of safety in the road for someone looking to not use their car to take the children to school.	Outside scope of Neighbourhood Plan	No action taken
Chris Brown				Commenting	4.4 I think this should say that the Medical Infrastruture in Gerrards Cross is non-existent as there are no GPs and no hospital facilities.	Noted	No action taken
Chris Brown				Commenting	5.1 Vision mentions lack of bus services. It should also mention lack of alternative access (walking and cycling) to/from neighbouring towns.	Noted	No action taken
Chris Brown				Commenting	Businesses in the Town Centre are supported (section 7) but what about businesses in the periphery, such as farming.	Noted	No action taken
Chris Brown				Commenting	8.2.6 Which site is this referring to?	8.2.1-8.2.10 all refer to Orchehill Rise car park	No action taken

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Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
Chris Brown				Commenting	8.1.13 "Sites have been identified which infill or flatten out the current Green Belt boundary" Which sites does this refer to?	See BP 8.1.5 '8.1.5 In addition to the allocated site, the GXNP has identified five sites (GX3, GX4, GX5, GX6, GX7 on the site assessment) Appendix E currently in the Green Belt (Appendix C) in the Settlement Policy Boundary (SPB), which would be suitable for removal from Green Belt, if the need arose.' NB: GX7 has since been removed from the Plan.	No action taken
Chris Brown				Commenting	9.3.5 The Station Travel Plan only addresses access to Gerrards Cross Station. Cycling and walking between communities eg Denham, Hedgerley, Beaconsfield, Chalfont, Amersham should also be included.	Outside scope of Neighbourhood Plan	No action taken
Chris Brown				Commenting	Policy 14 on page 38 states: "Outside the settlement boundary within the Safeguarded Land, only development that is not prejudicial to the potential future use of this land to meet Gerrards Cross' longer term development needs will be acceptable." It is not clear what this means. Could some further explanation be included. What is the Safeguarded Land?	Safeguarded land is land between the urban area and the Green Belt	Definition added to NP
Chris Brown				Commenting	Map F2 Settlement Boundary map on page 39 is blurred and unreadable.	Noted	final maps to be drawn for examination copy of NP
Chris Brown				Commenting	What is the Settlement Boundary? We live within the Parish boundary but outside the Settlement boundary. Does this plan not apply to us?	settlement boundaries separate built up areas from the surrounding Open Countryside or Green Belt. The Neighbourhood Plan covers the whole Parish of Gerrards Cross.	No action taken
Chris Brown				Commenting	10.5.1 Could do with a map of the Green Belt gaps.	See maps I-IV	No action taken
Chris Brown				Commenting	10.5.1 A note of the current use of Green Belt gaps such as farming and wildlife would help prevent these being developed. Also Wapseys Wood should be returned to agricultural and recreational use.	Noted	No action taken
Judy Fearn				Commenting	Please can you explain how: 1) the consultation was conducted and why I wasn't given the opportunity to participate. I do not share your confidence that the plan "meets our needs". You claim it's "your town" but evidently without "your voice"	There have been various consultations carried out during the process of creating the Neighbourhood Plan. This (Regulation 14) is the first formal consultation. Comments can also be made during Regulation 16, which will be carried out by Buckinghamshire Council.	No action taken
Judy Fearn				Commenting	2) protecting Burnham Beeches is relevant to the GX plan. I assume that the document posted through my letterbox was proof read before the town council went to the expense of getting the document printed (page 7 point h. talks about protecting Burnham Beeches from recreational pressure)	This is a requirement due to Gerrards Cross falling within the Zone of Influence of Burnham Beeches Special Area of Conservation	No action taken
Judy Fearn				Commenting	3) Removing car parking in Orchehill rise solves your stated challenge point 3 on page 3 of "adequate parking to address the needs of commuters".	Noted	Reference to commuters removed

Address	Are you acting as an Agent for someone else?	Clients Details	To which part of the neighbourhood plan does this representation relate?	Is your representation	Please say why you are supporting or objecting to the plan, or make your comments here. Please be as precise as possible. You can expand the box by clicking and dragging the lower right hand corner with three bars.	SG response	Action taken
Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
Ian Holdstock			Obj 12	Commenting	this plan pay lipservice to objective 12 to provide more cycle routes and footpaths in order to cut the volume of traffic and promote a healthy lifestyle, the current provisions of cycleways are poorly marked, not direct and do not protect the cyclist in anyway from the traffic. there is no evidence that anything Well be done under this plan to improve the situation and reverse the trend of car is king within GX. careful consideration should be given to 1. protected cycle routes to all schools in the area. thus promoting cycling and lifestyle form an early age. 2. marked cycle lanes within the town centre with dramatically improved road surfaces. 3. consideration of widening some of the footpaths to be joint cycle and walking usage, specifically those alongside and over the railway line to the west of the town centre. 4. improved town centre infrastructure and security to encourage weekend leisure cyclists to stop off in the town centre and increase the business (cafe) use.	Outside the scope of Neighbourhood Plans.	No action taken
Helen Gladstone				Commenting	Thank you for the summary of values for the development of GX to 2040. This reads admirably conservative of the many beautiful features in the town. I have lived in the same house in GX since 1961 and seen much seemingly unregulated growth. Succeeding generations of house owners have been allowed to knock down vernacular buildings and replace them with much larger, ugly, pretentious houses. There is no attempt to keep the original character of street after street in the Dukes Wood area. How could this happen with such a clear development vision? These house replacements mitigate against neighbourliness.	Noted	No action taken
Andrew White				Commenting	Areas identified for development within Gerrards Cross: We wholeheartedly support the conclusions reached in Annex J ('Site Selection'), particularly in relation to GX2 'Overflow car park'. However, the Plan does not address the important issue of the potential location of a future GP's building. Could we suggest that the Town Council ("TC") consider the following options: (1) that the GPs is located at site GX1 'Orchehill Rise Car Park', (2) if site GX8 'Site GX8 Land either side of Camp Road' is developed, a condition in any such permission is added forcing the creation of a GPs sufficiently large to serve the town's growing population, (3) the car park opposite Waitrose (near the library) would appear to be a good location, possibly with the addition of quality parking above, (4) should any of the other commercial buildings in GX fail to rent for commercial purposes it would be better that one is repurposed for a GPs rather than residential purposes,	The GXNP identifies the community aspiration to provide appropriate space for the provision of a new GP surgery within GX. This will be taken on by the Town Council.	No action taken
Andrew White			4.6 Public Transport:	Commenting	the Policy states, "... with trains into and out of London (Marylebone) approximately every 20 minutes from 6am to 8pm." This statement is highly misleading. As a community we cannot accept the poor and deteriorating rail service we receive. Trains between GX and Marylebone are frequently jam packed, frequently there isn't enough space on the train for all passengers to squeeze on at Marylebone. On Monday 21 st August 2023, there are 53 services scheduled between GX and Marylebone, at approximately every 20 minutes. However, there are only 42 services between Marylebone and GX, further these return services often run a few minutes apart (e.g. 10:06 and 10:10, 13:06 & 13:10, 15:40 & 15:44) then they tend to run every 30 minutes (e.g. 18:19, 18:49, 19L:14, 19:40, 19:46). The following statement would be more accurate: "There is a railway station in Gerrards Cross with trains into and out of London (Marylebone). The service delivered to the community has deteriorated significantly, the frequency of services (particularly from Marylebone to Gerrards Cross has declined), residents frequently experience an unacceptable level of overcrowding." The point is that our community Plan shouldn't suggest that the community is happy with the rail service, because the community isn't!	Noted	Wording amended 'There is a railway station in Gerrards Cross with regular trains into and out of London (Marylebone)'

Address	Are you acting as an Agent for someone else?	Clients Details	To which part of the neighbourhood plan does this representation relate?	Is your representation	Please say why you are supporting or objecting to the plan, or make your comments here. Please be as precise as possible. You can expand the box by clicking and dragging the lower right hand corner with three bars.	SG response	Action taken
Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
Andrew White			Obj 11	Commenting	As the nature of our highstreets change, effectively towards offering personal services, not 'things one can buy from Amazon, et al', so does the need for parking. Although we have an occasional traffic warden, vehicles are still frequently witnessed 'fly parking', etc. We live near the cinema and can attest to the fact that Gerrards Cross doesn't have enough parking near the town centre. The problem appears to be more of a relatively short-term parking (less than 3 hours), very close to the town centre problem, for example during popular cinema screenings, or take-away collections. Due to WFH, there appears to be space at the station car parks. There are car parking facilities in the town centre that don't market to this demand, for example: at the Ethorpe Hotel, or at Site 2 (Annex J) (although this site may not be suitable due to very restricted access).	Noted	No action taken
Andrew White			Town Centre Policies, Policy 1	Commenting	Policy States, "Where premises meet the criteria at 'a' above, applications for the conversion of the ground floor existing retails and commercial premises to residential dwellings will be resisted unless it can be demonstrated that the premises are no longer required and/or that there is no other viable use, following the active marketing of the property for a minimum of 6 months. " In the current economic climate this test isn't strong enough where the desire amongst property owners strongly favours conversion to residential. It is often said that commercial rents in Gerrards Cross are "too high", as a community, we would benefit from market forces lowering retail rentals, rather than developers converting retail space to residential, effectively because their rental price is too high. Perhaps, the time period should be 12 months active marketing, where if it can be shown that starting at the previous rental level and with a 10% drops every 3 months the property hasn't let then it may be considered for alternative use.	Noted	Policy 1 BP (B) marketing time increased from 6 months to 12 months
Andrew White			EP18: Telecommunications Development	Commenting	The Plan mentions EP18 but makes no further mention of telecommunications infrastructure. Given changing working patterns (work from home WFH) an excellent telecommunications infrastructure is essential to GX2030. Could we suggest that we add a section to the Plan and support the excellent work of Swish.	Noted	No action taken
Andrew White			Objective 9	Commenting	We wholeheartedly agree with this Objective. Gates whether installed on individual properties or developments discourage the development of "lifetime neighbourhoods".	Noted	No action taken
Catriona White				Commenting	Areas identified for development within Gerrards Cross: We wholeheartedly support the conclusions reached in Annex J ('Site Selection'), particularly in relation to GX2 'Overflow car park'. However, the Plan does not address the important issue of the potential location of a future GP's building. Could we suggest that the Town Council ("TC") consider the following options: (1) that the GPs is located at site GX1 'Orchehill Rise Car Park', (2) if site GX8 'Site GX8 Land either side of Camp Road' is developed, a condition in any such permission is added forcing the creation of a GPs sufficiently large to serve the town's growing population, (3) the car park opposite Waitrose (near the library) would appear to be a good location, possibly with the addition of quality parking above, (4) should any of the other commercial buildings in GX fail to rent for commercial purposes it would be better that one is repurposed for a GPs rather than residential purposes,	The GXNP identifies the community aspiration to provide appropriate space for the provision of a new GP surgery within GX. This will be taken on by the Town Council.	No action taken

Address	Are you acting as an Agent for someone else?	Clients Details	To which part of the neighbourhood plan does this representation relate?	Is your representation	Please say why you are supporting or objecting to the plan, or make your comments here. Please be as precise as possible. You can expand the box by clicking and dragging the lower right hand corner with three bars.	SG response	Action taken
Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
Catriona White			4.6 Public Transport:	Commenting	States, "... with trains into and out of London (Marylebone) approximately every 20 minutes from 6am to 8pm." This statement is highly misleading. As a community we cannot accept the poor and deteriorating rail service we receive. Trains between GX and Marylebone are frequently jam packed, frequently there isn't enough space on the train for all passengers to squeeze on at Marylebone. On Monday 21 st August 2023, there are 53 services scheduled between GX and Marylebone, at approximately every 20 minutes. However, there are only 42 services between Marylebone and GX, further these return services often run a few minutes apart (e.g. 10:06 and 10:10, 13:06 & 13:10, 15:40 & 15:44) then they tend to run every 30 minutes (e.g. 18:19, 18:49, 19L:14, 19:40, 19:46). The following statement would be more accurate: " <i>There is a railway station in Gerrards Cross with trains into and out of London (Marylebone). The service delivered to the community has deteriorated significantly, the frequency of services (particularly from Marylebone to Gerrards Cross has declined), residents frequently experience an unacceptable level of overcrowding.</i> " The point is that our community Plan shouldn't suggest that the community is happy with the rail service, because the community isn't!	Noted	Wording amended 'There is a railway station in Gerrards Cross with regular trains into and out of London (Marylebone)'
Catriona White			Obj 11	Commenting	As the nature of our highstreets change, effectively towards offering personal services, not 'things one can buy from Amazon, et al', so does the need for parking. Although we have an occasional traffic warden, vehicles are still frequently witnessed 'fly parking', etc. We live near the cinema and can attest to the fact that Gerrards Cross doesn't have enough parking near the town centre. The problem appears to be more of a relatively short-term parking (less than 3 hours), very close to the town centre problem, for example during popular cinema screenings, or take-away collections. Due to WFH, there appears to be space at the station car parks. There are car parking facilities in the town centre that don't market to this demand, for example: at the Ethorpe Hotel, or at Site 2 (Annex J) (although this site may not be suitable due to very restricted access).	Noted	No action taken
Catriona White			Town Centre Policies, Policy 1	Commenting	Policy States, " <i>Where premises meet the criteria at 'a' above, applications for the conversion of the ground floor existing retails and commercial premises to residential dwellings will be resisted unless it can be demonstrated that the premises are no longer required and/or that there is no other viable use, following the active marketing of the property for a minimum of 6 months.</i> " In the current economic climate this test isn't strong enough where the desire amongst property owners strongly favours conversion to residential. It is often said that commercial rents in Gerrards Cross are "too high", as a community, we would benefit from market forces lowering retail rentals, rather than developers converting retail space to residential, effectively because their rental price is too high. Perhaps, the time period should be 12 months active marketing, where if it can be shown that starting at the previous rental level and with a 10% drops every 3 months the property hasn't let then it may be considered for alternative use.	Noted	Policy 1 BP (B) marketing time increased from 6 months to 12 months
Catriona White			EP18: Telecommunications Development	Commenting	The Plan mentions EP18 but makes no further mention of telecommunications infrastructure. Given changing working patterns (work from home WFH) an excellent telecommunications infrastructure is essential to GX2030. Could we suggest that we add a section to the Plan and support the excellent work of Swish.	Noted	No action taken
Catriona White			Objective 9	Commenting	We wholeheartedly agree with this Objective. Gates whether installed on individual properties or developments discourage the development of " <i>lifetime neighbourhoods</i> ".	Noted	No action taken

Appendix 3 Relkjg14 Resonponses and Actions

Address	Are you acting as an Agent for someone else?	Clients Details	To which part of the neighbourhood plan does this representation relate?	Is your representation	Please say why you are supporting or objecting to the plan, or make your comments here. Please be as precise as possible. You can expand the box by clicking and dragging the lower right hand corner with three bars.	SG response	Action taken
Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
Alistair White				Commenting	Areas identified for development within Gerrards Cross: We wholeheartedly support the conclusions reached in Annex J ('Site Selection'), particularly in relation to GX2 'Overflow car park'. However, the Plan does not address the important issue of the potential location of a future GP's building. Could we suggest that the Town Council ("TC") consider the following options: (1) that the GPs is located at site GX1 'Orchhill Rise Car Park', (2) if site GX8 'Site GX8 Land either side of Camp Road' is developed, a condition in any such permission is added forcing the creation of a GPs sufficiently large to serve the town's growing population, (3) the car park opposite Waitrose (near the library) would appear to be a good location, possibly with the addition of quality parking above, (4) should any of the other commercial buildings in GX fail to rent for commercial purposes it would be better that one is repurposed for a GPs rather than residential purposes,	The GXNP identifies the community aspiration to provide appropriate space for the provision of a new GP surgery within GX. This will be taken on by the Town Council.	No action taken
Alistair White			4.6 Public Transport:	Commenting	States, "... with trains into and out of London (Marylebone) approximately every 20 minutes from 6am to 8pm." This statement is highly misleading. As a community we cannot accept the poor and deteriorating rail service we receive. Trains between GX and Marylebone are frequently jam packed, frequently there isn't enough space on the train for all passengers to squeeze on at Marylebone. On Monday 21 st August 2023, there are 53 services scheduled between GX and Marylebone, at approximately every 20 minutes. However, there are only 42 services between Marylebone and GX, further these return services often run a few minutes apart (e.g. 10:06 and 10:10, 13:06 & 13:10, 15:40 & 15:44) then they tend to run every 30 minutes (e.g. 18:19, 18:49, 19:14, 19:40, 19:46). The following statement would be more accurate: " <i>There is a railway station in Gerrards Cross with trains into and out of London (Marylebone). The service delivered to the community has deteriorated significantly, the frequency of services (particularly from Marylebone to Gerrards Cross has declined), residents frequently experience an unacceptable level of overcrowding.</i> " The point is that our community Plan shouldn't suggest that the community is happy with the rail service, because the community isn't!	Noted	Wording amended 'There is a railway station in Gerrards Cross with regular trains into and out of London (Marylebone)'
Alistair White			Obj 11	Commenting	As the nature of our highstreets change, effectively towards offering personal services, not 'things one can buy from Amazon, et al', so does the need for parking. Although we have an occasional traffic warden, vehicles are still frequently witnessed 'fly parking', etc. We live near the cinema and can attest to the fact that Gerrards Cross doesn't have enough parking near the town centre. The problem appears to be more of a relatively short-term parking (less than 3 hours), very close to the town centre problem, for example during popular cinema screenings, or take-away collections. Due to WFH, there appears to be space at the station car parks. There are car parking facilities in the town centre that don't market to this demand, for example: at the Ethorpe Hotel, or at Site 2 (Annex J) (although this site may not be suitable due to very restricted access).	Noted	No action taken
Alistair White			Town Centre Policies, Policy 1	Commenting	Policy States, " <i>Where premises meet the criteria at 'a' above, applications for the conversion of the ground floor existing retails and commercial premises to residential dwellings will be resisted unless it can be demonstrated that the premises are no longer required and/or that there is no other viable use, following the active marketing of the property for a minimum of 6 months.</i> " In the current economic climate this test isn't strong enough where the desire amongst property owners strongly favours conversion to residential. It is often said that commercial rents in Gerrards Cross are "too high", as a community, we would benefit from market forces lowering retail rentals, rather than developers converting retail space to residential, effectively because their rental price is too high. Perhaps, the time period should be 12 months active marketing, where if it can be shown that starting at the previous rental level and with a 10% drops every 3 months the property hasn't let then it may be considered for alternative use.	Noted	Policy 1 BP (B) marketing time increased from 6 months to 12 months

Address	Are you acting as an Agent for someone else?	Clients Details	To which part of the neighbourhood plan does this representation relate?	Is your representation	Please say why you are supporting or objecting to the plan, or make your comments here. Please be as precise as possible. You can expand the box by clicking and dragging the lower right hand corner with three bars.	SG response	Action taken
Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
Andrew White			EP18: Telecommunications Development	Commenting	The Plan mentions EP18 but makes no further mention of telecommunications infrastructure. Given changing working patterns (work from home WFH) an excellent telecommunications infrastructure is essential to GX2030. Could we suggest that we add a section to the Plan and support the excellent work of Swish.	Noted	No action taken
Andrew White			Objective 9	Commenting	We wholeheartedly agree with this Objective. Gates whether installed on individual properties or developments discourage the development of "lifetime neighbourhoods".	Noted	No action taken
Emily White				Commenting	Areas identified for development within Gerrards Cross: We wholeheartedly support the conclusions reached in Annex J ('Site Selection'), particularly in relation to GX2 'Overflow car park'. However, the Plan does not address the important issue of the potential location of a future GP's building. Could we suggest that the Town Council ("TC") consider the following options: (1) that the GPs is located at site GX1 'Orchehill Rise Car Park', (2) if site GX8 'Site GX8 Land either side of Camp Road' is developed, a condition in any such permission is added forcing the creation of a GPs sufficiently large to serve the town's growing population, (3) the car park opposite Waitrose (near the library) would appear to be a good location, possibly with the addition of quality parking above, (4) should any of the other commercial buildings in GX fail to rent for commercial purposes it would be better that one is repurposed for a GPs rather than residential purposes,	The GXNP identifies the community aspiration to provide appropriate space for the provision of a new GP surgery within GX. This will be taken on by the Town Council.	No action taken
Emily White			4.6 Public Transport:	Commenting	States, "... with trains into and out of London (Marylebone) approximately every 20 minutes from 6am to 8pm." This statement is highly misleading. As a community we cannot accept the poor and deteriorating rail service we receive. Trains between GX and Marylebone are frequently jam packed, frequently there isn't enough space on the train for all passengers to squeeze on at Marylebone. On Monday 21 st August 2023, there are 53 services scheduled between GX and Marylebone, at approximately every 20 minutes. However, there are only 42 services between Marylebone and GX, further these return services often run a few minutes apart (e.g. 10:06 and 10:10, 13:06 & 13:10, 15:40 & 15:44) then they tend to run every 30 minutes (e.g. 18:19, 18:49, 19L:14, 19:40, 19:46). The following statement would be more accurate: "There is a railway station in Gerrards Cross with trains into and out of London (Marylebone). The service delivered to the community has deteriorated significantly, the frequency of services (particularly from Marylebone to Gerrards Cross has declined), residents frequently experience an unacceptable level of overcrowding." The point is that our community Plan shouldn't suggest that the community is happy with the rail service, because the community isn't!	Noted	Wording amended 'There is a railway station in Gerrards Cross with regular trains into and out of London (Marylebone)'
Emily White			Obj 11	Commenting	As the nature of our highstreets change, effectively towards offering personal services, not 'things one can buy from Amazon, et al', so does the need for parking. Although we have an occasional traffic warden, vehicles are still frequently witnessed 'fly parking', etc. We live near the cinema and can attest to the fact that Gerrards Cross doesn't have enough parking near the town centre. The problem appears to be more of a relatively short-term parking (less than 3 hours), very close to the town centre problem, for example during popular cinema screenings, or take-away collections. Due to WFH, there appears to be space at the station car parks. There are car parking facilities in the town centre that don't market to this demand, for example: at the Ethorpe Hotel, or at Site 2 (Annex J) (although this site may not be suitable due to very restricted access).	Noted	No action taken

Appendix 4
Appendix 3 Reports and Actions

Address	Are you acting as an Agent for someone else?	Clients Details	To which part of the neighbourhood plan does this representation relate?	Is your representation	Please say why you are supporting or objecting to the plan, or make your comments here. Please be as precise as possible. You can expand the box by clicking and dragging the lower right hand corner with three bars.	SG response	Action taken
Name	Response	Name	Open-Ended Response	Response	Open-Ended Response		
Emily White			Town Centre Policies, Policy 1	Commenting	Policy States, "Where premises meet the criteria at 'a' above, applications for the conversion of the ground floor existing retails and commercial premises to residential dwellings will be resisted unless it can be demonstrated that the premises are no longer required and/or that there is no other viable use, following the active marketing of the property for a minimum of 6 months." In the current economic climate this test isn't strong enough where the desire amongst property owners strongly favours conversion to residential. It is often said that commercial rents in Gerrards Cross are "too high", as a community, we would benefit from market forces lowering retail rentals, rather than developers converting retail space to residential, effectively because their rental price is too high. Perhaps, the time period should be 12 months active marketing, where if it can be shown that starting at the previous rental level and with a 10% drops every 3 months the property hasn't let then it may be considered for alternative use.	Noted	Policy 1 BP (B) marketing time increased from 6 months to 12 months
Emily White			EP18: Telecommunications Development	Commenting	The Plan mentions EP18 but makes no further mention of telecommunications infrastructure. Given changing working patterns (work from home WFH) an excellent telecommunications infrastructure is essential to GX2030. Could we suggest that we add a section to the Plan and support the excellent work of Swish.	Noted	No action taken
Emily White			Objective 9	Commenting	We wholeheartedly agree with this Objective. Gates whether installed on individual properties or developments discourage the development of "lifetime neighbourhoods".	Noted	No action taken
Jas Uppal			Policy 4	Objecting	I am writing to object to the development proposed at in the GXPlan, specifically under the Gerrards Cross Neighbourhood Plan Pre-Submission Consultation (Regulation 14). I am very concerned about the proposal, especially as it refers to high density development that appears to be totally out of character for the local area, does not respect local amenities for local residents as well as raising concerns for highway safety. We list below our specific points of objection: (1) High density development is proposed for Orchehill Rise Car Park, although the number of dwellings and type of dwellings is unclear, potentially ranging from 21 – 60. Based on the use of the term high-density, the plot size of the proposed development does not fit in with the local street pattern in SL9 8QE where the properties are characterised by large plots with large spacing between. No actual information is provided on the design of the development, other than the term "affordable housing", which would make the development stand out and not respect the character of the surroundings. It does not respect local context and street pattern or, in particular, the scale and proportions of surrounding buildings, and would be entirely out of the character of the area, to the detriment of our local environment. (2) Development of full extent of Orchehill Rise Car Park would create traffic issues. Gerrards Cross railway and three schools nearby already generate significant traffic and congestion during peak times. This traffic, in addition to access being desired to Gerrards Cross town centre, already creates parking issues for local residents. More buildings equals more cars, so issues with inadequate parking would inevitably put more of a burden on highway safety. Therefore, the development is likely to further contribute to local traffic and congestion issues. (3) The proposed development site of Orchehill Rise Car Park is adjacent to a railway line which already generates noise for residents; therefore additional noise issues arising for local residents from noise related to both initial development and from the residential properties constructed is of concern. (4) In addition, the increased traffic is expected to generate air quality issues in the vicinity as the new residents are likely to have cars. (5) The proposed development in Orchehill Rise Car Park will also overlook a number of Orchehill Avenue properties, creating overshadowing for our property with loss of natural light and loss of privacy. The council has a responsibility to its residents, under the Human Rights Act (in particular Protocol 1, Article 1), to	The GXNP allocates 7 dwellings for the Orchehill Rise car park site, with 35-40% to be delivered in the form of two/three bedroom houses. It also identifies the need to ensure appropriate landscaping is provided to minimise the landscape and visual effect of development.	No action taken
Louise Dandy Historic England				Commenting	See 6 page document 'Historic England'	Noted	No action taken
David Barnes Star Planning	yes	Richborough	multiple	Objecting	See 5 page document 'Richborough Star Planning'	Noted	No action taken
David Broadley Bucks Council				Commenting	See 12 page document 'Bucks Council'		

Appendix 4 Reg14 Buckinghamshire Council Responses and Actions

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
General	Comments are set out by section/sub section as the paragraphs are not numbered. Suggest numbering is added at least to the introduction section for clarity before submission.	Noted	paragraph referencing added
	Introduction – the first paragraph confuses the development plan situation. The Chiltern and South Bucks plan was withdrawn, in the time period for the neighbourhood plan the Buckinghamshire Local Plan will emerge, however at present the development plan for the South Bucks are reverts back to the adopted Local Plan and Core strategy. Suggest re-wording as below.	Noted	wording amended to ', the other part being the emerging Buckinghamshire Local District Plan and the adopted South Bucks Local Plan (Adopted Mar 1999) and South Bucks Core Strategy (Adopted Feb 2011). The South Bucks adopted documents will be replaced by the emerging Buckinghamshire Local Plan during the life of the Gerrards Cross Neighbourhood.'
	'This document represents a draft version of the Neighbourhood Plan for Gerrards Cross Parish. It represents will form one part of the development plan for the parish over the period 2017 to 2040, the other part being the Adopted emerging-Chiltern and South Bucks Local District Plan/Strategic Local Plan/and the South Bucks Core Strategy. The South Bucks adopted documents will be replaced by the emerging Buckinghamshire Local Plan during the life of the Gerrards Cross Neighbourhood plan.'	Noted	
	Third paragraph suggest amending '(revised July 2021).' With '(as amended)' because different parts of the regulations have been revised at different stages and covers ant subsequent changes made during the preparation of the neighbourhood plan. Note not aware of any changes made to the neighbourhood planning regulations in 2021.	Noted	wording amended as suggested
	Fourth paragraph – Technically neighbourhood plans cannot grant planning permission for development. This is enabled by another part of the neighbourhood planning process. To cover this suggest replacing the word 'Plans' with the word 'Planning'.	Noted	wording amended as suggested

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
1 Introduction	Fifth Paragraph – this is both a bit wordy and oversimplifies the decision-making process – the neighbourhood plan will only be one set of policies against which a planning decision will be determined. The rest of the development plan and national guidance will also need to be considered. Suggest re-wording as follows. ‘Under each heading there is the justification for the policies presented which provides the necessary understanding of the policy and explains what it is the plan is seeking to achieve. The policies themselves are presented in the coloured boxes. It is these policies, alongside the development plan and national guidance, against which planning applications will be assessed. It is advisable that, in order to understand the full context for any individual policy, it is read in conjunction with the supporting text.	Noted	wording amended 'e. Under each heading there is the justification for the policies presented which explains what the plan is seeking to achieve'
	Sixth Paragraph – to make the document more user friendly suggest replacing the words ‘contiguous with’ with the words ‘the same as’.	Noted	wording amended as suggested
	Eighth paragraph – the Chiltern and South Bucks Local Plan was withdrawn – so firstly it’s not emerging but secondly has no weight in planning law so shouldn’t be referred to.	Noted	wording amended, reference to the emerging South Bucks & Chiltern Local Plan removed
	Tenth para – some of the issues listed go beyond the planning related powers of a neighbourhood plan.	Noted	wording amended ‘..the community engagement and local research undertaken offers the opportunity to investigate a wider range of issues and opportunities, including...’
	‘The Plan seeks to answer two questions:’ the draft plan could seek to answer these questions but by submission the questions should be answered. May need to delete this text before the submission version.	Noted	No action taken
	Sustainable Development – 4 th bullet – need a comma after the word ‘biodiversity’.	Noted	wording amended as suggested
	National Policy		
	Although as part of the creation of Buckinghamshire Council it was required to have a Local Plan in place by April 2025 due to impending changes to national planning legislation and the requirements for Local Plan production this date is not achievable – maybe better to state Buckinghamshire has started work on a new county wide Local Plan but this is not going to be in place before the Gerrards Cross Neighbourhood plan. the end of the paragraph should also refer to the South Bucks Local Plan 1999 as this also forms part of the Development Plan for the former South Bucks area until it’s replaced by the Buckinghamshire Local Plan.	Noted	wording amended 'Although as part of the creation of Buckinghamshire Council it was required to have a Local Plan in place by April 2025 due to impending changes to national planning legislation and the requirements for Local Plan production it is understood that this date is not achievable. Buckinghamshire has started work on a new county wide Local Plan but this is not going to be in place before the Gerrards Cross Neighbourhood plan. As the Plan is not expected to be complete before the GXNP, the existing South Bucks Local Plan and South Bucks Core Strategy remains of relevance.'
Site selection			

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
	Last bullet point – while the statement doesn't say the Green Belt areas will be released by the neighbourhood plan it does give the impression that Green Belt boundaries might be changed. Green Belt boundaries can only be changed by a neighbourhood plan if a higher tier strategic plan suggests Green Belt boundary changes are required. At the moment work around the Buckinghamshire Local Plan is not suggesting any Green Belt changes.	Noted	wording added '...should the strategic policy identify this need.'
	Suitability – 4 th bullet – effects on community – surely this should look at the effects on existing surrounding residents. New residents will be able to gauge for themselves the effects of the development on their new community.	Noted	wording amended to include existing residents
	Monitoring of the plan – this section is very repetitive particularly on the need to review the plan in five years. This could be re-written to remove duplication. The word 'debar' is not particularly well used suggest changing it to 'prevent'.	Noted	second paragraph removed
	2.1 History of Gerrards Cross First para – 'South Bucks District' no longer exists – could change to 'southern Buckinghamshire' or add the words 'the former' before the word 'South'.	Noted	wording amended as suggested
Section 3	3 Profile of the community today 'South Bucks district' – no longer exists – change to Buckinghamshire or add 'the former' before the word 'South'.	Noted	wording amended as suggested
Section 4	4 Local Infrastructure		
	4.1 Local Plan		
	Given the Chiltern and South Bucks Local Plan was withdrawn do not consider its necessary or appropriate to refer to it in the Local Plan section.	wording left in to show historical completeness	No action taken
	4.2 Housing Numbers and Allocations		
	Again, the Chiltern and South Bucks Local Plan is not relevant suggest deleting the reference to its withdrawal and starting this section at 'GXNP'. When referencing South Bucks as an area suggest adding the words 'the former' before the word 'South' (lines 4 and 7 of the para)	Noted	wording amended 'Due to the withdrawal of the South Bucks and Chiltern Local Plan and the current situation with the Buckinghamshire Local Plan...'
4.3 Housing Needs Assessment No comments on this sub section and those that follow in the rest of Section 4.			
4.4 Medical Infrastructure			

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
	4.5 Road Network 4.6 Public Transport 4.7 Sport & Recreation 4.8 Council Tax Bands 4.9 Local Plan relevant policies		
Section 5	5 Vision and Objectives No Planning comments on this section 5.1 Challenges for Gerrards Cross 5.2 Vision for Gerrards Cross		
	5.2 Vision for GX – Comment from BC Climate change Team		
	<i>There is an aspiration for fast charging Electric Vehicle Charging Infrastructure (EVCI), which will encourage active travel. It is not clear that electric charging will encourage active travel, which I would understand to mean e.g. cycling and walking. This sentence should be changed so that the rationale for EVCI is made more clear – ie. to encourage low emission travel. Alternative methods to encourage active travel should be encouraged.</i>	Noted	BP 5 amended to 'Fast electric charging points are available throughout the town which has helped promote low emission travel.'
	5.2 Vision for GX – Comment from BC Transport Strategy Team		
	“A safe community where people feel comfortable using the local facilities at all times of day or night due to measures in place to improve traffic management and good community policing” Include reference to Wayfinding and signage to make it easier for locals and visitor to navigate.	Noted	BP 4 amended '..New walkways and cycle routes <i>with clear wayfinding and signage</i> have been introduced creating a safer pedestrian environment <i>and encouraging active travel</i> .
	<u>“Fast electric charging points are available throughout the town which has helped promote active travel.” Consider referencing the potential air quality benefits and overall emission reductions, or decarbonisation. Buckinghamshire EV Action Plan is here for reference: https://www.buckinghamshire.gov.uk/parking-roads-and-transport/parking/electric-vehicles/</u>	Noted	No action taken

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
	5.3 Neighbourhood Plan Objectives		
Section 6	Objective/Policy Matrix No comments on this section 6 Policies Development 6.1 Introduction to the Policies		
Section 7	7 Town Centre Policies		
	Policy 1 – marketing – 6 months is a very short marketing period – would recommend a longer period. Vale of Aylesbury Local Plan requires a two-year marketing period to support loss of an employment site.	Noted	Amended to 12 months
	Policy 2 and Policy 3 both appear to cover new business developments. Although policy 2 references small scale business developments small scale is not defined. As such it would appear any new business would have to meet the criterion on policy 3. Suggest two policies are merged to cover re-use and new business developments.	Noted	Policy 2 & 3 deleted and replaced with new policy 'Maintaining a vibrant Town Centre' Planning proposals that generate new employment opportunities, support existing ones or provide opportunities for start-up businesses and that are within the built-up areas of the town centre (as identified on map XX) will be supported subject to the following criteria: <ul style="list-style-type: none"> • The proposals do not severely and negatively impact on traffic. • The proposal respects the built character and landscape character of the town centre. • The proposal does not cause an unacceptable impact on the amenities of nearby residential properties; and • The proposal provides adequate parking, servicing and access arrangements'
	Although in the town centre section policy 3 as written would appear to cover any retail developments outside of the defined town centre. As such the retail element of the policy would be applicable throughout the neighbourhood plan area. if this is not the intention, then the area to which the policy is applicable will need to be clearly defined on the policies map.	Noted	Policy reworded (shown above) to reflect feedback
The criterion in policy 3 are a bit vague and as such would be difficult to implement by Development Management officers, what is a satisfactory access? What is an appropriate level of car and cycle parking. A developer and a DM officer could well interpret these points differently which makes determination of a planning application difficult and tricky to defend if it's taken to appeal.	Noted	Policy reworded (shown above) to reflect feedback	

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
	<p>Paragraph 7.1.20 references the provision of new and retention of existing residential uses within the town centres. However, policy 2 and 3 as written would support new business uses over the loss of residential because the policies make no mention of the retention of existing town centre residential use. To protect existing residential uses the revised policy will need to include a clause/reference to that effect.</p>	Noted	Policy reworded (shown above) to reflect feedback
	<p>8 Housing Policies</p>		
	<p>Paragraph 8.1.1 – don't consider reference to the Chiltern and South Bucks Local Plan examination is relevant and it's also been mentioned earlier in the plan. in this context the relevant housing data is referred to and the reasons why the Chiltern and South Bucks were withdrawn are not relevant.</p>	Information kept in for completeness	No action taken
	<p>The current development plan for the area seeks to protect the existing Green Belt and doesn't propose any changes to the Green Belt boundaries. At the moment the emerging work on the Buckinghamshire Local Plan is seeking to avoid any Green Belt release. As such there is no strategic plan policy basis for the Gerrards Cross Neighbourhood plan to be considering Green Belt amendments even if only as part of a call for sites exercise. Thus, could be considered to be not in conformity with the strategic planning policies for the area.</p>	Noted	wording added to 8.1.7. It is understood that the South Bucks Core Strategy seeks to protect the Green Belt and the emerging work on the Buckinghamshire Local Plan is seeking to avoid any Green Belt release.
	<p>Policy 4 – this site allocation appears to be one of the Chiltern Railways Car parks for Gerrards Cross station according to station website the car park is operated by Chiltern Railways and contains 129 car parking spaces. The policy makes no mention of the provision of replacement parking. This runs contrary to Objective 11: Provide parking for commuters, shoppers and residents and to the challenges for Gerrards Cross set out at paragraph 5.1 which reference provision of sufficient infrastructure including parking and specifically reference the need for adequate parking to meet the needs of commuters. Given the parking concerns as set out in the plan how can the allocation of one of the Station car parks for housing development be justified.</p>	due to the NP being created before/after the pandemic, commuter needs have changed since the objectives were first written.	Objective reworded to 'Provide parking for visitors, shoppers and residents'

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
	Given the extensive areas of railway land around the identified site why has the site been restricted to the existing car park area only.	the area surrounding is mostly embankment and therefore unsuitable for development	No action taken
	Clause e. of the policy refers to discussions with the Highways Authority and South Bucks, while the Highways Authority is Buckinghamshire Council and South Bucks is no longer in existence- the Highways Authority is often specifically referred to in legislation so suggest keeping that phrase but changing 'South Bucks' to Buckinghamshire Council planning department.	Noted	wording amended as suggested
	Paragraph 8.2.4 is un-necessary and should be deleted – reference to withdrawn Local Plan.	Noted	wording deleted as suggested
	Paragraph 8.2.5 if this is felt necessary to retain then delete the words 'Following this' although its not clear while highlighting a wider area need of nearly 5000 dwellings is relevant to a single very small site allocation of 7 dwellings within the neighbourhood plan. all that the reference would seem to imply is that the neighbourhood plan should be making more significant site allocations to go some way to meeting this considerable housing need. As such the neighbourhood plans own content may be used against it by developers seeking to develop or redevelop other sites in the town which could potentially provide more significant levels of housing.	Noted	wording deleted as suggested
	Policy 5 – without some form of guidance/standards to apply its difficult for the decision maker to determine if adequate bin storage or cycle storage facilities. For example, is this a fixed stand to secure a bike to or is it an indoor storage facility to keep the bike secure and out of the weather. Is the storage for one bike or a bike for each potential resident etc.	Noted	guidance added: 8.3.5 C ycle Storage should match The London Plan 2016 guidance for cycle parking of 1 space per studio/1 bedroom unit and 2 spaces per all other dwellings. Cycle storage should be secure, fit-for-purpose and well-located. 8.3.6 B in/recycling storage should conform to the local authorities storage and collection strategies and requirements.

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
Section 8	Clause d – while it is assumed the aim of this policy is to prevent a new row of dwellings all looking the same how is this applied to one new building. As written, you could say the policy requires a new development to have a different look to the remainder of the street and its possible some developers may seek to exploit this clause if it's not further clarified.	Noted	amended to 'have a varied appearance which reflects the surrounding buildings'
	Clause i. leaves the door open for different styles of development but how the decision maker determines what justifies a departure is left open to them this could lead to inconsistency in decision making and risk of varying decisions being made if applications are taken to appeal.	Noted	clause I delted
Policy 5 – BC Climate Change Team comment:			
<p data-bbox="120 668 1025 762">“In addition, dwellings will be expected to meet the highest possible standards of construction, Code for Sustainable Homes and BREEAM (Building Research Establishment Environmental Assessment Method) standards or equivalent.”</p>			
<p data-bbox="120 767 1025 933">Recommend that this be made if possible more specific and up to date, suggesting for example a specific “minimum” BREEAM rating or indicating what standard is expected. It is my understanding that the Code for Sustainable Homes has been discontinued. No further comments from Climate Change.</p>			
Policy 6			
<p data-bbox="120 971 1025 1295">This sets the housing mix requirement at 10 dwellings or more. Given the acknowledged lack of potential development sites within the town area excluded from the Green Belt the possibility of developments proposing 10 or more dwellings appears to be limited. Given the strategic policy sets a threshold of five dwellings before a suitable mix of housing types should be considered it seems to run contrary to the strategic policy to set the neighbourhood plan threshold at 10. Setting a lower threshold would avoid this policy conflict and hopefully ensure a mix of dwelling types on the smaller developments more likely to come forward in the area.</p>			

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
	<p>Policy 7 – its not clear what this policy is trying to achieve its opening lines reference the re-use of buildings to meet the objectively Assessed Housing needs assessment. The policy is also located in the housing section which suggests its intention is to provide a housing source of development. However, the clauses a – c seem to apply to any form of development/re-use and the justification below the policy appears to be talking about the options for commercial re-use and how existing commercial sites could be reused to provide sites for difficult to locate commercial uses.</p>	Noted	<p>Policy 7 reworded 'The re-use, conversion, and adaptation of permanent, structurally sound, buildings of substantial construction which would lead to an enhancement of the character of the area and will be supported.</p> <p>Proposals for the demolition, redevelopment or substantial alterations to these buildings should demonstrate the consideration that has been given to retaining:</p> <ul style="list-style-type: none"> • the important character building itself; • its most distinctive and important features; • the positive elements of its setting and its relationship to its immediate surroundings; and • the contribution that the building and its setting makes to the character of the local area.'
	<p>As the policy does not define the area to which it operates it could be assumed to be a plan wide policy. Therefore, if the policy permits residential conversion/re-use it could be in conflict with policies 2 and 3 and if it relates to commercial re-use there could be some overlap with those earlier policies.</p>	Noted	Policies 2,3 & 7 have been reworded. Any conflict has now been resolved
	<p>Policy 8 – assuming any greenfield land /open space in the town is protected. Given the built up area is surrounded by the Green Belt the effect is to focus development onto previously developed land as such although it reflects an objective of the neighbourhood plan the policy is not really necessary.</p>	Noted	No action taken
	<p>Policy 9 – this is more of a statement of intent or aim of the plan rather than a policy. Building regulations will be applied to new developments outside of the planning policy system. Again, stating in a policy that something, gated developments, will be discouraged doesn't mean it can be refused on that basis. Not sure policy as written could be implemented by a decision maker.</p>	Noted	Final sentence reworded 'Gated developments will not be supported.'
	<p>9 Transport & Movement</p>		

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
Section 9	<p>Policy 10 clause a) this is a plan aim not a policy. Therefore, Clause a) cannot be included in the policy text. Highways improvements beyond those specifically related to the increased transport movements from a new development fall outside of planning control and hence the remit of a neighbourhood Plan. Neighbourhood plans often cover these wider community aims/aspirations by including a section on non-planning matters as part of the neighbourhood plan.</p>	Noted	BP (a) removed to community aspirations (Comm Aspiration No 5)
	<p>Policy 11 – although entitled off street parking the policy only applies standards to new residential homes to be built. As such there don't appear to be any standards for commercial/community uses and its unclear if the parking requirements would apply to building conversions from commercial to residential uses.</p>	Noted	Policy renamed 'RESIDENTIAL off-street parking'
	<p>Looking at the proposed parking standards its unclear why 1 bedroomed properties would need more parking provision when part of a 10 or more development or why 4 bedroomed houses would require less provision. This is especially so given the policy aim to include all parking within or adjacent to each property.</p>	Noted	Typo for 1 bedroomed properties amended to match 10 dwellings and below. 4 bed properties in the above 10 dweelings amended to match 10 dwellings and below
	<p>Policy 12 by stating that all existing public car parking should be retained unless equivalent replacement parking can be provided. Reinforces the need to justify why this isn't a requirement of the allocated housing site on the Orchehill car park.</p>	due to the NP being created before/after the pandemic, commuter needs have changed since the objectives were first written.	Policy 12 has been reworded: '-change of use of <i>the following existing public car parking (shown in Appendix K) will not be permitted unless equivalent and equally accessible parking can be provided as a replacement: Station upper car park- Ethorpe Close, Cinema car park, Bulstrode Way car park, Packhorse Road car park, Station Road car park, Tesco car park, Memorial Centre car park, Gerrards Cross Train Station car park.</i> ' Appendices also added accordingly.
	<p>Policy 13 – clause b is really an ambition as improvements to walkways are unlikely to be directly related to a planning application unless the development site is adjacent to a walkway.</p>	Noted	No action taken

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
	<p>Clause c – given there is a community Infrastructure Levy in place across the former South Bucks area its unlikely a developer would be willing to contribute additional funds to offsite walkway improvements unless it can be proven that the new development would add sufficient users to the walkway routes that they needed to be enhanced.</p>	Noted	No action taken
	<p>Paragraphs 9.3.6-9.3.10 Comments from BC Transport Strategy Team:</p>		
	<p>These paragraphs reference a parking review and parking restriction measures in relation to ‘Pedestrian access and walkway routes’ policy. Consider relating the parking interventions to the impact on active travel infrastructure and accessibility – It is not clear whether the parking issues relate to on street parking which impedes on walking and cycling?</p>	Noted	paras 9.3.6-9.3.10 moved to evidence for policy 12, new para's 9.2.8-9.2.12
	<p>Consider accessibility requirements for those with mobility difficulties such as the elderly and young children in this policy</p>	Noted	para 9.3.6 added '9.3.6 All walkway routes are expected to consider accessibility requirements for those with mobility difficulties such as the elderly and young children.'
<p>10 Environment</p>	<p>Policy 14 – clause b refers to Safeguarded land. As the land beyond the settlement boundary is Green Belt its unclear what safeguarded land is referring to. Safeguarded land is generally land that has been removed from the Green Belt and kept as a future area where a settlement could expand.</p>	Noted	BP 10.1.5 added '10.1.5 It is understood that there is currently no safeguarded land (land between the urban area and the Green Belt) surrounding Gerrards Cross. However, to ensure the longevity of the Neighbourhood Plan, safeguarded land has been included in this policy.'
	<p>The neighbourhood plan has no powers to safeguard land/review the Green Belt without a direction from a higher tier plan. as outlines in the neighbourhood plan the last comprehensive Green Belt assessment of the County didn't suggest any significant changes to the Green Belt boundaries around Gerrard cross. As such it is considered that reference to safeguarded land could be contrary to the strategic policies of the higher tier plan.</p>	Noted	Policy renamed 'Gerrards Cross settlement boundary'. Clause (b) amended 'Outside the settlement boudary within any safegaurded land, only development...'. Clause (c) amended 'development should comply with Policies 5 (General design of residential development) and 6 (Housing Mix) in this plan'

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
Section 10	<p>Paragraph 10.1.3 – this para mentions areas of land which could be considered for removal from the Green Belt. as mentioned before as the higher tier plan makes no mention of Green Belt boundary changes/release the neighbourhood plan should not be looking at this issue at this point in time. In advance of any Buckinghamshire decision on Green Belt review and any criterion for Green Belt boundary changes that review might set it is considered that the neighbourhood plan is being premature in suggesting areas which might not meet the Buckinghamshire criterion for potential release.</p>	Noted	wording added into para 10.1.3 '10.1.3 Although it is understood that at the current time the emerging work on the Buckinghamshire Local Plan is seeking to avoid any Green Belt release..'
	<p>Given 93% of respondents supported retaining and protecting the Green Belt around the town the neighbourhood plan seems to run contrary to that public opinion by suggesting future Green Belt changes.</p>	Noted	No action taken
	<p>Policy 15 – no comments on list of local green spaces identified – however see comments on Appendix D.</p>		
	<p>Policy 16 – no comments on this policy.</p>		
	<p>Policy 17 – From the descriptions in the neighbourhood plan – Gerrards Cross Common although old and designated as common land is not designated as a heritage asset as such not sure it should be listed in the policy text. Nationally designated Buildings, monuments (Bulstrode Camp), historic parkland (Bulstrode park) etc are given protection by national legislation and Guidance. In this case does the neighbourhood plan need to refer to national designated heritage assets in a policy or is this merely duplication of national protection?</p>	Noted	Reference to GX Common removed from policy 17. Wording in para (a) amended to '..Those of particular community value include...' to show assets of high community value within the policy
	<p>Clause c – be aware that Buckinghamshire is compiling a list of local heritage designated buildings – may want to ensure that there is no duplication.</p>	Noted	No action taken
	<p>Policy 17 comment from BC Archaeology Team:</p>		
	<p>17(a) This policy is not needed as Scheduled Monuments and Listed Buildings are already protected at a higher level</p>	Noted	No action taken
<p>17 (b) and Appendix F - Care should be taken with the term Non Designated Heritage Asset. This should not be used to define all buildings/sites that the NP team feel to be important, it is only for those assets defined either through inclusion on the Local Heritage List or through the planning process.</p>	Noted	BP C deleted	

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
	<p>17 (c) and Appendix F - We would recommend Appendix 7(<i>Ed. – I think the Team meant "F"</i>) is omitted. As well as potentially becoming 'out of date' very quickly, it does not include all archaeological assets, and is misleading in terms of NDHAS. Instead we suggest that the NP recommend that development proposals consult with the Historic Environment Record (HER), as a minimum. This would be in accordance with paragraph 194 of the NPPF which states that in determining applications "As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.</p>	Noted	BP C deleted
	<p>Archaeology General - Buckinghamshire Council is currently compiling a local list of heritage assets, which will include archaeological sites. Any archaeological sites confirmed on the local list will be taken into consideration in the planning process. For further information, see Home - Buckinghamshire's Local Heritage List (local-heritage-list.org.uk)</p>	Noted	No action taken
	<p>Policy 18 – the neighbourhood plan accepts that all of the identified gap sites are Green Belt. one of the purposes (purpose of the Green Belt is to prevent settlements from merging. As such 3 of the 4 identified gaps would be protected by existing policy. However, it acknowledges that there is the ability for Buckinghamshire at some point in the future to review the Green Belt status of these sites so the Town Council may want the re-assurance of an additional Neighbourhood plan Protection for this area. however, identified GA area 2 is not a gap, as acknowledged in the neighbourhood Plan, between the two settlements because Gerrards Cross is physically joined to Chalfont St Peter. As such it is not considered that the identified gap 2 can be described as such and possibly shouldn't be included in this policy.</p>	Noted	BP reference amended to 'Gerrards Cross to Chalfont St Peter parish boundary'

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
	<p>Appendix A – No comments on the accuracy of the list. However, as an observation given the current fast changing face of retail and support services would be good to add a date as to when the list was compiled – i.e. List correct as at XX 2023 as the list of business may change and you don't want people questioning the accuracy of the plan because the list of retail uses is out of date.</p>	Noted	date included on title page
	<p>Appendix B – this refers to South Bucks district in a number of places. As mentioned, South Bucks District no longer exists but appreciate many statistical facts are still based on the former districts. Suggest that each time South Bucks is mentioned the words – 'the former' are added to avoid any confusion.</p>	Noted	'the former' added to both references of South Bucks
	<p>Appendix C – it may be helpful to add the pale green shading to the map key to avoid any doubt as to what that colour represents.</p>	Noted	green space within Gerrards Cross key added
	<p>Appendix D – While the maps A and B are useful to identify the location of the Local Green Spaces these need to provide more detail if they are to be used by Planning officers to determine planning applications. The level of detail is better on Map C where a planning officer or potential developer would be able to clearly identify the areas covered by the local green space policy. In some cases Neighbourhood plan examiners have requested more detailed mapping to show sites/facilities that a neighbourhood plan is seeking to protect to aid the decision makers and avoid any possible confusion. As such its suggested better mapping is inserted before submission.</p>	Noted	Professional Maps will be created for the examination copy of the Neighbourhood Plan
	<p>Appendix E - This shows sites with potential for Green Belt release. The sites shown on the plan start at GX3 and run to GX7 its unclear if site GX1 and 2 were assessed but not considered suitable for release or if they are missing from the plan. Given its not considered the Green Belt release plan should feature in the neighbourhood plan to be submitted this shouldn't be an issue. However, if the plan is retained in any form it needs to be made clear what the decision is on sites GX1 and GX2.</p>		Sites renumbered GBR1-4 for clarity

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
Appendices	<p>It's also worth noting that site GX6 was considered as part of the Buckinghamshire Green Belt work as the whole area from the Chalfont St Peter area though to the Gerrards cross area indicated at GX6 – this area was discounted as a site for potential Green Belt release because of the TPO and local nature wildlife site designations. As such even if release was agreed it wouldn't provide any development potential which is why the Chiltern and South Bucks Local Plan didn't propose the area for release from the Green Belt.</p>	Noted	No action taken
	<p>The mapping is not clear and any study to justify Green Belt changes would require more detailed mapping and a reasoned justification analysis of each site proposed for removal from the Green Belt. However, based on the Appendix E map the proposed release sites GX5 and GX7 don't appear to have development on two sides. GX7 in particular appears to move from a permanent defensible Green Belt boundary the A413 into less well-defined Green Belt boundaries and expand the settlement outwards into the Green Belt. Proposed site GX3 would appear to leave an isolated pocket of Green Belt land between it and the remainder of the town. This is not generally favoured in any Green Belt review and if removed would leave the isolated Green Belt portion open to development or pressure for its removal as part of the neighbourhood plan process.</p>	<p>Maps updated to make location of GX5 clearer & identify dwellings on both sides of site. Re: GX3, the 'isolated pocket' is identified in policy 15 (GS4)- Gerrards Cross C of E School playing/sports fields.</p>	<p>GX7 removed from Neighbourhood Plan (sites also renumbered in reference to comment above). Updated maps added to plan to make locations clearer.</p>
	<p>Appendix F – no specific comments on Appendix list – see comments on Policy 17.</p> <p>Appendix G – See comments on Policy 18</p> <p>Appendix H – the map keys on both maps are not readable.</p> <p>Appendix I – no comments</p> <p>Appendix J – No comments</p>		

Section	Comment, Section Numbering and any change required	SG Response	Action Taken
General Comments	The neighbourhood plan is lacking a policies map to bring all its designations together in one place. Again this is something that neighbourhood plan examiners often request as a modification if there isn't one produced at submission stage.	Noted	maps will be created for examination draft of NP