



Wolverton Town Centre Neighbourhood Development Plan

Consultation Statement – November 2014

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1. Purpose of Consultation Statement

- 1.1. As required in Neighbourhood Planning Regulations 2012 (Localism Act 2011) and in accordance with the local planning authority's guidance on consultation, Wolverton and Greenleys Town Council (WGTC) has involved residents, businesses and other stakeholders with an interest in the Parish in the preparatory stages for the Neighbourhood Plan.
- 1.2. This Statement sets out the chronological order of how the Neighbourhood Plan was prepared, including the consultation events carried out and responses received. It also gives details of the supporting activities that the Neighbourhood Plan Steering Committee has been involved in during the process, such as the Town Benchmarking Survey. The aim of the consultation has been to ensure that there is as widespread as possible understanding of the reasons for and content of the Neighbourhood Plan.

2. Background

Town Council

Prior to the designation of Milton Keynes New Town in 1967, Wolverton had its own local government in the form of Wolverton Urban District Council. Formed in 1920, the Wolverton Urban District Council included New Bradwell, Wolverton, Stony Stratford and Calverton. It was disbanded in 1974 when Wolverton became part of Milton Keynes.

- 2.1. Between 1974 and 2001 Wolverton came under the jurisdiction of Milton Keynes Borough Council. In 2001 Milton Keynes Council became the first Unitary Authority in England to fully parish the whole borough, with Wolverton & Greenleys Town Council established, together with 5 other parishes. There are now 48 parish councils or meetings within the Borough of Milton Keynes.
- 2.2. The parish is bounded to the north by the River Great Ouse, to the east by the West Coast railway line, to the south by the Millers Way (H2) grid road, and to the west by the A5. As of mid-2014 the parish has a population of around 13,750¹ and is an area of development with 1,140 (24% increase) new residential properties developed within the parish in the last ten years.
- 2.3. The formation of the Town Council in 2001 reinvigorated community action on many local issues. One of the early and important decisions made was to support and partly fund the Countryside Agency's Market Town's Healthcheck process² which led to the development of the Future Wolverton vision. This

¹ Milton Keynes Population Bulletin 2013/14, published November 2013.
www.mkiobservatory.org.uk/Download/Public/1026/DOCUMENT/10341/PopulationBulletin-20134.pdf

² Market Towns Healthcheck – futurewolverton.org/wp-content/documents/FutureWolvertonMTHHealthcheck.pdf

important document has been the catalyst for a range of important regeneration projects in which the Town Council has been an active partner.

Wolverton Steering Group

- 2.4. As well as participating in the delivery of some vision related projects, Wolverton and Greenleys Town Council have also been represented on Wolverton Steering Group, which supported the regeneration of the town for 10 years.
- 2.5. Wolverton Steering Group was established in 2004 to act as a forum for residents, businesses and voluntary and community organisations to meet with statutory agencies involved in the regeneration and development of Wolverton.
- 2.6. The group's vision was to establish Wolverton as "a thriving and sustainable town within the city of Milton Keynes: a town with an active and involved community which celebrates its' past and seeks to protect and enhance the unique heritage whilst developing new business, housing and community facilities to ensure future prosperity".
- 2.7. This vision statement was largely based upon the "Future Wolverton Vision"³ developed by the local community during the Market Towns Healthcheck process in 2002/3.
- 2.8. With the support of a range of partners a huge amount has been achieved in the last 10 years towards the realisation of the Future Wolverton vision, including:
 - The Town Hall and Library were relocated from their former site on Cambridge Street to a prominent and important building on Creed Street bought and refurbished by the Town Council.
 - The new Station building has been constructed, offering improved facilities to commuters and leisure passengers and an impressive gateway into Wolverton from the east.
 - Wolverton Park, an internationally award winning housing, commercial and leisure development was completed, opening up the canal to the whole of the town.
 - A new indoor swimming pool and fitness centre has been built on the site of the former outdoor pool near Radcliffe School.
 - A new Health Centre has been constructed and opened in the spring of 2014 serving 15,000 registered patients.
 - At the end of 2010 the Steering Group decided it was time to review the progress made in achieving the Future Wolverton Vision and

³ futurewolverton.org/wp-content/documents/FutureWolvertonVision.pdf

original Action Plan. The “Refreshing the Vision”⁴ process was launched in January 2011, with the aim of celebrating the progress made and re-focussing on the key tasks for the next five years.

- 2.9. It resulted in a new five year Action Plan⁵, which had a renewed focus on addressing on-going concerns with the vitality and vibrancy of the town centre. The new action plan included a commitment to “aspire to radical change where necessary”, and a series of actions linked to resolving the long-term future of the Agora site.

Applying to be a frontrunner Neighbourhood Plan area

- 2.10. The initial application to become a Neighbourhood Planning Frontrunner was made by Wolverton Steering Group, in partnership with Milton Keynes Council. This happened prior to the Neighbourhood Planning regulations being put into place. (Annex 1)
- 2.11. As with all other unitary authorities in England, Milton Keynes Council was notified of the opportunity to participate in the initial Neighbourhood Planning pilots by the Department for Communities and Local Government in the autumn of 2010. After discussions between Wolverton Steering Group and Milton Keynes Council planning officers it was suggested that Wolverton make an application to be a frontrunner.
- 2.12. Following discussions between the Chair of Wolverton Steering Group and Chair of the Town Council, the decision was made to focus the frontrunner application on Wolverton Town Centre and the Railway Works site.
- 2.13. Previous work had been done on this distinct part of Wolverton through the Area Action Plan process which had begun in 2005. Unfortunately Milton Keynes Council had to halt work on this in 2008 at the request of GOSE (Government Office for South East) to concentrate on the Core Strategy.

The Neighbourhood Plan Steering Committee

- 2.14. In May 2011 Wolverton Steering Group was notified that Wolverton’s application to be a Frontrunner had been successful, and in July 2011 the Steering Group began planning how the work could be implemented.
- 2.15. Following advice from Milton Keynes Council it was felt that a wider group of stakeholders was needed to take the work forward, and the Wolverton Town Centre Neighbourhood Plan Steering Committee was conceived as a vehicle for carrying out the work.

⁴ futurewolverton.org/wp-content/documents/RefreshingtheVisionFinalReport.pdf

⁵ futurewolverton.org/wp-content/documents/WolvertonSteeringGroupStrategy&ActionPlan2011-2015.pdf

- 2.16. At this stage in the process the Wolverton Steering Group, aware of the need for support for the project, approached a number of the organisations charged with supporting Frontrunner Neighbourhood Plan projects. In September 2011 it was agreed that The Prince's Foundation for Building Community would support the Wolverton programme.
- 2.17. In October 2011 an open appeal was made for members of the Wolverton Town Centre Neighbourhood Plan Steering Committee using an e-newsletter, social media and the Town Council networks. The committee, which consisted of 12 members from across the Town sectors, met for the first time in November 2011. (Annex 2)
- 2.18. The early meetings revolved around reconfirming the area that should be covered by the Neighbourhood Plan, but once this was agreed the group began planning the first stage of public consultation with the support of The Prince's Foundation.



- 2.19. This planning stage included holding a meeting for local businesses in October 2011 to explain the Neighbourhood Plan. It was felt it was important to notify businesses first, since the focus of the Neighbourhood Plan area was the retail heart of the Town. A copy of the invite to this meeting is at Annex 3.

Developing the Neighbourhood Plan consultation process

- 2.20. Between October and December 2011 time was spent developing the first consultation leaflet which was to be distributed throughout the Neighbourhood Plan area in the New Year.
- 2.21. As the first information that most residents would have about the Neighbourhood Plan process, this leaflet was crucial to the success of the consultation process, and considerable time was spent considering the format.

- 2.22. The decision was made to make it as interactive as possible, and using an A3 folded style allowed for a central plan of the Neighbourhood Plan area which people were invited to write and draw on.
- 2.23. Due to the significant consultation work already carried out in Wolverton, it was decided to go with a site specific approach, and residents were asked to respond to specific areas of the plan area – The Agora, Railway Works site, Tesco, Glyn Square, The Square, Stratford Road and Church Street – as well as giving their top five priorities for improvement, and commenting on transport issues. A copy of this consultation leaflet is in Annex 4. A leaflet distributed and to further promote the meeting is in Annex 5.

Lead up to the workshop

- 2.24. In January 2012, the agreed consultation leaflet was delivered door-to-door across the town council area (c5,000 households) introducing the Neighbourhood Plan process to local people and inviting them to give initial thoughts on the Town Centre and Railway Works site.
- 2.25. Given the significant Pakistani community in Wolverton, discussions also took place with the Mosque, with a specific invitation made to the Pakistani community via the Imam to attend the Public Meeting planned for the end of January.
- 2.26. As a lead in to the three day consultation event, The Prince's Foundation facilitated a meeting, at the beginning of January 2012, of all the major landowners in Wolverton, including the owners of the Agora, St Modwen (owner of the Railway Works site), Tesco, Places for People (developer and owner of Wolverton Park), and Milton Keynes Council.
- 2.27. This was a highly significant meeting in that it brought together for the first time all the major stakeholders in the Town, including the new owners of the Agora. The workshop also succeeded in securing commitments from all landowners to actively participate in the three day workshop.
- 2.28. This was extremely important, since the success of the Neighbourhood Plan would partly depend on their willingness to co-operate with the community in carrying out spatial planning for the town centre. The invitation to, agenda for and notes from this meeting are in Annex 6.

Developing the brief for the community planning workshop

- 2.29. As consultation returns began to be received from local people, the results were recorded, and it soon became clear that there were a number of key issues which needed to receive attention during the 3 day workshop.

These issues were:

- Development options for the Agora shopping centre and the adjoining car park
- Clarification on the long-term aspirations for the Railway Works site, particularly the area along Stratford Road
- Issues to do with connectivity/movement and public realm within the Town centre, particularly between and including The Square, The Agora/Church Street area, Stratford Road/Tesco and Glyn Square
- Regeneration of the historic building fabric
- Redevelopment of other brownfield land in the Town Centre

2.30. A full record of the comments received during this initial consultation are in Annex 7. These key issues then formed the brief for The Princes Foundation workshop.

Three-day Neighbourhood Planning Workshop – 31st January, 1st February and 2nd February 2012

- 2.31. The three day Neighbourhood Planning workshop then took place between the 31st January and 2nd February, opening with a public meeting attended by around 200 people. The focus of this Public Meeting was explaining what Neighbourhood Planning was all about, and getting people to think about the neighbourhood plan area. This was achieved via a “dots exercise” with people using sticky dots to mark on plans what they liked and disliked, and where they considered the heart of the Town Centre to be. People also wrote their top priorities for improvements to the area on post-it notes.
- 2.32. The day after the Public Meeting, a “Stakeholder Workshop” took place, bringing together 40 key stakeholders – including all the landowners – to consider the key issues raised at the meeting and comments received in response to the initial consultation leaflet. The workshop group also began to do some detailed design work on some of the key sites.
- 2.33. On the 2nd February the team from the Prince’s Foundation spent the day in a closed session, collating the results of the previous two days and developing recommendations to address the brief from Wolverton Steering Group. The results were then presented back to a concluding public meeting on the evening of the same day.
- 2.34. Over 150 people attended this evening session, and were shown proposals which showed the Agora replaced by a reconnected Radcliffe Street and a redeveloped town centre. The team from the Foundation also explained the viability testing process that they had undertaken which demonstrated that, though marginal, the redevelopment of the Agora site was achievable. The full report from the three day workshop and the recommendations made by The Princes Foundation can be found in Annex 8.



Picture 1: Pictures from January 2012 consultation event and workshop

Developing the options and projects

- 2.35. Between February and June 2012, time was spent considering the extent to which greater development on the Agora site would result in improved viability of the scheme. Officers from Milton Keynes Council worked alongside the Development consultant (from The Princes Foundation) who was now working independently for the Town Council's Neighbourhood Plan Steering Committee.
- 2.36. This resulted in a further option for the Agora site being prepared, which showed further development along the whole of the Church Street frontage (land which is currently the main town centre car park next to the Agora building).
- 2.37. Work also took place considering how some of the wider town centre improvements might be achieved, with a focus on a traffic management/highways scheme for Creed Street, Church Street and Radcliffe Street. Officers from Milton Keynes Council spent considerable time in this phase of the work liaising with the Steering Committee, and presenting ideas to local business owners. The design work carried out by the Urban Design team at Milton Keynes Council is in Annex 9.

Portas pilot application

- 2.38. At the beginning of February 2012, the Department for Communities and Local Government launched an invitation to towns in England to become

“Portas pilots”. This followed an independent review of the future of the High Street carried out by retail consultant and TV presenter Mary Portas which was published in December 2011.

- 2.39. The information gathered during the Neighbourhood Plan process and the wishes of local people, seemed very much in keeping with the aspirations within the Portas Review, so the decision was made by the Neighbourhood Plan Steering Committee to make an application to be one of the pilot areas.
- 2.40. A workshop was held on the 5th March 2012, bringing together representatives from the Neighbourhood Plan Steering Committee, Town Councillors and local businesses to pull together ideas for the application. The presentation from this workshop is in Annex 10.
- 2.41. The Wolverton “Portas pilot” application is in Annex 11. The accompanying video which formed part of the application available to view on YouTube⁶.
- 2.42. Whilst this piece of work was not strictly part of the Neighbourhood Plan process, the consultation that took place and the involvement of business, individual residents and other stakeholders during the process of putting together the application, added to the wealth of information gathered about local aspirations for the town centre.
- 2.43. The process of pulling together the application also helped the Steering Committee begin to encapsulate the vision for the town centre, something that would prove extremely useful later in the Neighbourhood Plan process.

Relevant body changes and area designation

- 2.44. As a result of the introduction of the neighbourhood plan regulations in April 2012, changes were necessary to the governance arrangements for the Wolverton plan.
- 2.45. On the 15th May 2012 Wolverton & Greenleys Town Council agreed to take on the “relevant body” role for the Neighbourhood Plan, keeping the existing Neighbourhood Plan Steering Committee in place to do the day-to-day work on the plan.
- 2.46. The Town Council also agreed to make the necessary application to Milton Keynes Council to designate the Neighbourhood Plan area.
- 2.47. The designation of the area was advertised by Milton Keynes Council in accordance with their responsibility as the local planning authority, and a delegated decision agreeing to the area designation was made on the 25th September 2012.

⁶ www.youtube.com/watch?v=FjXPV2Pn9Ng

July 2012 Public Meeting

- 2.48. A further public meeting took place in July 2012 to discuss the option of development along the whole, or most, of the site along Church Street, with parking situated behind. Around 100 residents considered plans developed by Urban Design at Milton Keynes Council and heard from the development consultant about the viability of this further option.
- 2.49. The audience were also told about the paper going to Milton Keynes Council Cabinet in August, which was setting out the case for compulsory purchase of the Agora site.
- 2.50. For the first time, traders from the Agora attended this meeting to express their concerns about the redevelopment plans. They were encouraged to form a Traders group and begin a dialogue with the Neighbourhood Plan Steering Committee.
- 2.51. The July meeting also focussed on getting further views from residents on the issues faced by pedestrians and cyclists on Church Street and Radcliffe Street. The consultation involved post-it notes and plans of the streets, with people asked to identify what the problems were in the different locations. This information was then used by the Steering Committee and Urban Design to inform the development of an improvement scheme that could be included as a project in the Neighbourhood Plan document. Details of the comments made at the July 2012 meeting are in Annex 12.

Agora Compulsory Purchase Order Petition

- 2.52. As well as organising the public meeting in July, the Neighbourhood Plan Steering Committee also launched an online petition in July to demonstrate community support for the Cabinet decision to consider seeking a Compulsory Purchase Order (CPO) for the Agora site.
- 2.53. This online petition attracted over 360 signatures, and was presented to the Cabinet when the paper finally went to the Council at the beginning of August 2013.
- 2.54. The petition helped in building the case for redevelopment, as well as making people feel that they were contributing to the process.

Town Benchmarking Survey

- 2.55. In September 2012, an offer was made to Wolverton Steering Group by Action for Market Towns (AMT), to make use of the Town Benchmarking process developed by AMT.
- 2.56. Thanks to funding from the Co-operative Group, the use of the process was offered free, and the Neighbourhood Plan Steering Committee decided to make the most of the opportunity to gather data about the Town Centre.

- 2.57. At the beginning of December 2012 a team from the committee undertook a range of surveys in the Town Centre, from footfall counts to town centre user surveys and parking counts. The results of the Wolverton surveys were then collated by Action for Market Towns and compared with the results of other towns in the South East of England and nationally.
- 2.58. These results have proved invaluable in the development of the Neighbourhood Plan, giving hard evidence of anecdotal issues, and enabling the Steering Committee to prepare policies and projects to address the real issues faced by the town centre. The report is in Annex 13.

Neighbourhood Plan Questionnaire

- 2.59. In the autumn of 2012, the results of the January/February and July consultation meetings were collated and used to develop a questionnaire seeking residents' views on a draft Vision and Objectives for the Neighbourhood Plan.
- 2.60. This process was helped by the return of The Princes Foundation, who had received further funding from DCLG to support a number of the frontrunner projects they had worked with earlier in the year.
- 2.61. The questionnaire was designed and distributed across the town council area as part of the newsletter, with "post boxes" across the area. The newsletter, posters and an E-newsletter also promoted a further public meeting on the 11th December 2012. The questionnaire is in Annex 14.

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- 2.62. An online version of the questionnaire was provided as an alternative to the paper version, and was promoted across the town council area and to the outlying communities of Haversham, New Bradwell and Hanslope.
- 2.63. During this consultation process, a significant change took place in the way in which the Agora building was used. On the 23rd November 2012, Roller

Skating – which had been a leisure activity operating from the Agora in the 1980's – made a return to the Agora. The result of this was a renewed interest in other options for the site, including retaining the renovating the building for leisure use.

- 2.64. At the December meeting, the results of the questionnaire were fed back to a public meeting which over 100 people attended, including people who were now using the new roller skating activity at the Agora.
- 2.65. The question of whether or not the Skating could offer a realistic, sustainable future for the building was discussed, and users of the skating encouraged to respond to the questionnaire. Details of the questions asked and comments received at the public meeting are in Annex 15.
- 2.66. The consultation ran for seven weeks from 29th November 2012 to 18th January 2013. A total of 231 questionnaires were completed. In summary, 78% of those who completed the questionnaire were in favour of redevelopment of the Agora site, with 71% believing that the reconnection of Radcliffe Street (between The Square and Church Street) was the most important. A full summary of the results of the survey returns are in Annex 16.

Scoping report

- 2.67. In January 2013 the scoping report for the Strategic Environmental Assessment was submitted to Environment Agency, Natural England and English Heritage for consideration and comment.
- 2.68. The responses received were useful in drafting the plan and sustainability appraisal. Copies of the responses are in Annex 17.

Writing the draft plan and sustainability appraisal

- 2.69. The results of the December questionnaire were analysed and considered by the Neighbourhood Plan Steering Committee, before work began on drafting the Neighbourhood Plan and Sustainability Appraisal (SA).
- 2.70. A team from Urban Design at Milton Keynes Council also spent some time going over designs for Church Street/Radcliffe Street and Creed Street, with the expectation that this would form a project within the final Neighbourhood Plan document.
- 2.71. Whilst the plan was written by two members of the Steering Committee, the process was made easier by support from The Princes Foundation who commented on text, and supported the preparation of the SA.
- 2.72. This drafting stage took most of March and April, with support given throughout the process from officers at Milton Keynes Council and the consultant team at the Princes Foundation.

- 2.73. The draft plan and sustainability appraisal were finally published for consultation on the 15th May 2013, with a consultation period running until the 1st July 2013.

Pre-submission consultation of the draft Neighbourhood Plan

- 2.74. The publication of the draft neighbourhood plan was accompanied by a co-ordinated publicity campaign to encourage consultation responses. This campaign included:
- Publication of the draft plan on the Future Wolverton and Town Council websites, together with the consultation response form.
 - An exhibition in the Town Hall foyer summarising the main content of the draft plan. Copies of the comments form and a post box for returns were also available at this location.
 - Distribution door-to-door of a summary of the Neighbourhood Plan with an explanation as to how people could respond, and an advert for the public meeting on the 18th June. This was distributed to the whole of Wolverton, not just to residents and businesses in the Neighbourhood Plan area. Notes from the question and answer session at this Public Meeting are in Annex 18.
 - A letter to all local businesses inviting them to attend a drop-in event at the Town Hall.
 - An E-newsletter with links to the draft plan online sent to over 200 people on the Future Wolverton database.
 - An E-newsletter sent to all Milton Keynes councillors, Parish councils in the area, the MP's for Milton Keynes and MP's for surrounding areas.
 - An E-newsletter to landowners and developers.
 - Hard copies of the plan in the local library, library in neighbouring Stony Stratford and in Central Milton Keynes.
- 2.75. In accordance with government and local authority guidance, relevant statutory consultees were notified, mostly by email, of the draft plan consultation. Those notified were: Homes & Communities Agency; Natural England; Environment Agency; English Heritage; Network Rail; Highways Agency; Telecoms - Mobile Operators Association; British Telecom; National Grid and the Coal Authority.

Responses to the pre-submission plan

- 2.76. Responses were received by email and as hard copies posted in the returns box at the Town Hall from 76 individual members of the community. The full list, analysis and explanation of changes made to the final plan are in Annex 19.
- 2.77. Four responses were received from statutory consultees (English Heritage, Natural England, Environment Agency, and The Coal Authority) and several individual Milton Keynes Council officers also responded in detail according to their area of responsibility to all aspects of the plan. The full list of these responses, together with a commentary on the changes made is in Annex 20.
- 2.78. In summary, the large majority of respondents supported the draft document, with 80% agreeing with the policies in the plan and 20% remaining.
- 2.79. Many responses were short and congratulatory as the sample below illustrates:
- Very impressed with the plan
 - Having attended all the meetings in the last two years it feels very encouraging to see the Neighbourhood Plan draft has included all the aspects I had hoped for.
 - I think the plan has focussed on the most important issues affecting Wolverton today and will help to ensure a brighter future for the town.
 - The plan builds upon and gives practical solutions to the issues that we as a community have been debating since 2002 and the creation of the Future Wolverton vision.

Others supported the draft plan as a whole and commented more fully on specific draft policies and projects.

- 2.80. Overall, residents made more comments on the Agora site redevelopment project than the other policies, an indication of the priority this policy has for the majority of local people. There were also more comments on the projects than the policies, a reflection of people's interest in practical projects to improve Wolverton.
- 2.81. A small minority of respondents were critical of the Agora site redevelopment project on the grounds of the lack of provision for the roller skating and concern over the future of the traders within the Agora.
- 2.82. Informal feedback indicated that many people who came to consultation events or participated in a task group did not feel it necessary to respond to the draft plan. They were satisfied that they had already contributed to the drafting process.

Summary of key issues arising from the draft plan consultation

2.83. The key issues raised by the community responses can be summarised as:

- Retail comments and concerns
- Parking
- Transport and movement issues
- Agora redevelopment – questions and comments about the detail
- Railway Works site

2.84. The main area of concern raised by local residents during the pre-submission consultation related to concerns over retail in the town centre. Overall these concerns focussed on three main issues:

- Problems with the narrow range of shops in the town centre and an aspiration for a better shopping experience with more independent and specialist shops
- Concern over the potential for a further major food retailer in the town as part of the Agora site redevelopment.
- Differing views on whether or not to restrict hot-food takeaways across the town centre but overall feeling it should be the whole town centre if there are restrictions.
- Concern over the appearance of shops in the town centre, and in particular historic shop fronts.

2.85. The second largest area for concern was parking provision in the town centre, with a particular focus on the potential loss of parking provision for the churches and mosque. Concern was also expressed by the residents of Buckingham Street that the access to the backway behind their homes should be retained to enable parking to the rear of properties. The concern over more people parking on-street if Radcliffe St is reconnected was also raised by local residents. Overall the feeling was that a section of open car park should be retained at the Church Street/St George's Way junction.

2.86. On transport and movement, the main focus was on whether or not Radcliffe Street should be a route for cars or pedestrianized, with an equal number of views on both sides of the issue. There was strong support for improvements to the route to the station, and support for improving cycle and pedestrian access across the town centre.

2.87. There was once again overwhelming support expressed for the redevelopment of the Agora site, with a few specific issues attracting attention such as the desire to keep as many of the current trees as possible and make the development as green as possible. Some concern was also expressed about buses remaining on Church Street even within laybys. The importance

of housing for older people as part of the scheme was reiterated by many people, although concern was expressed that older people's housing should not be in flats above shops. Overall there was concern that Agora site redevelopment was of a good design and appropriate to Victorian character of Wolverton.

- 2.88. Proposals for the Railway Works site attracted positive comments, most especially the idea of opening up the canal to the rest of the town and creating openings in the Works wall along Stratford Road to facilitate development. A few concerns were expressed about the whether the plan would jeopardise further investment in RailCare.
- 2.89. Responses from officers at Milton Keynes Council focussed around similar key themes to the community comments:
- Parking, transport and movement
 - Heritage, especially with regard to the Railway Works site
 - Bus infrastructure
 - Hot food takeaway issues
 - Zero carbon development
 - Agora redevelopment
- 2.90. On parking, the view from Milton Keynes Council Highways officers was that that it would be more appropriate to have a high percentage of the development related parking off-street. There were concerns expressed from across the Council as to whether or not the newly reconnected Radcliffe Street would be open to all traffic or a pedestrian and cycle route only. Use of the backways as cycle routes was deemed problematic from a safety point of view.
- 2.91. On heritage issues, there was a request to formally acknowledge the role of MK Museum in the plan, and a strong suggestion that any exhibition or showcase development on the Railway site should be led by Milton Keynes Museum.
- 2.92. The Conservation team at Milton Keynes Council expressed concern over the principle in policy W3 that the grid structure from the residential part of Wolverton should be extended into the Works site. This concern was based on the fact that the Works site has a distinctly different character from the residential area (and an east/west alignment), which should be retained as part of any redevelopment.
- 2.93. On uses and bus infrastructure, the Passenger Transport department of Milton Keynes Council whilst being supportive of improvements to bus movement on Church Street also indicated their willingness to consider alternative arrangements to buses beginning and ending their journeys on Church Street.

- 2.94. Concern was expressed over the policy on hot food takeaway included in policy W2, with a recommendation made that this part of policy became more positive and criteria-based.
- 2.95. On zero carbon development, the Milton Keynes Council Planning view was that this policy was inflexible and should be amended to reflect the potential for alternative options for achieving zero carbon such as contributions to the Carbon Off-set fund.
- 2.96. Comments on Policy W1 (the Agora site) focussed on whether or not the policy was suggesting taller buildings on the corners of Church St and the new Radcliffe Street link and on the corner of Creed Street and St George's Way, and there was also a suggestion that the small public square on Church Street might be removed from the policy as it would be potentially overshadowed by the taller building on the corner, whilst not entirely fitting with the layout and design of the town.

Drafting the new policies

- 2.97. Having collated all the comments, and held several meetings with officers from Milton Keynes Council, it became clear that a further policy would be necessary to adequately address the concerns raised by the local community about retail mix, the retention of small, independent shops and the appearance of shop fronts.
- 2.98. Consideration was given to adding further detail to policy W2 to cover issues of retail mix, but it became clear that it would not be practical to do this without making the existing policy extremely long, and potentially unreadable.
- 2.99. The possibility of drafting a Supplementary Planning Document covering shop fronts in the Conservation area was also considered.
- 2.100. Advice was sought from contacts at The Princes Foundation, and research carried out into planning policies which focussed on retail mix and shop front design.
- 2.101. The idea of an SPD on shopfronts was rejected in favour of guidance included within the plan.
- 2.102. The new policy, W4 was drafted and advice sought from Milton Keynes Council and the Department of Communities and Local Government about how to deal with further consultation on this specific addition to the plan.
- 2.103. This advice indicated that an additional, albeit shorter round of consultation on the new policy, and that specific efforts should be made to consult with shop owners and traders in the town centre who would be specifically affected by the policy.

Consultation on the new policies

2.104. A leaflet was prepared and delivered door-to-door in the Neighbourhood Plan area, summarising the changes to the plan. All town centre businesses received a copy, and were individually encouraged to come along to the consultation drop-in on Tuesday 19th November. A copy of this consultation leaflet is in Annex 21.

Feedback from the consultation on the new policy

- 2.105. Given the changes arose as a result of the earlier consultation, it was not anticipated there would be a high level of response to the consultation on the new policy. It was also recognised that many people who had been involved enthusiastically in the Neighbourhood Plan process, and were supportive of it, were suffering from “consultation fatigue”.
- 2.106. Four people attended the drop-in consultation held in the Town Council offices in November 2013. A further 20 people responded to the consultation by completing a comments form.
- 2.107. Overall the feedback was very positive, with agreement that the retention of independent and small retailers and the development of markets should be supported. The protection of shop fronts in the Conservation area was also welcomed.
- 2.108. Whilst appreciating the aim of the new policy, officers from Milton Keynes Council had some concerns over the deliverability of some of the elements of the policy (in particular the affordable retail unit policy) and the implementation of the policy which sought to restrict certain uses in the town centre.
- 2.109. In particular, officers were concerned that the plan should contribute to achieving sustainable development and that a change of emphasis was needed to demonstrate that the policy was encouraging a certain sort of development rather than restricting it. Suggestions were also made about further evidence that might be needed to support the new policy. The comments from Milton Keynes Council and the response from the town council are in Annex 22.

Independent advice is sought

- 2.110. Re-drafting of the policy then took place, and further discussions were held with Milton Keynes Council officers who remained sceptical about certain elements of the policy.
- 2.111. After discussion, the Neighbourhood Plan Steering Committee decided that independent advice should be sought about policy W4.
- 2.112. Suitably qualified retail consultants were approached, and in March 2014 a report received on the retail policy.

- 2.113. This report suggested undertaking some further focused background evidence gathering to justify and support policy W4. The retail consultant also suggested some comprehensive changes to the policy wording and supporting text.
- 2.114. In addition to the specialist advice on the retail policy, the Town Council also decided to have a complete “health-check” carried out on the plan by a planning consultant specialising in Neighbourhood Planning. It was felt that this additional advice on the plan would enable any changes beyond the changes to the retail policy to be made at the same time.
- 2.115. The healthcheck was carried out alongside the recommended changes being made to the retail policy. This enabled the retail consultant’s changes to policy W4 to also be considered by the healthcheck consultant, whose final report was received at the end of May 2014.

Additional pre-submission consultation is agreed

- 2.116. The advice received from both the retail consultant and planning consultant carrying out the healthcheck was that, given the quite substantial changes to the plan since the pre-submission consultation of 2013, it would be wise for a further six week period of consultation to be carried out.
- 2.117. This additional period of consultation was agreed by the Town Council in June 2014, and final changes made to the plan and agreed with the Neighbourhood Plan Steering Committee prior to the Town Council approving the consultation on the 10th July 2014.

Pre-submission consultation – round 2

- 2.118. The second period of pre-submission consultation took place between the 16th July and the 26th August 2014. The consultation process was publicised through:
- Publication of the draft plan on the Future Wolverton and Town Council websites, together with a consultation response form.
 - An exhibition in Wolverton Town Hall/Library foyer summarising the main content of the draft plan. Copies of the comments form and a post box for returns were also available at this location.
 - Door-to-door distribution of a summary of the Neighbourhood Plan with an explanation as to how people could respond, and an advert for a number of community drop-in events during August. This was distributed to residents and businesses within the Neighbourhood Plan area.
 - An individually addressed letter to all local businesses accompanied the summary of the plan and included a specific invitation to one of the drop-in events at the Town Hall.

- An e-newsletter with links to the draft plan which was sent to around 400 people on the Future Wolverton database
- An e-newsletter sent to all Milton Keynes councillors, Parish councils in the area and the MPs for Milton Keynes.
- An individual e-mail with links to the draft plan sent to major landowners and developers within the plan area
- Hard copies of the plan in the local Wolverton Library and the libraries in neighbouring Stony Stratford and in Central Milton Keynes.

In accordance with government and Milton Keynes Council guidance, relevant statutory consultees were notified, mostly by email, of the draft plan consultation.

Community comments

2.119. Ten people attended the four drop-in events and the Town Hall and eighteen comments were received overall from local residents, either through completion of a comments form or by e-mail direct to Future Wolverton.

2.120. All eighteen respondents agreed with the Plan and many were very complimentary about the content of the document and work that had gone into its' preparation.

2.121. The main issues raised by the community were:

- Concerns about whether there would be sufficient parking in the town centre.
- Questions over the exact highways layout and priority of traffic on the new section of Radcliffe Street.
- The need to retain and improve pedestrian links within the new town centre.
- The need for new bus infrastructure.
- The importance of improving routes to the station.
- The need for older persons housing/sheltered housing on the Agora site/Railway Works site.
- Support for the idea of self-build plots on the Railway Works site.
- The need for additional signage to any Street Market.

2.122. A full summary of the comments from the local community and subsequent changes made to the plan are in Annex 23.

Statutory comments

2.123. Responses were received from four statutory consultees - English Heritage, Natural England, Anglian Water and Network Rail.

- 2.124. English Heritage were very supportive of focus on heritage in the plan and welcomed the policy commitment to retain and re-use the historic buildings on the Railway Works site. They did however, express some concern about what they considered to be an “inherent contradiction” over the part of Policy W3 that referred to the Railway Works wall. English Heritage suggested some minor amendments to some of the policy wording.
- 2.125. Natural England’s response focussed around opportunities to strengthen the provision of Green Infrastructure (GI) throughout the plan especially through Sustainable Urban Drainage Systems (SUDS). They felt that Policy W3 in particular provided a specific opportunity to enhance connections between new and existing Green Infrastructure.
- 2.126. Anglian Water wanted reference to water efficiency inserted in plan and felt that there should be more reference to Sustainable Urban Drainage Systems as a strategy for dealing with flood risk.
- 2.127. Network Rail noted that a portion of the Neighbourhood Plan area was within their ownership, and outlined the procedures that needed to be followed if any of the policies or projects impacted on this land.
- 2.128. A full summary of the comments received from the statutory consultees and changes made to the plan and sustainability appraisal are in Annex 24.

Milton Keynes Council comments

- 2.129. Comments on the pre-submission draft of the plan were received from various departments of Milton Keynes Council. These comments focussed on three main areas:
- Highways issues
 - Links between the Milton Keynes Council Heritage Strategy and the plan
 - Issues to do with policy W4

Highways issues

- 2.130. The highways status of the new stretch of Radcliffe Street was queried by council officers, who also asked for further emphasis to be given to improving pedestrian crossing points at the Creed Street and Stratford Road junction. Further justification for additional long-stay parking outlined in policy W4 was requested, and a comment was received on the issue of projecting signs – referred to in the shop front policy – interfering with pedestrian access.

MK Heritage Strategy

- 2.131. Specific comments were made about the need to create greater links between the plan and the MK Council Heritage, Museums and Archives Strategy. Suggested changes to the Heritage Objective of the plan were made to take

account of the North MK Heritage Hub project and the expansion of Milton Keynes Museum.

Issues to do with Policy W4

2.132. Milton Keynes Council continued to express concerns about the evidence base for the Town Centre Diversity policy and deliverability in terms of development management. With the Plan MK process underway, officers suggested that this might be the more appropriate route through which to define primary and secondary frontages within the Town Centre.

2.133. A full summary of the comments received by Milton Keynes Council on the 2014 pre-submission consultation are in Annex 25.

Comments from landowners

2.134. A detailed representation was received from planning consultants G L Hearn on behalf of St Modwen regarding the Railway Works site.

2.135. This confirmed that St Modwen had entered a formal pre-application process with Milton Keynes Council regarding the redevelopment of the Railway Works site, and that St Modwen were keen to ensure that the Neighbourhood Plan fully supported their proposals for redevelopment of the site.

2.136. The representation focused on a number of key issues including:

- The development of a Supplementary Planning Document (SPD) for the site.
- The layout, design and carbon impact of new homes proposed for the site
- The re-use of historic buildings
- Access to the Grand Union Canal
- Vehicular and pedestrian access into the site.

2.137. A full summary of the comments made by G L Hearn on behalf of St Modwen and the response made by the Town Council are in Annex 26.

Final advice sought and changes made

2.138. Re-drafting of the plan took place in September and October, during which time the Neighbourhood Plan Steering Committee met twice to consider in detail Policy W3 and Policy W4.

2.139. The Steering Committee recommended some changes to the Railway Works site policy to reflect the concerns of St Modwen. However, these were largely subtle textual changes, with the majority of the content of the policy remaining unchanged.

- 2.140. On Policy W4, further advice was sought from the planning consultant who had carried out the Healthcheck of the plan in the spring of 2014. She advised simplification of some aspects of the policy, and the strengthening of several aspects of the evidence-base. This included carrying out further pedestrian flow counts within the four retail areas of the town centre, and further investigation of the rental levels of retail premises within the town.
- 2.141. A further meeting was also held with Senior Officers from Planning Policy and Development Management sections of Milton Keynes Council, in order to more fully understand their concerns about the deliverability of policy W4.
- 2.142. Following the discussions with Milton Keynes Council, final changes were made to the plan which were then approved by the Town Council on 23rd October 2014.
- 2.143. The Plan, and accompanying documents, were submitted to Milton Keynes Council on the 13th November 2014.

Additional information

Communicating - website and newsletters

- 2.144. Throughout the Neighbourhood Plan process, residents have been invited to join the circulation list for an E-newsletter, and updates have been sent at least once a month on the progress of the plan to a growing database of local people.
- 2.145. Updates have also been included in most additions of the Town Council newsletter and the Future Wolverton website has been used as a resource for minutes of Steering Committee meetings and reports produced during the process.
- 2.146. Consultation meetings – held in St George’s Church as the largest venue in the town centre – have been held at various stages of the neighbourhood plan process, and have continued to attract between 50 and 100 people despite the length of time the plan has taken to be completed.

Partnership with Milton Keynes Council

- 2.147. The active support of Milton Keynes Council has been an important factor in the success to date of the developing plan. Many meetings have been held with planning officers, to exchange information, review progress and seek advice.
- 2.148. Milton Keynes Council members for the Wolverton ward and parish councillors from the neighbouring parish of New Bradwell have had standing invitations to attend Steering Committee meetings and are invited to all events.

- 2.149. The support of the councillors and excellent working relations with the officers of both Milton Keynes Council and the town council have been much appreciated, and strengthened the consultation process.

Resources to support the Neighbourhood Plan

- 2.150. The initial frontrunner grant of £20,000 from the Department for Communities Local Government was held by Milton Keynes Council on behalf of the Neighbourhood Plan Steering Committee, with decisions over funding made by the committee. The grant was spent covering the costs of the consultation process, including publicity material, hiring of St George's Church and other venues for meetings and supporting the costs of external consultants.
- 2.151. These grant funds transferred to the Town Council following changes to the governance arrangements for the plan and the Town Council agreeing to be the relevant body, with Wolverton and Greenleys Town Council contributing a further £1,000 towards additional publicity costs.
- 2.152. Wolverton Steering Group committed over £9,000 to the development of the Neighbourhood Plan which was largely spent funding the Convener of the Steering Group to undertake co-ordination and development work on the plan.
- 2.153. The contribution made by The Princes Foundation consultant team, funded by DCLG, is valued at over £20,000.
- 2.154. At the end of 2013, the Town Council applied for a £7,000 Neighbourhood Plan Support Grant from the Community Development Foundation. This enabled the final work to be carried out on the new policies, and independent advice to be sought.
- 2.155. The final stages of the plan-making process have been carried out voluntarily by Future Wolverton on behalf of the Town Council, a contribution which can be valued at over £10,000.

Sharing experience

- 2.156. During the course of developing our plan, we have been able to share our experience with our neighbouring frontrunner project in Stony Stratford and other parishes across Milton Keynes.
- 2.157. We have also spoken at an Action for Market Towns event in Chesham in Buckinghamshire, and attended a number of meetings organised by the Department for Communities and Local Government to discuss neighbourhood planning.
- 2.158. In addition, we have been inundated by requests from students writing dissertations on community participation issues or studying planning.

2.159. Wolverton also features as one of the case studies published by The Princes Foundation as part of their contract with DCLG.

2.160. In January 2014, we were fortunate to receive a visit from then Planning Minister Nick Boles MP, who was keen to meet members of the Steering Committee and hear about our experience of neighbourhood planning.

2.161. In the latter stages of the plan-making process we have also contributed to a DCLG led review on Neighbourhood Planning.

Conclusion

2.162. The development of the Wolverton Town Centre Neighbourhood Plan has involved extensive and active consultation and engagement with the local community, landowners, statutory organisations and the local planning authority.

2.163. This process, whilst lengthy and resource intensive, has strengthened the plan-making process, and delivered real engagement by local people and stakeholders in the future development of Wolverton town centre.

2.164. We are grateful to all those who have taken such an active interest in shaping the development of the town, and look forward to the Neighbourhood Plan delivering real change and sustainable regeneration.

Annexes

- 1 Wolverton Frontrunner application
- 2 Terms of Reference for Neighbourhood Plan Steering Committee
- 3 Invite to local businesses – October 2011
- 4 Consultation leaflet with map – January 2012
- 5 Leaflet to promote consultation event – January 2012
- 6 Princes Foundation meeting with landowners – January 2012
- 7 Comments from January 2012 consultation leaflet and event
- 8 Princes Foundation report on the Neighbourhood Plan workshop
- 9 Design work by Urban Design team, Milton Keynes Council
- 10 Presentation used at Portas pilot workshop
- 11 Portas pilot application
- 12 Consultation comments from the 17th July 2012 Public meeting
- 13 Town Centre Benchmarking Report 2012
- 14 Neighbourhood Plan Questionnaire
- 15 Consultation comments from the December 2012 Public meeting
- 16 Results of Neighbourhood Plan questionnaire
- 17 Statutory body's responses to SEA scoping report February 2013
- 18 Notes from Q&A session at public meeting on 18th June 2013
- 19 Community comments and responses – July 2013
- 20 Milton Keynes Council responses – July 2013
- 21 Consultation leaflet on new policies – November 2013
- 22 Milton Keynes Council comments on proposed new retail policies
- 23 Pre-submission comments from local community – July 2014
- 24 Pre-submission comments from statutory consultees – July 2014
- 25 Pre-submission comments from Milton Keynes Council – July 2014
- 26 Pre-submission comments from on behalf of St Modwen – July 2014

Wolverton Frontrunner application

Annex 1

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**Neighbourhood Planning Vanguard application
Milton Keynes Council
Wolverton Steering Group & Wolverton & Greenleys Town Council**

Introduction

This bid is submitted by Milton Keynes Council for the development of a new Area Action Plan in partnership with Wolverton Steering Group and with the support of Wolverton and Greenleys Town Council.

Wolverton Steering Group is the principal forum for local residents, businesses and voluntary and community organisations to meet with statutory agencies involved in the regeneration and development of Wolverton. The group's vision is to establish Wolverton as a thriving and sustainable town within the city of Milton Keynes: a town with an active and involved community which celebrates its past and seeks to protect and enhance the unique heritage whilst developing new business, housing and community facilities to ensure future prosperity.

During 2010 the Steering Group took the lead in "refreshing" the Future Wolverton Vision which was developed by the local community during the Market Towns Healthcheck process in 2002/3. The "Refreshing the Vision" process was led by local community representatives and involved a series of themed workshops and expert panels. The process enabled the priorities of the original vision to be reviewed and progress celebrated, and has resulted in a new 5 year Action Plan which the Steering Group has begun work on.

The review of the original vision highlighted the need to tackle the decline of the Town Centre as the first priority, with the future of the Agora Shopping Centre and the boundary of the Town Centre priority issues for local residents. During 2010 the private company that owns the Agora Shopping Centre went into administration, and there is an increasing concern that the building will at some point be put up for sale. This could have huge ramifications for the whole of the Town, and there is a strong call locally for a plan to be developed for the Agora site.

In addition, the long-term future of the Railway Works site is in question as Railcare have ambitions to move their operations to a site alongside the main railway line, and their sub-lease with St Modwen expires in 2015/16. St Modwen Properties, who own the Railway works site, have indicated their intention to carry out master planning work of the 36 acre site in Wolverton, and are expressing a willingness to partnership with the Steering Group and local community to achieve the best outcome for the Town.

The Milton Keynes Core Strategy, revised proposed submission version, October 2010 (Policy CS8), identifies Wolverton town centre as a key area of change where new development, including housing, will help regenerate the older town centre and encourage sustainable forms of transport.

Milton Keynes Council recognises that economic development is key to the well-being of any community, and particularly key to the survival of rural communities, and the regeneration of deprived communities. Neighbourhood plans will be expected to be consistent with the Core Strategy and its subsidiary documents:

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- the settlement hierarchy which defines retail needs for the different levels of "centre";
- the Site Allocations DPD which will identify new sites for commercial and residential development;
- the Economic Assessment which gives data on the economic viability of the area.

Neighbourhood planning groups in deprived areas will also need to refer to the Council's Neighbourhood Regeneration strategy, and the Economic Development strategy, when formulating their plans to bring forward appropriate local employment opportunities and to up-skill local residents to make the most of the opportunities.

Meeting the Bid Criteria

1	Variety in respect of key characteristics. Applications will be assessed against the opportunity that they present for the Neighbourhood Planning Vanguard's scheme to include plans which differ in respect of:
i.	<i>Urban/rural/suburban character</i> Wolverton is a railway town within the development boundary of Milton Keynes city. Wolverton Steering Group covers Wolverton town, its environs and hinterland. This reflects the fact that Wolverton plays a key "service centre" role for neighbouring areas including Haversham, New Bradwell, Hodge Lea, Greenleys and Stacey Bushes.
ii	<i>Geographical location</i> Wolverton is located on the north western edge of the Milton Keynes urban area within the development boundary of the city as defined in the adopted Milton Keynes Local Plan. Wolverton and its local context is shown on the plan at Appendix 1. It is a historic railway town developed in the 1830's by the London & North Western Railway Company, and part of the town was designated a Conservation Area in 2001 in recognition of the unique Victorian character.
ii i	<i>Types of local planning authority - district council, unitary authority, National Park, Broads Authority</i>

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	<p>Milton Keynes Council is a unitary authority.</p> <p>Milton Keynes has been a fully parished borough since 2001, MK has an almost equal number of local councils in both its urban and rural areas, though most, nearly 80% of the population live in the urban (former New Town) area.</p> <p>The decision to promote parishes in Milton Keynes was made with the explicit purpose of creating a community-based layer of government that would counterweight and complement the strategic functions of th</p> <p>Wolverton & Greenleys Town Council was established in 2001 and achieved Beacon Town Status for Community Consultation and Partnership working in 2003 in recognition of the scope and reach of the work carried out during the Market Towns Healthcheck process.</p>
i	<i>The strength and experience of the parish council/community group</i>
v	<p>Wolverton has a strong sense of community an impressive track record of community involvement in planning processes.</p> <p>Over 500 people were involved in development of the original “Future Wolverton” vision and over 100 detailed responses were received during the “Refreshing the Vision” process carried out during 2010. There was a strong community representation during the preparation of the Local Development Framework in 2002/3 and active involvement in the initial work carried out by Milton Keynes Council on the Area Action Plan during 2005.</p> <p>Wolverton Steering Group is now well positioned to lead on the development of an Area Action Plan, and has commitment from all the key stakeholders in Wolverton including the Town Council, Wolverton Society for Arts & Heritage, Wolverton Business & Enterprise Alliance, the Faith communities and voluntary and community sector.</p>
v	Income levels across the community
	<p>The Index of Multiple Deprivation (2007) shows that Wolverton ward contains 10 lower super output areas, 4 of which are within the 30% most deprived in England.</p> <p>The Milton Keynes Social Atlas, 2010 (http://www.mkiobservatory.org.uk/Download/Public/1026/DOCUMENT/9512/Social%20Atlas-2010.pdf) records that the number of young adults (aged 18-24) claiming Job seekers Allowance and Income Support is above the average for England (at April 2010, the England average for Job Seekers Allowance was 5.5%, Wolverton average was 11.7%).</p>

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	<p>The Social Atlas parish profile places Wolverton 34th out of 109 (where 1 = worst) for the number of people seeking Housing and Council Tax benefit. The parish is 26th out of 109 for claimants for free school meals.</p>
v i	<p>Size and complexity of the anticipated local development order or development plan document</p> <p>The bid proposes the preparation of an Area Action Plan for Wolverton Town Centre to drive forward the change envisaged in Policy CS8 of the Core Strategy, revised proposed submission version, October 2010. Further work is needed with the Town Council and the Steering Group to confirm the geographical extent of the AAP, but it has the potential to cover the area shown on the plan at Appendix 2 in order to ensure that a comprehensive view is taken of the regeneration of this older town centre within the new town of Milton Keynes.</p> <p>There is already in existence a Wolverton Regeneration Strategy which Milton Keynes Council adopted as supplementary planning guidance in 2004.</p> <p>Prepared by regeneration partners Milton Keynes Council, South East England Development Agency (SEEDA), English Partnerships and Wolverton and Greenleys Town Council the aim of the Strategy is to provide guidance for new development in Wolverton, in addition to the guidelines in the Local Plan. The strategy provides clarity on the way in which development should take place and is a useful tool for prospective developers, the community and planning authorities.</p> <p>Milton Keynes Council has also undertaken some work on an Area Action Plan for Wolverton (WAAP). In 2007, following discussions with the Government Office for the South East (GOSE), the decision was taken to withdraw the DPD in order to progress the Council's Core Strategy as a priority.</p> <p>The Council was preparing the WAAP to take forward regeneration of Wolverton, as envisaged in the adopted Local Plan. The work undertaken in the early part of the AAP process has not, however, been wasted. Consultation responses and engagement with the local community and major stakeholders has helped the Council understand the context within which regeneration needs to take place and what aspirations for the town are. This work will go towards informing any future policies and proposals prepared for the town.</p> <p>The Council is still committed to regenerating Wolverton through other avenues, including the Core Strategy. Where appropriate, the Council is willing to support delivery of individual elements of the AAP, as and when they come forward and recognises that it may also be possible to pick the WAAP up again in the future, after the Core Strategy has been adopted, if</p>

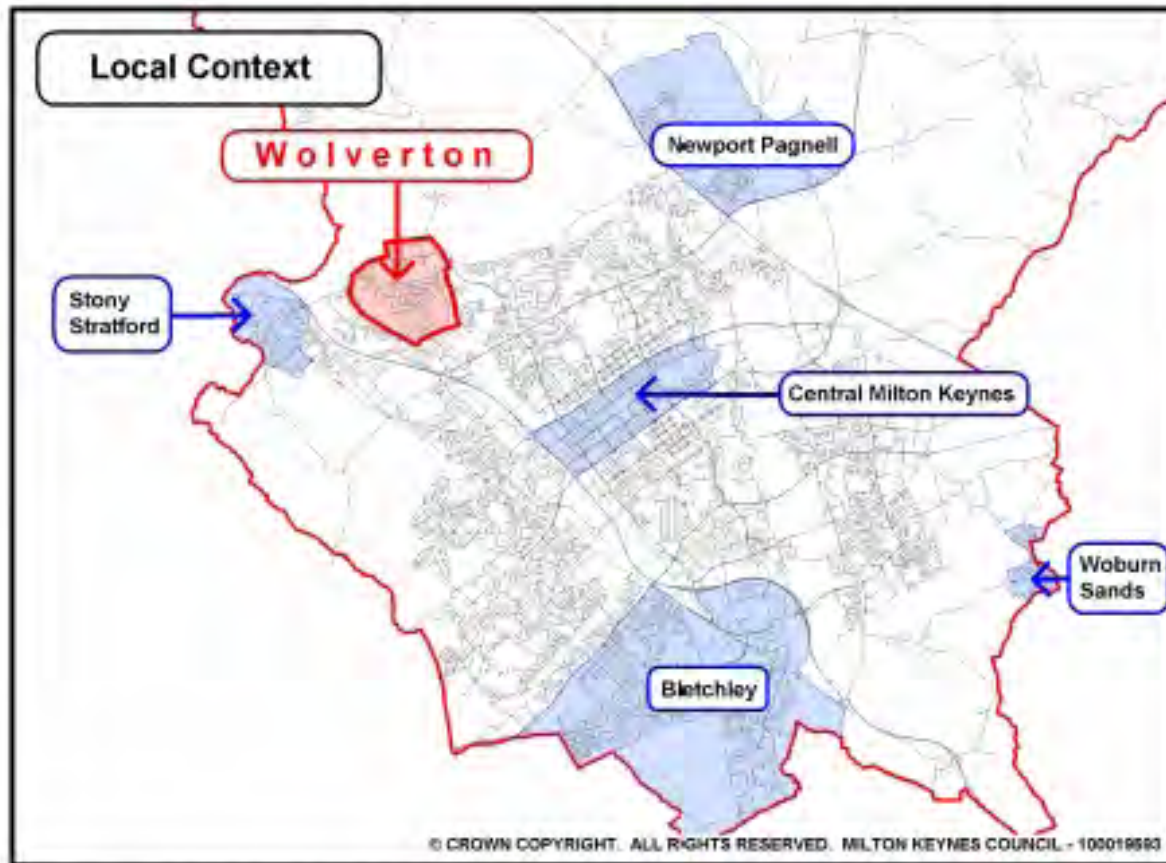
**Neighbourhood Planning Vanguard application
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	<p>it is felt appropriate. This is the basis for this bid under the Vanguard scheme.</p> <p>Dependent on the outcome of the work on the AAP, a local development order may well be appropriate, for example to encourage commercial investment in the town centre by reducing the regulatory requirements for changes of use or changes to shopfronts. This would need to be carefully considered alongside the preservation of Wolverton's railway history.</p>
2	<p>Deliverability and timescale - the process should be ready to be got underway immediately after the grant is confirmed ie the neighbourhood group should be established and the group or parish council ready to proceed, and the local planning authority should have made available the required staff and resources.</p> <p>Wolverton Steering Group has been reconstituted and now has a tightened membership and renewed commitment from strategic partners, including Wolverton & Greenleys Town Council. Community representatives have already demonstrated a huge voluntary commitment during the review of the Market Towns Healthcheck process in 2010, and are ready and willing to take on further responsibility to support the development of an Area Action Plan.</p> <p>Timescale: We currently do not have any information as to when bids for the Vanguard scheme might be approved, so it is not possible to set out an exact start date for this piece of work. However, using the Council's Local Development Scheme, it is possible to provide an estimate of the likely timescale for the production of the DPD. This timescale takes into account the work that has already been undertaken on the previous AAP for Wolverton, which will need to be reassessed and updated, but which will help to reduce the amount of time needed for the pre-production of the DPD. :</p> <p>Pre-production: 3 months</p> <p>Consultation: 3 months</p> <p>Consideration of consultation responses and changes to the DPD, preparation for publication: 4 months</p> <p>Time from Submission to Examination: 4 months</p> <p>Inspector's report: 4 months</p> <p>Referendum: 1 month</p>

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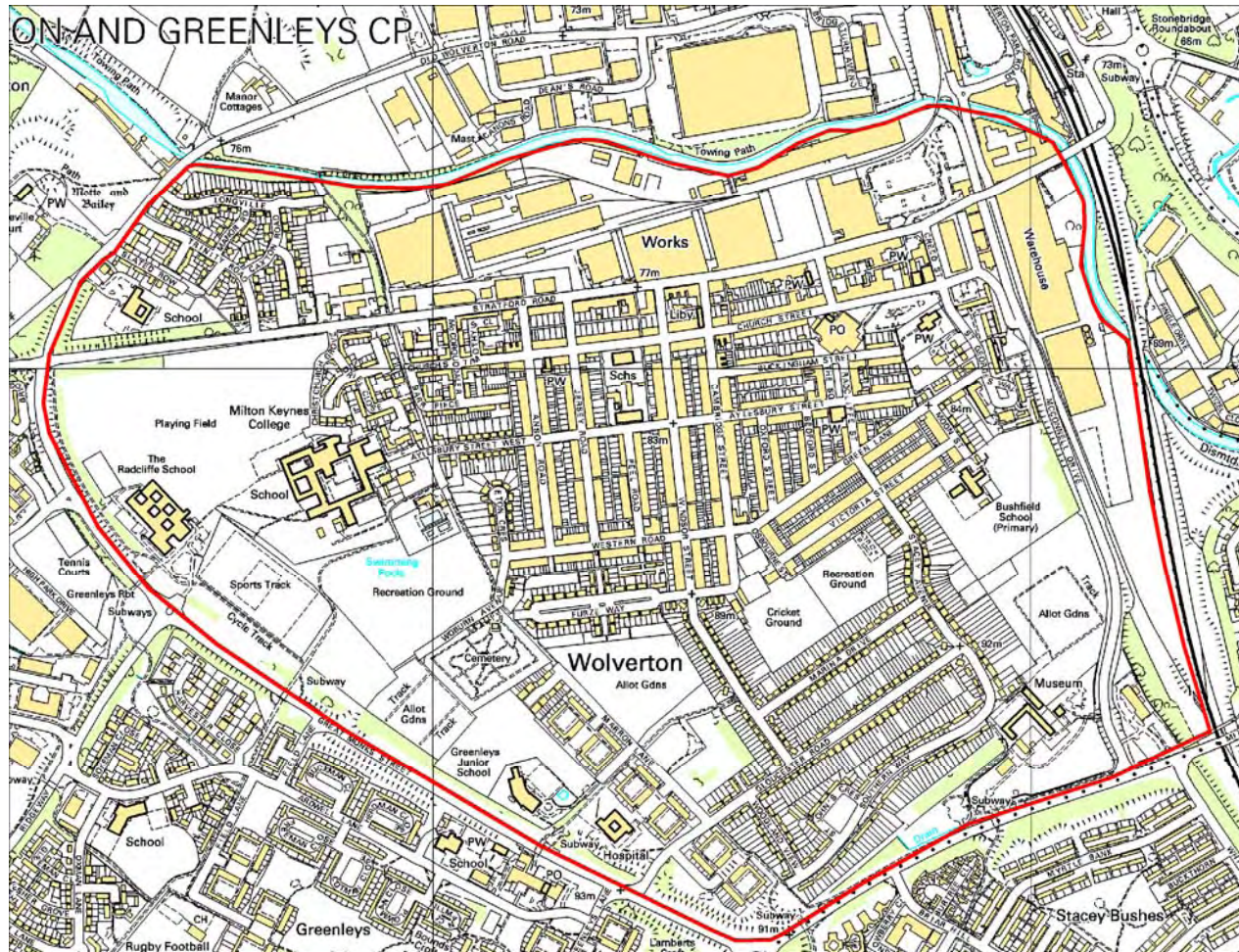
	Adoption: 1 month Total – 20 months.

Appendix 1 – Local context for Wolverton



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Appendix 2 - Possible extent of Area Action Plan for Wolverton



Annex 2

Terms of Reference for Neighbourhood Plan Steering Committee

Annex 2

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Wolverton Neighbourhood Plan Steering Committee – Terms of Reference

1. Background

- 1.1. Neighbourhood Plans have been introduced through the Localism Act 2011 to give local people much greater ability to shape development in their area.
- 1.2. To comply with the Localism Act and regulations, the Neighbourhood Plan must be in line with wider ambitions for growth and sustainability in Milton Keynes Council's development plan.
- 1.3. Although initially established before the Localism Act and Neighbourhood Planning Regulations were in force, the Neighbourhood Plan Steering Committee is endorsed by Wolverton & Greenleys Town Council to oversee the process of preparing a Neighbourhood Plan for Wolverton Town Centre in accordance with the Frontrunner originally called Vanguard) bid submitted by Milton Keynes Council to CLG (Department for Communities and Local Government.)

2. Purpose of the Neighbourhood Plan Steering Committee

- 2.1. The purpose of the Steering Committee is to develop and oversee a process that will result in the preparation of a Neighbourhood Plan for Wolverton Town Centre in order to:
“Preserve and enhance the built, natural and historical environment of the local area and its distinctive character, whilst allowing for sustainable economic and social growth and development”
- 2.2. The process will be: Inclusive – offering the opportunity to participate for everyone who lives or works in and around Wolverton Town Centre. Comprehensive – identifying all the important aspects of life in Wolverton for which we need to plan for the future. Positive – bringing forward proposals which will improve the quality of life in Wolverton.
- 2.3. The main purpose of the Steering Committee is to oversee the preparation of the Neighbourhood Plan for Wolverton Town Centre on behalf of Wolverton & Greenleys Town Council, ensuring that all issues are addressed properly with high levels of community engagement to maximise the potential that the Plan will be successfully get through the examination process and then be supported at the local referendum.
- 2.4. As the lead body for the Neighbourhood Plan, Wolverton & Greenleys Town Council is committed to developing the Neighbourhood Plan through the Steering Committee to ensure the widest possible involvement from the local community. The Town Council also recognise and acknowledge the important role played by Wolverton Steering Group in initiating the application to be a Frontrunner scheme.
- 2.5. In compliance with the Neighbourhood Planning Regulations, Wolverton & Greenleys Town Council is committed to carrying out all the necessary procedural requirements and liaising with Milton Keynes Council as the Local Planning Authority on behalf of the Neighbourhood Plan Steering Committee.
- 2.6. As one of the Frontrunner Neighbourhood Plan projects in Milton Keynes, it is recognised that the Wolverton Town Centre Neighbourhood Plan will be developing new ways of working with the local community and

Wolverton Neighbourhood Plan Steering Committee – Terms of Reference

partners. The Town Council together with the Steering Committee have a responsibility to carry out self-evaluation and share practice developed with other areas in Milton Keynes and beyond.

3. Project Team

3.1. The Steering Committee will oversee the work of the Project Team which will comprise:

- Senior Planning Officer, Milton Keynes Council in an advisory role
- Convener, Wolverton Steering Group
- Consultant, Urban Design, Milton Keynes Council
- Project Officer, Wolverton & Greenleys Town Council

Membership of the Project Team may change over time to reflect the needs of the Neighbourhood Plan process.

3.2. The Project Team will lead the work of the Neighbourhood Plan process, monitored and guided by discussion at and decisions by the Neighbourhood Plan Steering Committee.

3.3. The Project Team will act as the public face and principal contacts with the local communities for the Neighbourhood Plan.

4. Aims of the Neighbourhood Plan Steering Committee

- 4.1. To provide strategic assistance and advice to the Project Team in the production of the Neighbourhood Plan.
- 4.2. To bring together appropriate local expertise and facilitate joint community working in developing the Neighbourhood Plan for Wolverton Town Centre.
- 4.3. To assist and help facilitate discussions with relevant and interested groups in the community to promote active involvement in the Neighbourhood Planning process.
- 4.4. To bring together potential partners who could support Wolverton & Greenleys Town Council to facilitate delivery of the Neighbourhood Plan.

5. Key Roles of the Steering Committee

- 5.1. Prepare an outline process for producing the Neighbourhood Plan for Wolverton Town Centre. Assess existing evidence about the needs and aspirations of the town in close collaboration with Milton Keynes Council and agree a project timetable and delivery plan ensuring compliance with legal requirements.
- 5.2. Report monthly to the Town Council as the “Lead body” on the project management, including the process and obtain their feedback.
- 5.3. The Steering Committee will also provide bi-monthly updates to Wolverton Steering Group.
- 5.4. Approve and monitor a Project Plan produced by the Project Team, including a Community Consultation strategy.
- 5.5. Promote the objectives of the Neighbourhood Plan for Wolverton Town Centre, manage and guide development of the plan and to assist with

Wolverton Neighbourhood Plan Steering Committee – Terms of Reference

community engagement. Actively publicise the Neighbourhood Plan prior to referendum.

- 5.6. Ensure that there is transparency throughout the delivery process.
- 5.7. Encourage and strengthen links between key organisations and ensure they are informed of the work of the project team and progress with the Neighbourhood Plan.
- 5.8. Commission specific areas of evidence and analysis as required.
- 5.9. Analyse the views, ideas and proposals received during the planning process and use them, without bias, to prepare the draft plan. Work with Milton Keynes Council to ensure compliance and conformity of the final plan in parallel with their strategic planning policy and other statutory requirements.
- 5.10. Recommend the final draft of the plan prior to formal agreement by Wolverton & Greenleys Town Council.
- 5.11. Resolve any issues that may arise between individual residents or community and business organisations with the Project Team.

6. Relationship to Other Groups

- 6.1. The Steering Committee will have direct links with the Project Team which provides operational expertise, suggests actions and refers items of importance to be discussed by the Steering Committee.
- 6.2. Officers in the Project Team will be responsible for informing relevant officers and members of Milton Keynes Council of progress with the Neighbourhood Plan.
- 6.3. Meetings of the Steering Committee will also be attended by the Project Team, and any other relevant person/s or community representatives may be invited to speak. Meetings will be open to the public to observe and the minutes will be available for inspection on the web site.

7. Meetings

- 7.1. The Steering Committee will meet at least monthly, if required.

8. Membership

- 8.1. The Steering Committee will consist of:
 - Wolverton & Greenleys Town Council (3)
 - Milton Keynes Council Ward Members (3)
 - Wolverton Business community (3)
 - Community representatives (4)
 - Wolverton Steering Group (2)
- 8.2. The Steering Committee will appoint a Chair and Vice-Chair from within the committee membership, and these appointments will be reviewed on a six monthly basis.
- 8.3. The Steering Committee may form sub-groups to undertake various aspects of the work involved in producing the Neighbourhood Plan.

Wolverton Neighbourhood Plan Steering Committee – Terms of Reference

- 8.4. It will be the responsibility of the Steering Committee members to report back to their constituent bodies for scrutiny and comment on the process and content of the plan as it progresses.

9. Probity - All Members of the Steering Committee will:

- 9.1. Ensure that the probity of the committee and the plan is open and transparent.
- 9.2. All Members of the Steering Committee must declare any personal interest that may be perceived as being relevant to any decisions or recommendations made by the group. This may include membership of an organisation, ownership of interest in land (directly or indirectly) or a business or indeed any other matter likely to be relevant to the work undertaken by the group.
- 9.3. Ensure that there is no discrimination in the plan making process and that it is an inclusive open and transparent process to all groups in the local community and those wishing to undertake development or be involved in the process.
- 9.4. Members of the committee will work together for the benefit of their communities.
- 9.5. Treat other members of the committee with respect and dignity, allowing members to air their views without prejudice and interruption.

10. Role of the Local Planning Authority (Milton Keynes Council)

- 10.1. Provide support to the Steering Committee throughout the process, providing professional planning advice and any relevant evidence to aid the development of the plan, to help ensure the plan conforms to national and local policy and will be sound at examination and advising the Steering Committee as necessary. (It is acknowledged that some of this is outside the control of Milton Keynes Council and the responsibility to ensure the plan is sound is not entirely their responsibility.)
- 10.2. Provide guidance to the Neighbourhood Plan Steering Committee to support their decisions around the plan making process.
- 10.3. Work with the Steering Committee and the local community to establish the future development needs of the area.
- 10.4. Work in an advisory capacity with the Steering Committee to develop policies to guide the future development and use of land in the area.
- 10.5. Work in an advisory capacity with the Steering Committee to ensure there is engagement and consultation with the local communities throughout the plan making process.
- 10.6. Support the Neighbourhood Plan Steering Committee to identify the relevant statutory bodies or parties as necessary to be involved in the plan making process.
- 10.7. Arrange for the referendum of the plan.
- 10.8. Arrange with agreement from the Steering Committee and Town Council for the Examination of the Plan to be carried out.

Invite to local business – October 2011

FUTURE WOLVERTON: SUPPORTING BUSINESS AND ENTERPRISE

Open Meeting

Wolverton Town Hall

Monday 3rd October 5.30pm

Drinks and nibbles served

“A New Neighbourhood Plan for Wolverton Town Centre”

Guest Speaker: Diane Webber
Senior Planning Officer, Milton Keynes Council


How business can get involved in shaping the future layout & design of Wolverton Town.

How £50,000 will be spent supporting Business & Enterprise in the Town.

Wolverton Food Festival 2012 – how could YOU be involved?

All businesses, sole traders & social enterprises
in the Wolverton area are welcome.

For more information contact:
Garry Staff, Ruths Floral Design on 01908 222855
Marie Osborne, Convener, Wolverton Steering Group on 07967 059423



wolverton business
& enterprise alliance
Working for Wolverton

info@wolvertonbusinesshub.co.uk
www.wolvertonbusinesshub.co.uk

Annex 3

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Consultation leaflet with map – January 2012

Front page



The leaflet features a header with a logo of four interlocking puzzle pieces in shades of green and brown, followed by the text 'FUTURE WOLVERTON Neighbourhood Plan'. Below this is a dark brown horizontal band with the text 'Have YOUR say' in white and yellow. The main body contains three paragraphs of text, a photograph of a town street, and a large puzzle piece graphic containing event details. The footer includes the website 'futurewolverton.co.uk'.

FUTURE WOLVERTON
Neighbourhood Plan

Have *YOUR* say

Wolverton has been chosen to be one of the first communities in the country to test radical new planning rights.

Neighbourhood Plans, which were recently introduced in the Localism Act, are designed to give local people a much greater ability to decide the future of the places where they live and work.

This leaflet is being delivered to every household and business in the Wolverton area to give more information about the Neighbourhood Planning process for the Town Centre. It also publicises a three day Neighbourhood Planning Event which will take place at the end of January / beginning of February.

We need your help to come up with ideas for the Town Centre that can be delivered in the short, medium and long term.

Neighbourhood Planning Event
31 Jan, 1 Feb, 2 Feb
Have *YOUR* say

futurewolverton.co.uk

Consultation leaflet with map – January 2012

Inside pages

YOUR CHOICE YOUR FUTURE YOUR WOLVERTON

Over the next year, residents and businesses in Wolverton will be given the opportunity to develop a Neighbourhood Plan for the Town Centre.

The exact area to be covered by the Neighbourhood Plan is illustrated in the central spread of this leaflet. Use the plan to note your opinions, draw your ideas and sketch your thoughts.

Over the next few months we will be considering all the important issues relating to the development and regeneration of the Town Centre including:

- the short, medium and long term future of the Agora,
- the impact of the Tesco store redevelopment,
- the long term development of the Railway Works site.

By preparing a Neighbourhood Plan for Wolverton Town Centre local people will be able to influence the:

- look and feel of new development,
- location of new shops, offices and housing,
- movement of people, cars, cyclists and buses,
- improvements to the streets and public spaces.

A Neighbourhood Plan section of the Future Wolverton website has been established to provide ongoing information and you can sign up for an e-newsletter if you want to be kept informed.

futurewolverton.co.uk

FREQUENTLY ASKED QUESTIONS

What are Neighbourhood Plans?
Prepared by a community themselves, a Neighbourhood Plan can address issues such as where new development should take place, what improvements are needed to roads, footpaths and cycle routes and how the housing needs of the local community should be met.

Who is leading the process?
The idea of using Wolverton Town Centre as one of the pilot neighbourhood plan areas came from Wolverton Steering Group, supported by Milton Keynes Council. Wolverton Steering Group is a partnership organisation which has taken over from Wolverton UH Limited in leading on the delivery of the regeneration of Wolverton.

Partners on the group include:

- Wolverton & Greenleys Town Council
- Churches Together in Wolverton
- Wolverton Business & Enterprise Alliance
- Voluntary and Community sector
- Wolverton Society for Arts & Heritage
- Milton Keynes Council

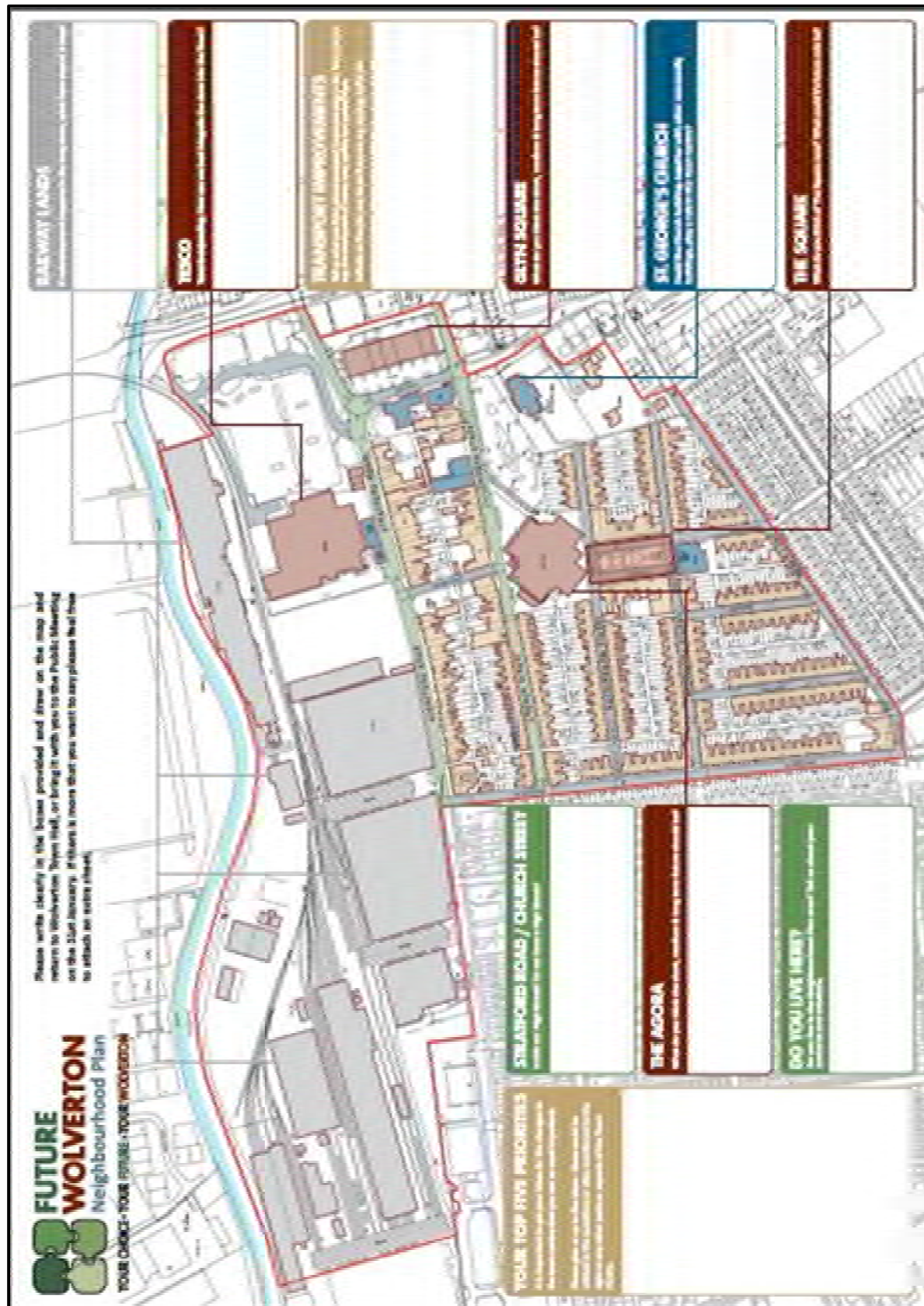
What will the result of the Neighbourhood Plan process be?
The Neighbourhood Plan process will result in a master plan for the Town Centre which, if approved by a local referendum, will be "adopted" by Milton Keynes Council and used to guide future redevelopment of the Town Centre.

Why should I get involved in the Neighbourhood Plan process?
This process is your opportunity as a resident or business owner in Wolverton to influence the future development of the Town Centre. We want to hear what you think of the Town Centre at the moment but, more importantly, we need your help to come up with ideas for how to improve it.

Annex 4

Consultation leaflet with map – January 2012

Map printed on inside of leaflet as A3 sheet



Annex 4

Consultation leaflet with map – January 2012

Back page

NEIGHBOURHOOD PLANNING EVENT

TUES 31 JAN • WED 01 FEB • THUR 02 FEB

WOLVERTON TOWN CENTRE

The main Neighbourhood Planning Event will take place from 31 January to 02 February 2012. It will be run by The Prince's Foundation for the Built Environment, who are providing support to Wolverton Steering Group under the scheme funded by the Department for Communities and Local Government.

As part of this process, you are invited to attend the following public sessions:

TUES
31 JAN

TUESDAY 31ST JANUARY, 7PM - 8.30PM

PUBLIC OPEN MEETING - ST GEORGE'S CHURCH, WOLVERTON

Refreshments available from 6.30pm

This is an opportunity to find out about Neighbourhood Planning and what the project is trying to achieve in Wolverton. You will also be able to share your concerns and aspirations for the Town Centre and feed into the design brief for the Neighbourhood Plan.

THUR
02 FEB

THURSDAY 2ND FEBRUARY, 7PM - 8.30PM

PUBLIC OPEN MEETING - ST GEORGE'S CHURCH, WOLVERTON

Refreshments available from 6.30pm

This Public Open Meeting ends the three day event and is an opportunity to hear about and comment on the outcomes and recommendations, including design ideas for possible changes to the Town Centre in the short, medium and long term.

The Prince's Foundation will also hold a stakeholder day on Wednesday 01 January. This will involve representatives of various community groups, town and Milton Keynes councillors and senior officers, relevant landowners, developers, and technical advisers to understand in more detail the issues and aspirations for the Town Centre and how they can be translated into proposals for change.

Attendance at this day is by invitation only, but if you are involved with a local group that would like to be represented, please contact Marie Osborne, Convener, Wolverton Steering Group using the contact details below.





if you would like to speak to someone please contact:

Marie Osborne	Convener, Wolverton Steering Group 07967 059423 m.osborne@homecall.co.uk
Fiona Tarbit	Senior Planning Officer, Milton Keynes Council 01908 252318 fiona.tarbit@milton-keynes.gov.uk
info@futurewolverton.co.uk www.futurewolverton.co.uk	

Leaflet to promote consultation event – January 2012



**Neighbourhood Plan
Public Meeting**

Future of Wolverton Town Centre

**Tuesday 31st January
7 – 8:30pm**

St George's Church

Refreshments served from 6:30pm

You may feel that we have done this all before, but the outcome of the Neighbourhood Plan is different!

For the first time we have an opportunity, as a community, to have our aspirations for Wolverton Town Centre adopted by Milton Keynes Council and used to determine planning decisions.

Please make sure you grasp the moment!

More details at: www.FutureWolverton.co.uk

Call Marie Osborne on 07967 059423

or email m.osborne@homecall.co.uk

Annex 5

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Meeting with Landowners

Invitation to meeting



16 December 2011

Dear Stakeholder

Re: Community Planning Event for Wolverton Town Centre

Established in 1998 by HRH The Prince of Wales, The Prince's Foundation for the Built Environment is an educational charity, which promotes community engagement in the planning process.

We have been invited by Wolverton Steering Group to facilitate a community planning exercise for Wolverton Town Centre in response to a number of emerging issues:

- Connectivity / movement and public realm within the town centre, particularly between and including The Square, The Agora /Church Street area, Stratford Street / Tesco and Glyn Square areas
- Short and long term aspirations and development options for key sites in the town centre, including the Agora shopping centre and the adjoining surface car park, the Railway Works site and the Glyn Square area
- Regeneration of the historic building fabric .

This event will be entirely funded through grants provided by the Department for Communities and Local Government as part of the 'Communities and Neighbourhoods in Planning' programme. This is an opportunity to develop a shared vision for the future of Wolverton Town Centre and The Prince's Foundation will be inviting a range of local stakeholders to work with us to create this vision.

As a key local stakeholder, we would like to invite you to participate in this community planning event on **01 February 2012, 09:00-17:00** (arrival and refreshments from 08:45), at The Gallery, MADCAP Arts Centre, Creed Street, Wolverton Town Centre .

In order for us to open up the discussion to a wider audience, The Prince's Foundation will also facilitate two public sessions; one before and one after the stakeholder workshop. All members of the community are welcome to attend.

19-22 Charlotte Road, London EC2A 3SG
T +44(0)20 7613 8500 F +44(0)20 7613 8599
enquiry@princes-foundation.org
www.princes-foundation.org



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VAT No. 839 8984 44

Meeting with Landowners

Invitation to meeting - continued

The first session will be used to explain the process and to enable the community to explain their concerns and thoughts on the future of Wolverton Town Centre.

The second session will provide an opportunity for The Prince's Foundation to present back the outcomes of the workshop. We would like to welcome you to both of these events as well and would appreciate your help in encouraging other members of the local community to join us. These events will be held on **31 January and 02 February 2012, 19:00-20:30** (arrival and refreshments from 18:30), at St George's Church, Wolverton Town Centre.

If you have any questions please contact your community representative:

Marie Osborne

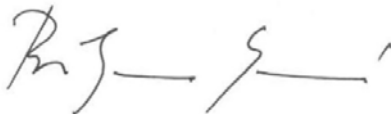
Convener

Wolverton Steering Group

Tel: 07967 059423

Email: m.osborne@honecall.co.uk

Yours sincerely



Biljana Savic

Urban Programme Manager

The Prince's Foundation for the Built Environment

Tel: 020 7613 8575

Meeting with Landowners

Agenda for meeting



Wolverton Town Centre Neighbourhood Planning Project Extended Agenda for the Stakeholder Roundtable on 13 January 2012

Attendees:

Councillor Andrew Geary, Leader, Milton Keynes Council (AG)
 Peter Smetten, Valuer, Milton Keynes Council (PS)
 Mary Parsons, Group Director, Places for People (MP)
 Tony Fletcher, Tesco Regional Corporate Affairs (TF)
 Gary Morris, Senior Development Manager, St Modwen (GM)
 Paul Kirkman and Harish Devalia, Leyland Holding Company PK, HD0
 Geoff Whyte, Owner of 5 Glyn Square (GW)
 Hilary Saunders, Chair of the Town Council (HS)
 Mike Galloway Wolverton Ward Councillor (MG)
 Fiona Tarbit, Senior Planning Officer, Milton Keynes Council
 Biljana Savic and Jeremy Caulton, The Prince's Foundation (BS, JC)
 Marie Osborne, Convener, Wolverton Steering Group (MO)

This project is part of the 'Supporting Communities and Neighbourhoods in Planning' programme funded by CLG and facilitated by The Prince's Foundation. The Foundation's role is to support the community (via Wolverton Steering Group) and MK Council in the process of developing a neighbourhood plan for the Town Centre. The central element of the project will be a two and a half day community planning workshop which will take place in Wolverton from 31 January to 02 February 2012.

This roundtable discussion is an opportunity for all major stakeholders in the Town Centre to hear about the project and the proposed programme of work, as well as inform others about their past and current involvement in the area and any plans for the future. The aim is also to get everyone's views / agreement regarding their involvement in the community planning event and the post-event joint work with the Steering Group.

19-22 Charlotte Road, London EC2A 3SG
 T +44(0)20 7613 8500 F +44(0)20 7613 8599
enquiry@princes-foundation.org
www.princes-foundation.org



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Annex 6**Meeting with Landowners**

Agenda for meeting – continued

Date:	13 January 2012 (11:00-13:00)		
Venue:	Wolverton Town Hall		
ID	Time	Item	Led by
1	10:50	Arrival, coffee and tea	
2	11:00	Welcome and introduction by Wolverton Steering Group and Milton Keynes Planning Team <ul style="list-style-type: none">• Introduction to the Town Centre neighbourhood planning project, its objectives and issues• Engagement work to date• Brief planning overview (core strategy, other planning policies), including Vanguard application	MO FT
3	11:10	The Prince's Foundation – role, proposed programme of work <ul style="list-style-type: none">• Who we are• CLG programme overview• Our role in Wolverton• Proposed programme of events	BS
4	11:20	Overview of the stakeholders' role in Wolverton, past, current and future work/plans/proposals (max 10 mins each) <ul style="list-style-type: none">• MK Council<ul style="list-style-type: none">○ The Council's views regarding the regeneration of Wolverton○ Overview of the Council's involvement in the Town Centre (the Agora site CPO attempts, the adjoining surface car park status, any relevant plans for the future)○ The Council's support for the proposed neighbourhood planning process and working with other stakeholders• Tesco• Leyland Holding Company• Owners of Glyn Square• St Modwen• Places for People	AG TF PK GW GM MP
5	12:10	Discussion	JC
6	12:50	Summary	BS/ JC
7	13:00	Close	

Annex 6**Meeting with Landowners****NOTES OF LANDOWNERS ROUNDTABLE MEETING****FRIDAY 13TH JANUARY 2012 – 11AM – 1PM, WOLVERTON TOWN HALL**

Present: Cllr Andrew Geary, Leader, Milton Keynes Council (AG)
 Cllr Mike Galloway, Ward Councillor, Milton Keynes Council (MG)
 Cllr Norman Miles, Ward Councillor, Milton Keynes Council (NM)
 Peter Smettem, Valuer, Milton Keynes Council (PS)
 Roger Welchman, DPP Planning for Tesco (RW)
 Tony Fletcher, Tesco (TF)
 Mary Parsons, Places for People (MP)
 Gary Morris, St Modwen (GM)
 Harish Devalia, Leyland Holding Company/Agora (HD)
 Nasir Hussa, Leyland Holding Company/Agora (NH)
 Hilary Saunders, Wolverton and Greenleys Town Council (HS)

Biljana Savic – The Prince's Foundation (BS)
 Jeremy Caulton – The Prince's Foundation (JC)
 Marie Osborne – Wolverton Steering Group (MO)
 Fiona Tarbit – Milton Keynes Council (FT)

1	Welcome, Introductions and opening presentations/discussion
	Apologies from Geoff Whyte, owner of 5 Glyn Square. Had provided comments by email.
	MO welcomed everyone to the meeting. Presentation from MO setting out background to community engagement in Wolverton. FT brief presentation on local planning policy framework. BS presentation on role of Prince's Foundation and Neighbourhood Plans.
	AG said MKC had reported to DCLG that the referendum was seen as a waste of resources when there is a locally elected/represented town or parish council. Will work with PF to ensure concerns are fed back to DCLG through both MKC and PF.
	MP – how do you manage community expectations? Even when people are saying something is undeliverable, they still might have an unachievable expectation. JC said that was the purpose of the day, to understand what can be deliverable here.
2.	Overview of Stakeholders' Role and Proposals
	JC asked each landowner about their proposals and how they saw their involvement in the town and the NP process. Need to be sure that the NP is deliverable and realistic, and not just another vision or strategy that nothing happens with. Need to avoid consultation fatigue.
	Mary Parsons, Places for People
	Wolverton Park is just outside the plan area. Now developed out, c.300 homes plus restoring/reusing historic buildings. Difficult site, but wanted a mixed use development, helping to make Wolverton a destination. Good sales so far, achieving a mixed community. Development is build complete, and about 70% occupied on the residential side. Still some mixed use development to finish, also the Reading Room. Had some offers for the commercial space, but want to make sure the use is right for the area. Had some interest so far from a gym, dance school, photography studio, and considering some interim uses (e.g. art gallery space) to get some footfall through the site. Won many awards relating to the heritage and vision of the development, including global recognition (Urban Land Institute award). Struggled to work out how to market the site – it worked best when it was marketed as part of

Annex 6**Meeting with Landowners**

	<p>Wolverton rather than part of Milton Keynes. PfP have some work on the Wolverton brand that could feed into the NP process.</p> <p>May be potential to do something with Tesco. Site is a bit isolated from the town centre. As a developer, PfP is still involved and see the development as a long term project.</p> <p>How can PfP help the town centre? The commercial units may be right for some retail uses. Can offer the brand value and marketing experience from Wolverton Park. Also, PfP regeneration and neighbourhood teams can feed into the process. The regional team is now based in Wolverton Park.</p>
	Tony Fletcher, Tesco
	<p>Key thing when consulting on the new scheme was design. Was an issue whether the design was becoming pastiche.</p> <p>Permission is to lift store up to the street level, with parking underneath, and four non-food retail units fronting onto the street. Community centre facility in the corner and also a café with outside area, and public art.</p> <p>Two entrance into the site, one by the Bath House, to provide better connectivity. New store is double the floorspace. Looked at trading patterns and found that the store was losing footfall to stores outside Wolverton. New store will be largest format – Tesco Extra.</p> <p>Store will have to shut as part of the 12 month process. Consent expires January 2013 so discussing when to implement. Plan to start enabling work end of 2012 to complete end of 2013.</p> <p>Impact of new Tesco in Newport Pagnell should be minimal as NP store is ¼ of the size so will have different patterns of shopping.</p> <p>Some highway/junction improvements as part of the permission. Living Archive will have temperature controlled rooms. Community Centre will have a multi-function room, more useful for modern uses. Also other S106 including town centre contributions for town centre management, signage, redways/footpaths.</p> <p>Also helping small independent retailers with training etc. Want to help integrate Tesco with the small retailers to encourage shared trips etc. Parking available for town centre users too, not just Tesco customers.</p> <p>New retail units will be flexible in size and configuration, and still available to let. Will work together with PfP to ensure the right uses in the right units between Tesco and Wolverton Park commercial units.</p>
	Gary Morris, St Modwen
	<p>Different position on the timeline to other stakeholders. Acquired the site in 2001 and leased to Railcare until 2017. Proposals are 'fluid' at the moment.</p> <p>Some discussion with Railcare in the last 18 months, but some financial issues there previously and expect the site will come back for redevelopment in 2017, for mixed use. Timing and outcomes of NP may work well to influence redevelopment proposals.</p> <p>Mixed use scheme had been development in Future Wolverton Vision/SPG process in 2004, but wouldn't support those same proposals now as there were some challenges with the scheme – would want to start again, but the mixed use would still be supported.</p> <p>Redevelopment of the site would have impact on what is considered to be the town centre. Big site and significant influence.</p> <p>St Modwen are a willing partner and would want to be involved in the process.</p>
	Agora/Leyland Holding Company
	<p>NH read notes from Paul Kirkman.</p> <p>Recently acquired the site and weren't aware of these plans when they made the purchase.</p>

Annex 6**Meeting with Landowners**

	<p>There is a need to get the infrastructure (roofing, heating, flooring, lighting) right, and Lambert Smith Hampton have been asked to look at it.</p> <p>See the site as being ideal for small business units and small retail units, and believe it would work for the community.</p> <p>The problem with doing major work is the cost, and there isn't that funding available, so they can only look to pursue small proposals.</p> <p>JC asked what would happen if occupancy didn't increase... NH believes that the occupancy will improve as there is a real need for such units.</p> <p>They wouldn't be adverse to considering 'the bigger picture', but it was bought as an investment and believe that with a small amount of funding it can work.</p>
	Andrew Geary, Milton Keynes Council
	<p>Want to keep Wolverton as a vibrant market town, which was part of the original plan for MK. Rural strategy will also include the market towns.</p> <p>Happy that these major landowners see themselves as 'part' of Wolverton, and not just 'in' the town. Need to be seen as a community coming together as one.</p> <p>Most of the Neighbourhood Plans for Milton Keynes are in the original communities, and as Front Runners we need to get it right as we are being looked at.</p> <p>There is limited funding – other than the £20k from DCLG and what is already committed (e.g. funding for the station, or S106 from Bong and Radcliffe sites) then there is no other public funding available.</p> <p>PS described land in MKC ownership. Agora car park on long term lease to Leyland. Also the community centre (being replaced through Tesco development). Just beyond red line is Radcliffe School. Have assisted in land assembly in the past for Wolverton Park and see a role in that type of process in the future.</p>
	Geoff Whyte, 5 Glyn Square
	<p>JC summarised the email from GW. Short term would see improvements to pavements etc as important project. Medium term, the units behind Glyn Sq should be looked at. Some (gym and BT exchange) are in use, but others not. Long term, could see the redevelopment of Glyn Sq but believe it still has 25-35 years of use.</p>
3.	Further discussion
	<p>JC asked what each stakeholder thought about the future of Wolverton, and possible short, medium and long term gains</p>
	<p>PfP conscious of how residential growth feeds in, including social infrastructure and making sure the profile of the town is considered.</p> <p>Quick wins – freshening up, etc. Needs entrepreneurial spirit – something works when it is a little bit different.</p> <p>Medium to long term – the Agora is key, and if that is going to stay then the plan needs to work around it, but the general view is that it needs to go. But, if it stays, we need something deliverable that deals with its future.</p>
	<p>How to fund quick wins? Put funding into the areas that really need it, and make things that really sell the town happen, e.g lighting – can be much better than public art.</p> <p>Could Wolverton be part of a Business Improvement District? Considered that the town isn't big enough, and wouldn't achieve what was needed in the short term. But also because non-landowner businesses need to buy-in to the process and vision.</p> <p>What about the businesses that aren't interested in 'sprucing up'? Felt that if it happens in other parts of the town, they'll see the benefit and spend the money.</p>

Annex 6**Meeting with Landowners**

	<p>Potential for night-time economy... bars and restaurants.</p> <p>Need to show that the market towns aren't in competition with CMK.</p>
	<p>MG – agrees with what the vision says and thinks it is still valid. Need to engage and get buy-in to that.</p> <p>What has happened since the Vision in 2004?</p> <ul style="list-style-type: none"> – Wolverton Park – Redevelopment at Radcliffe School – Health Centre – Civic buildings <p>When funding has been available, Wolverton has had bids ready to go and been successful because of it. This needs to continue</p>
	<p>The town is benefiting from more housing and increased footfall. Need to see Tesco in the Town Centre as a benefit. There'll be a short term issue while Tesco isn't in the town for 12 months. They hope to still have a small store, but there will be an impact on footfall etc.</p>
	<p>Need to think about smarter working. Discussions at MKC to improve silo working. Need to co-ordinate public realm improvements. Public Realm Design Guide for Wolverton will help.</p>
	<p>Tesco – agree with the need for a spruce up of units in the short-term, as a sign that things are going forward. Have done something similar in Derbyshire in the past – using a retail consultant to give feed back to retailers, then a workshop to help people make improvements, marketing options, retail strategies etc. Helps to give pride to the area.</p>
	<p>JC – all investment in Wolverton seems to be edge of centre, eg Tesco, Wolverton Park, St Modwen land, while in the centre, the Agora, for example is struggling. What can be done in the centre?</p> <p>Will be interesting to see what people think the centre of the town is. And need to remember that some people don't want the Agora to go.</p>
	<p>St Modwen – future of the railway works site is key to the medium and long term future of the town, as a key site along the canal. But difficulty is that the plans for the area are not clear and it will be a problem for the deliverability of a NPlan for the area. The strategic plan needs to consider the railway land, but without constraining St Modwen's future plans.</p> <p>Public hadn't particularly expressed a view in the past, so only really coming through now – people are saying about links with the canal, but only high level comments so far rather than any detail.</p>
	<p>Agora – re-iterated that they are only recent investors and have no particular plans. Keen to see what comes out of this process.</p>
	<p>NM – railway land will change the focus of the town. Needs to be mixed use, but would want to see a slant towards employment to help balance the recent residential development. Also, doesn't like the Agora building, but appreciate the value of the use of the space.</p>
	<p>Managing public expectation of the Agora will be important, particularly if people want to see it go. Need to show how we can work with what is there – it can't just be wiped away. We mustn't be too fixed on the agenda, especially if the Agora is staying.</p>
	<p>JC – remember this is the beginning of the process.</p>

Annex 7**Comments from January 2012 consultation leaflet and event****The Agora**

- Tear it down (in the short term) and put back Radcliffe Street
- Thorough renovation and make it inviting, including the Co-op and Post Office
- Knock it down and open up the centre of Wolverton again. The Place is cut in half
- The Agora needs to go. Redevelop the site to include the co-op all on one level.
- Short term: let the co-op take it over
- Long term: demolish it and extend The Square into this space with small businesses under cover
- Demolish The Agora as soon as possible and re-open Radcliffe Street and facilitate access to The Square
- More variety of goods
- Knock down – a real eyesore from the late 1970's. Replace with new infrastructure and mixed usage
- Demolish and create an open air market adjoining The Square
- Short term – wind down slowly relocating existing businesses into the local empty shops around Stratford Rd/Church Street. Long term – remove to make way for a bus terminal. Enlarge the co-op.
- The Agora does not feel like the heart-beat of Wolverton. It is the biggest indoor unholy public space.
- It is not so much the building as what it's used for but the area would be better without it.
- Knock down and re-develop with small shops and housing
- Take down the Agora building – it is ugly and not maintained
- Short-term – close and demolish. Medium: demolish. Long: redevelop and extend main square with shops and cafes'
- Has to be redeveloped in the long-term. Radcliffe Street needs reconnecting. In short term – take roof off, knock holes in the walls – make it a market space
- Must be removed totally to create a thoroughfare. New shops and houses could be placed on the former Tech school site
- Should be demolished and Radcliffe Street to run through to Stratford Rd. This will bring new businesses into The Square
- A boutique venue – shops, craft markets, cafés. A good mix of indie and designer. Indoor market like a “covered Camden town” or Spittlefields. Just needs a good tidy up – building very unique and exciting!

Annex 7**Comments from January 2012 consultation leaflet and event**

- It currently segregates The Square from Tesco and High St. Demolition would allow better through access for shoppers on foot. Create a large open space, doubling the size of The Square.
- Demolish the Agora to open up a corridor reconnecting The Square and open site for redevelopment as the retail hub for Wolverton. Increase parking around here to serve the retail area.
- This is an eyesore – Radcliffe Street could be restored with shops on either side if it were scrapped.
- Pull it down and redesign the real Town Centre with The Square (this might turn Church Street into the High Street) But ensure the co-op has suitable new premises first. There are plans drawn up for this – why re-invent the wheel?
- Worried that redevelopment of the Agora will risk co-op – good community shop very popular with people in the Town
- Post office is essential for the Town – what will happen if the Agora goes?
- Medium to long term - We would like to see this replaced so that the original street plan could be re-instated so that Radcliffe Street again lined up with the Square. Mixed use building more in keeping with the Town.
- Short term - A lot could be achieved with a general spruce up of the interior – we suggest a lot could be achieved by painting some of the dark interior brick work in a light colour. This would instantly give a fresher more up-dated, more user friendly look.
- We also suggest that the owners consider re-instating the Market back into the building. The Agora was built to replace the Town's Market Hall so the Town had always had an indoor Market. For the many years that the Market was held in the middle open space of the Agora – there were benefits to Market Traders and unit holders alike. The Market had a large number of stall holders who were attracted to Wolverton Market as it was indoor and not weather dependent. This had a knock-on effect for the unit traders who ended up with market customers who might not have noticed their business otherwise. At one time there were several markets a week, all were bustling and included a specialist antiques & Bric-a - Brac on Wednesday. The Wednesday one did attract proper dealers – not just car-booters because the indoor location meant they could display delicate stock. We consider it was a very big mistake cancelling the Market. There were several years with just the Plant Stall located adjacent to the Co-op inside and out. When they decided to get Market stalls in action again, they were all put outside - but many traders had found other outlets by then and customers had got out of the habit of coming to Wolverton for the Market.
- The Agora is long overdue for redevelopment and when this happens open up the old road Radcliffe Street with a new second road from the Square to Church

Annex 7**Comments from January 2012 consultation leaflet and event**

Street so as to keep the one way system that works – this will enable an improved drop off/pick up bus area, new retail properties, plus affordable flats and parking for shoppers

- I would like to see the Agora demolished and the site redeveloped, whether for commercial or retail use
- Access blocker – redevelop (open up) any building replacements should be less dominating and more in tune with the area – green the area

The Square

- If it has a retail future improve area round Agora, do signage maybe bite the bullet and covert to pure residential?
- Should be opened up to Stratford Rd – could be developed as the High Street again
- Open up The Square by knocking down the Agora and building a new centre on all one level
- This is the most pleasing part of the Town Centre but inaccessible – needs to be extended into what is now The Agora
- Better than it was but still a bit scruffy – open it up to Church Street – demolishing the Agora would revitalise it
- More landscaping
- Extend it with mixed usage, more seating and planting
- Extend downward onto Agora site and use as Open Air Market
- Needs access road from Church Street – would attract more businesses. Move Farmers Market to The Square
- Very good now – nice selection of shops – no change needed
- A bandstand to support the Town band is needed!
- Good useful shops, has a nice feel, could support Church Street as High Street
- Hold weekly markets
- The Square needs to be supported – being cut off from Church Street does not help. It could be thriving if extended with ease of access
- Will always be in the shadow of the Agora – until it's gone. Long-term should be retail/mixed use linked to Church Street
- Returned to its original state as gardens
- If Agora is demolished and Radcliffe Street reconnected with Stratford Rd, the Square will flourish. Many businesses will come to The Square.
- Need more seating and better planting – more markets in the summer

Annex 7**Comments from January 2012 consultation leaflet and event**

- Demolish the Agora, extend The Square to Church St/Radcliffe Street and construct some new buildings around this extended space. Move Farmers Market to this central space, make more pedestrian friendly
- We feel that the usage as an open space for venues works well – it hosts 5 major events.
- Still very much an unknown factor for many people who do not know of its existence. Long term would like to see linked to Church Street but certainly in the short term would like to see signage improved and more Town information. See: WSAH offer to fund traditional wall sign in section on Stratford Road/Church Street
- The Square is a great community area and generally neat and tidy. I like the events held here. A nice café open on the weekend would be good. The 60's community church is rather hideous though
- The Square has and always will be the centre and focus of Wolverton – this is why it's so important to open it back up to Church St and Stratford Rd
- It's much improved – all the shop fronts could be upgraded. There is currently an unsightly missing sign

Stratford Road/Church Street

- Potentially Church Street is or should be the High Street, or perhaps The Square, Church St, Stratford Rd
- No, I don't think we do have a High Street!
- Stratford Rd is our main road but needs improving – no more fruit and veg stalls outside shops
- No Stratford Rd/Church Street are not our high street – we don't have one
- Stratford Rd was always the main Street, but looks a bit rundown now. Church St has suffered from the Tesco effect
- Yes, Stratford Rd and Church Street are our high streets
- Both are – but Stratford Rd needs beautifying with more mixed units and a limit on the number of takeaways
- Yes, combination of Stratford Rd, Church Street and Radcliffe Street
- Stratford Rd should be cleaned as our High Street but does not feel like it
- Church Street feels more like a High Street. Stratford Rd is what outsiders see as a High Street or what Wolverton appears to be
- I would prefer to concentrate on the main square becoming the high street
- Church Street should be the high street with new build alongside the Agora car park

Annex 7**Comments from January 2012 consultation leaflet and event**

- Stratford Rd is a high street but needs better pavements and better pedestrian crossings – also the Christmas lights were crap!
- Church Street is our High Street – we need the Post Office to be restored – the present facility is 3rd world!
- If the Agora was pulled down and the area re-designed it might turn Church Street into the High Street
- We do not consider that Wolverton has a High Street but instead has a Shopping Centre. We feel that it is a mistake to try and put the “High Street” tag on one of the streets and it is a mistake to try and fit the Stony Stratford pattern onto Wolverton. The two towns came into existence in totally different ways and have totally different lay-outs.
- However the different areas need stronger links between and eye-catching and efficient signage. Good Town map showing shopping areas and places of interest.
- For an immediate short term benefit the Society is offering to fund a traditional wall -sign pointing to the Square .(in the style of the restored Hovis/ Crawford Arms wall signs) to be hand-painted by a local sign writer, on the wall leading from the Agora Car-park to the Square
- I don't think there's enough quality shops to call this our High Street, but if the Agora goes it could connect up with The Square
- Stratford Rd is busy and unpleasant for pedestrians and a poor advert for Wolverton – anything should be done to improve the through traffic
- Attract more interesting/appealing small businesses (Boutique 73 a good example, as are cafes and shops in Newport Pagnell)
- Stratford Rd should stay as the High Street and it would be good if the redevelopment of Tesco could increase more retail properties on the railway side of Stratford Rd - this would give a more traditional look to the High Street and integrate Tesco with other retailers

Railway Lands

- I await interesting and realistic proposals to consider!
- Canalside housing and mixed use development including High Street, quality housing and office space
- I think we might entice companies such as Siemens or Bombardier to relocate to such excellent facilities
- More residential such as award winning Wolverton Park, with some office space

Annex 7**Comments from January 2012 consultation leaflet and event**

- Depends what the rail company intend to do – if there is an opportunity to create more sites like Wolverton Park then great!
- This needs to be totally redeveloped with small business units and canalside marina
- Redevelop as a mix of housing, retail and industrial – link to Wolverton via street pattern
- So many possible options – would need to be informed of the viable options
- Redevelop with small industrial units
- Not a massive MK style housing estate – needs to reflect Wolverton, minimise use for cars and another Dr's Surgery
- Wolverton has an industrial past, and any industry/retail park would add to jobs and visitors
- Light industry/small business space, Housing/park space, Trees/planting/walk ways
- Canal walks, gardens, new social housing
- Unique, low carbon housing development with self build site for local people
- Mixed usage – including more upmarket restaurants, leisure development offering something different from CMK, park next to canal, housing
- Something other than lots and lots of new housing!
- Should not be used for housing – rather open space, waterside features and additional car parking
- Do not put up loads more houses inside railway sheds
- The building at the back of Tesco should be sold and redeveloped for housing
- Leisure area and employment
- Mixed development – must include employment (non-retail) opportunities
- We would obviously hope that Railcare continue to trade and be a successful part of Wolverton for many years.
- Short term - Would like to see Railcare considering getting the Wall repointed to conserve it – we suggest using Foundation House Brick- laying course. Cost effective and a way of getting community involvement – this has worked well with previous projects in Oxford/Bedford Streets and at the Secret Garden.
- Medium/Long term - We would hope that the historic buildings to rear of site retain as much of their historic fabric/elements as possible and then find new uses. Wolverton Park being a good example of how this can be achieved. Would like there to be a mixed use. Would be a good site to bring in specialist businesses – for example heritage/renovation businesses / artisan crafts and railway heritage businesses.

Annex 7**Comments from January 2012 consultation leaflet and event**

- Would like to see some parts of the Wall retained as it is such an integral feature of the Town. If any has to go, we feel that we would like to see a long length retained to give impact.
- Could make better use of the canalside position – that side of the canal is just a mess – better access from Stratford Rd to canalside possible?
- As an ex-worker at Wolverton Works having spent 30 years of my life it hurts me to see it slowly die – I just hope we could keep some industry in the area – maybe small engineering units a marina, something that reflects the reason Wolverton is here – but please not just houses

St George's Church

- An indoor market?
- I thought it did have a role in the Town Centre – as a Church! And a venue for all kinds of meetings and events
- Beautiful building and grounds – jus needs a decent gardener and more lighting
- This is a Church and should remain so
- St George's needs sympathetic modernisation and dividing up the space to make it multi-use
- It's a beautiful Church and should play a significant role in the community. If not supported the Town will lose a significant part of its identity
- The Churchyard is a haven of peace and wildlife
- The Church is central and has potential to play more of a role than it has done in the Town Centre
- The Church does a good job to hold concerts, Saturday breakfast etc – the Curate is doing a good job
- Multi-use building – what about a Nursery and space for other community groups
- Use more as a community centre – clean up area including gardens
- Yes, more integration into Town Centre needed
- It is a drab unexciting building and not suitable for community use
- St George's Church could have a refreshment and meeting place
- Whatever happens to the Agora car park keep good visibility to the Church
- We think they run very successful Community events although it would be nice if they could be publicised more. We would certainly encourage them to further use for this.
- Several years ago, it was suggested that they could do with better access to the church with an access direct from the Agora Car-park. This would be through a

Annex 7**Comments from January 2012 consultation leaflet and event**

breach in the wall with a gate from there. We would really like to see this implemented and feel it would be a real benefit to the church and would integrate them further into the Community.

- The Church building should remain primarily a place of worship
- The Church is lovely and does not need improving – the cinema nights are great – please keep it up and do them weekly!

Glyn Square

- Renovation needed – Tidy up behind
- Needs improving in the long term
- Leave it as it is apart from improving pedestrian access
- Asda – too small a car park
- Expand ASDA - remove downmarket shops
- Retain as present
- Refurbishment required – range of shops is ok – like new Asda – car parking ok as people can use Church St/St George's way as overflow
- The arrival of Asda bodes well for Glyn Square – another strong high street brand would give Wolverton a long-term chance
- Focussing on the High Street may mean that Glyn Square loses its focus
- Parking problems need to be addressed – shops not a real issue
- A difficult area for small businesses – will Asda survive in shadow of Tesco? – if moved to extended Square would increase footfall and energy of the area
- Short-term – no change. Long-term – redevelop in keeping with the Town
- It's fine as it is – just needs a clean and a tidy
- It's very useful as it is
- Good mix of successful businesses at front. Good to see old buildings at rear in use but needs to see a use for large lock-up building. Often really messy in the area behind the food shops needs a concerted clean-up, very unfair that the two businesses behind have to overlook this
- Apart from pulling it down and starting again I'm not sure what can be done with this tin looking retail premises
- It would be nice to have a more attractive entrance to Wolverton. It would also be good to improve/make access to the canal possible through here
- I think this is pretty much ok as it is

Annex 7**Comments from January 2012 consultation leaflet and event****Tesco**

- Persuade management to the advantages of social engagement
- Tesco is big enough for Wolverton
- Tesco needs better parking
- Bring the main entrance onto Stratford Rd
- I don't think this is possible, but could a financial contribution be sought for the Town for the expansion?
- Improve traffic regulation with removal of the double mini-roundabout – re-introduce through bus routes
- No more square footage – let it expand up or down on the current site
- Why does it need to expand. The current size and opening hours serve the community adequately
- A traffic integration plan would help include tesco in the Town – good traffic management and additional crossings are needed
- A good transport plan would help integrate Tesco into the Town – decent shops on Stratford Rd
- Discourage from further expansion
- It is fine where it is and once expanded we should try NOT to integrate it into the Town. Try integrating The Square into the community and making it the centre
- Integrate Tesco into the Town by making sure the developments around it are not isolated from the rest of Wolverton
- CSR – they should support local projects and events
- Ensure shoppers at Tesco see directions to The Square
- Extend it into the railway lands
- The expansion of Tesco should not go ahead in the face of local opposition.
- Add a second floor to what is there
- Needs to be clear glass on store (and keep this and not then cover with large adverts, film etc) to give view of the Town. There should also be a clear route into the rest of Wolverton with signage and a proper Town map. There should be an emphasis that they are part of Town Centre shopping and not just Tesco's aloof from everyone else! Any small shop units need to face Town as well as Tesco's so there is not "the back to the Town" problem continuing.
- Tesco's also need to be made aware that as they have expanded they seem to have increasingly become more isolated from the Community. They are not seen as wanting to be part of the Community or even willing to help. They have been absolutely rigid about Community use of their car-park during Town emergencies.

Annex 7**Comments from January 2012 consultation leaflet and event**

Examples include: refusing to let teachers park there during a bout of extreme cold weather when streets were impassable round Wyvern School but Stratford Road was clear. The car-park was not very crowded on a week-day in bad weather but their refusal meant the school could not open. Another example was when the breast screening unit was vandalised at the Health Centre – their refusal to let the unit park in their car-park meant that residents from Wolverton and District had to travel to Milton Keynes Hospital. This example, in particular, seemed very misguided, apart from being bad for PR they missed out on shoppers going in there after using the unit. So a very strong message is that Tesco's needs to engage with the local community. They promise to do so when they want to expand but once they have their planning permission – they never follow through!

- Sooner the better – we need a store like Kingston or Bletchley they would help bring people into Wolverton – my family and I will go to Kingston or Bletchley and use the surrounding shops of that area as well
- Could local traders have franchised facilities inside the shop?
- Any chance of stopping expansion?

Transport Improvements

- Bus stops are good – using the front of the Agora as a “rest stop” is not. There needs to be better access to the station for pedestrians, bike locks stands on public areas are needed – The Square, Glyn Square, Secret garden, Glyn Square etc
- Bring back MK Metro – encourage local bus companies who pay local taxes locally!
- In short-term look at a one way system for buses. In long-term get rid of Agora and put a bridge across the canal to link to Old Wolverton. Make back ways into cycle and pedestrian routes
- It is a town not intended for vehicles – creating strategic one-way roads would help flow and safety. No multi storey car park.
- No easy place to cross road on way to the station – a lot of bus congestion on Church Street, but buses are good to have
- Need bus station and turnaround area – create dedicated area on old agora site
- All buses should turn round in new bus station
- Restrict parking on Stratford Rd and Church Street
- More long stay disabled parking near centre of Town

Annex 7**Comments from January 2012 consultation leaflet and event**

- Urgent need for more parking – but where? Bus service ok but should be no bus service up Windsor Street
- Make traffic one-way to improve the main streets
- One way from Stratford Rd up Creed Street along Church Street down Radcliffe Street or reverse
- The two junctions - Church Street/Creed Street and Stratford Rd/Creed Street – are very difficult for pedestrians walking to the station – urgent need to have a solution and make walking to the station easier and more pleasant
- Need a public car park on Stratford Rd near the community centre
- New road alongside community centre giving access to the canal and railway lands
- Reconnected Radcliffe Street (drawn on 7 plans out of 22 that are annotated)
- The Society wants to emphasise that they would like to see an even balance for all transport users and would not like to see priority for any type of user.

Church Street, Radcliffe Street and Glyn Square.

Real issues here on a Friday. Mosque users park on pavement in Church Street and block in residents in St. George's Way This, together with the buses parked up, can cause hazards for pedestrians. There certainly needs to be a dialogue with the mosque to try and get a more considerate attitude.

Stratford Road and Creed Street

Hazardous for pedestrians. Careless, impatient driving on approach to Tesco's can make crossing hazardous. If coming from Creed St to go to Secret Garden or Station there is no choice but to cross there as pavement only on one side.

Radcliffe Street

We suggest it becomes one-way from Church Street to Stratford Road – we can see no benefit to it being two- way especially as it has such a narrow pavement. Because of it currently being a two-way system, there is a tendency for big vehicles to cut the corner by going on to the pavement. Shop on corner of Stratford Road/ Radcliffe Street often has large delivery vehicles and customer vehicles parked on pavement on corner. This is really a pedestrian unfriendly route. If this is implemented there should be no problems with deliveries as there is a Back access running behind properties parallel with Stratford Road . We feel that this would ease congestion and give better visibility for all road users.

Agora Car-park

We are glad to see that many bus routes are now re-instated to Wolverton and that it again acts as a transport hub. Seems to be a question mark recently over number of bus cancellations and whether there are maintenance problems. We have noticed that Wolverton is now acting as the location for a driver change over point and can fully appreciate that this is a viable location. However can we

Annex 7**Comments from January 2012 consultation leaflet and event**

suggest that the Bus Company considers introducing, at least, some basic facilities for their drivers. This probably is not a problem when the Agora Centre is open as there is a toilet available there, but can be after shopping hours. There has been talk of anti-social behaviour by the drivers in St. George's Church Yard, as a result, of this which needs to be resolved. If they could install a kiosk (maybe similar to the Cube at the City Centre) this could also act as a transport information point.

- Cycle lane to station and better pedestrian access to station – steps from bridge to platform 1 – buses seem pretty good

Other comments

- There are a lot of one type of independent retailer – halal butchers, sari shop etc but they have survived the recession very well – this is good for Wolverton. The alternative seems to be tattoo parlours and take away shops – how do you attract the right businesses – we don't need to be Stony Stratford or Newport Pagnell
- Direct link from Platform 1 of Station to Wolverton Park needed
- My proposal is a new feature that builds on Wolverton's associations with the canal and railway works. It would also connect Tesco's site, Stratford Road and Radcliffe Street. A marina constructed on the western side of Tesco's buildings would be an attractive new feature in the middle of the town centre, and would be a focus for development facing the marina. This might be attractive for retail, restaurants, or small B1 uses on the ground floor and residential flats above. By demolishing the former works boundary wall between Stratford Road and the new marina basin, the town centre would open up with a new vista and a new axis of restaurant/retail opportunities alongside the basin, connected via Radcliffe Street to Church Street. Tesco would have the opportunity to open their frontage onto the Basin, thereby providing a better link between the store and the remainder of the town centre. Longer term the removal / redesign of the Agora would provide an opportunity for a connection from the Basin to The Square. In this way the town would achieve an integrated commercial centre, based on the Basin / Square north-south axis, linking directly with the remaining commercial areas on Stratford Road and Church Street, and Glyn Square beyond.
- Christian Foundation – awful looking building
- Really like the charm and community of Wolverton – some things (admittedly costly and ambitious) could make a real difference

Princes Foundation report on the Neighbourhood Plan workshop

Annex 8

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**WOLVERTON
TOWN CENTRE
NEIGHBOURHOOD
PLANNING
WORKSHOP
DRAFT REPORT**
31 JAN - 02 FEB
2012



**PRINCE'S
FOUNDATION**
FOR BUILDING COMMUNITY



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THE PRINCE'S FOUNDATION
for **BUILDING COMMUNITY:**
TRANSFORMING LIVES through ENGAGING
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THE TOWN CENTRE WALKABOUT BY THE PRINCE'S FOUNDATION
AND NEIGHBOURHOOD PLAN PROJECT TEAMS - COMMERCIAL AND
RESIDENTIAL USES IN STRATFORD ROAD





1.2 INTRODUCTION

COMMUNITY PLANNING IN WOLVERTON

Wolverton already has a sophisticated portfolio of planning documents and community engagement outputs.

PLANNING CONTEXT

The Milton Keynes draft Core Strategy (October 2010) envisions extensive future development for Milton Keynes and its surrounding areas. Wolverton in particular has been earmarked for development and enhancement, as its large number of brownfield sites represent potential opportunities for delivering housing and meeting regeneration objectives. These objectives will also be served by enhancing the retail offering in Wolverton Town Centre. Wolverton is consequently positioned for significant potential change in the coming decades.

Although the Milton Keynes Local Plan (2005) will eventually be replaced by the Core Strategy, it currently contains a policies pertaining to the redevelopment of Wolverton that are incorporated by reference into the Core Strategy. Policy KS6 mandates future development in Wolverton that is sensitive to its built heritage while simultaneously supporting the regeneration of the town centre.

Policies TC11 through TC13 have three connected objectives: to define the role of Wolverton Town Centre; to improve the attractiveness of the Town Centre; and to ensure retail development in Wolverton does not prejudice the Council's wider regeneration objectives.

The Wolverton Regeneration Strategy (2003) focuses on the enhancement of certain Town Centre locations – including the Square, the Station, the Triangle Building, Church Street and Stratford Road. Along with the draft Wolverton Area Action Plan, which was never finalised, the Regeneration Strategy contains the most detailed plans for specific sites in Wolverton. These have informed the design work during the community planning workshop facilitated by The Prince's Foundation and should consequently inform the development of the Neighbourhood Plan.

COMMUNITY ENGAGEMENT TO DATE

In 2002/3 as part of the Market Towns Health Check, residents of Wolverton participated in a visioning exercise to determine what they wanted Wolverton to look like in 20 years time. Suggestions and ideas from more than 500 local residents were fed into the "Future Vision" document. This vision was "refreshed" by residents in 2010 under the guidance of the Wolverton Steering Group.

Through this revision, the Future Vision retained fundamental principles ranging from small-scale changes that will impact Wolverton residents in their daily lives to larger-scale aspirations for the town. The Wolverton Steering Group Strategy & Action Plan (2010) – which anticipates short, medium and long-term changes over a 5 year period – was devised following the Refreshing the Vision process.

In the months leading up to The Prince's Foundation-led neighbourhood planning workshop, the Wolverton Steering Group collected further feedback from residents and businesses on a number of key sites and issues related to the regeneration of the Town Centre including, but not limited to: transport and movement; the Agora Shopping Centre; the Square; St George's Church; Glyn Square; the Tesco site; and the Railway Lands along Stratford Road.

Along with community input gathered during the neighbourhood planning event itself, the results of all the community engagement work carried out since 2002 have informed the content of both the workshop and this report.

BUILDING CONSENSUS... THE WOLVERTON STEERING GROUP HAS BEEN INSTRUMENTAL IN GATHERING OPINIONS AND FEEDBACK FROM RESIDENTS IN CONNECTION WITH KEY COMMUNITY ISSUES.



STAKEHOLDER DAY - THE WORKSHOP
BROUGHT TOGETHER KEY STAKEHOLDERS TO
STRATEGISE WOLVERTON TOWN CENTRE'S
FUTURE

2.2 THE WORKSHOP PROCESS

FIRST PUBLIC SESSION: DOTS EXERCISES

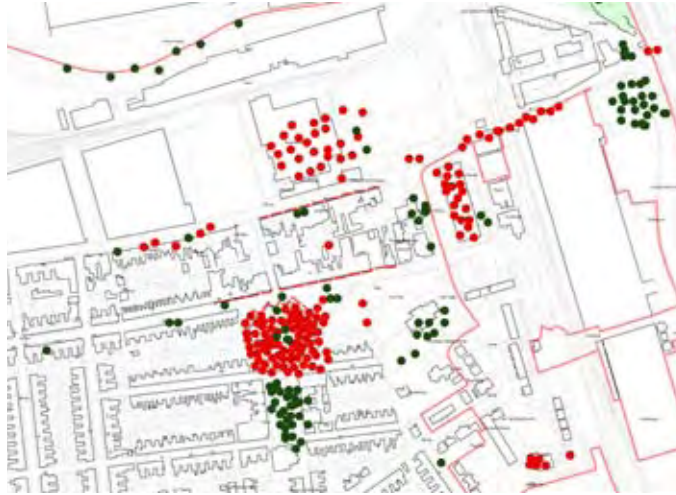


THE CENTRE OF WOLVERTON

Residents were asked to mark where they thought the centre of Wolverton was at the moment and where it should be.

The blue dots represent where residents perceive the current centre of Wolverton to be and the pink dots represent where they believe it ought to be.

While the opinions seem to be split over where the centre of the town is at present (with some considering this to be The Square, some Church Street and others the area in Stratford Road around Tesco), the vast majority of participants believed that the centre of Wolverton should be in the area straddling the sites of the Agora Shopping Centre and The Square. It is obvious that The Agora is currently seen as an underperforming element of the Town Centre, while occupying a crucial site and that a much better link between The Square and Church Street is crucial for the regeneration of the Town Centre.



LIKES AND DISLIKES

When asked what they liked and disliked about Wolverton, residents' opinions are quite clear: green spaces are loved, The Agora is loathed.

The red dots, which represent residents' least favourite places in Wolverton, are overwhelmingly centered on the Agora Shopping Centre. Glyn Square, the Tesco site and the stretch of Stratford Road leading to Wolverton Railway Station also had relatively dense concentrations of red dots, indicating that residents were dissatisfied with them as well.

The green dots represent residents' favourite places in Wolverton. There is a concentration of green dots at The Square and several in Wolverton's green spaces, including the Secret Garden in the north-east corner and the canal along the northern edge of the Neighbourhood Plan area.



AREAS FOR IMPROVEMENT

Residents identified several areas for improvement within the Town Centre, including key redevelopment sites, streets, public spaces and gateways.

The results of this exercise re-affirmed the findings of previous consultations and the post-its exercise carried out during the workshop. The areas identified as priorities for improvement include The Agora site, Stratford Road (between the Railway Station and Cambridge Road), the Railway Lands site, Glyn Square, Creed Street/Church Street junction, Church Street Car Park, the entrance to the Town Centre/Church Street from McConnell Drive and The Square, with the greatest concentration of dots on The Agora site.

Much of the workshop was devoted to defining the future vision for these sites, building on the body of work done in the past and focusing on delivery mechanisms to bring them to fruition.



STAKEHOLDERS WORK TOGETHER WITH GUIDANCE FROM THE PRINCE'S FOUNDATION TEAM TO DEVELOP RESPONSES TO THE ISSUES



SKETCHES PRODUCED DURING THE GROUP SESSIONS FROM TOP: NETWORK OF LINKED GREEN SPACES AND AGORA DEMOLITION PROPOSAL; QUICK WINS PROPOSAL; A LONG TERM OPTION FOR THE RAILWAY LANDS.



We have been trying to get permission to maintain a single drainpipe for months. The Prince's Foundation got through all this in just three days and I think they deserve a round of applause!

ANDY FORBES WOLVERTON CHURCH AND COMMUNITY LEADER





THE LONG-TERM VISION FOR WOLVERTON: A NEW NORTH-SOUTH LINK THROUGH THE TOWN CENTRE IS PROPOSED, LINKING THE SQUARE WITH NEW PUBLIC SPACES IN CHURCH STREET (SHOWN) AND STRATFORD ROAD. NEW DEVELOPMENTS ARE PROPOSED ON BOTH SIDES OF THIS LINK, BETWEEN THE SQUARE AND CHURCH STREET, WITH RETAIL /COMMERCIAL USES ON GROUND FLOOR AND RESIDENTIAL USES ABOVE.

3.1 PROPOSALS

DESIGN ISSUES/CONTEXT

Although much of the focus was on the fragmentation of public space in Wolverton caused by the Agora, the design workshop examined a number of other important issues and contextual factors. Examined together, these design issues create a clear picture of the overarching need for a neighbourhood plan in Wolverton.

DESIGN ISSUES AND CONTEXT

FRAGMENTATION OF PUBLIC SPACE CAUSED BY AGORA

BLANK OR POOR QUALITY FRONTAGES AROUND KEY SPACES AND LINKS

POOR QUALITY/MAINTENANCE OF PUBLIC SPACES

LARGE CAR PARKS DOMINATE THE PUBLIC REALM

MOVEMENT PATTERNS

TYPES OF ACTIVITIES AND CATCHMENTS

The poor quality of public spaces in Wolverton, to which the blank frontages and large car parks contribute, is chiefly responsible for the residents' claim that Wolverton appears to be "down at heel." During the stakeholder workshops many of the short term goals sought to reestablish the public spaces in Wolverton as attractive and enjoyable places.

The fact that The Square is identified by the majority of residents as both the centre of town and a favourite place

speaks volumes in this respect: Wolverton residents appreciate the public open space they have and would undoubtedly appreciate having more.

The Square illustrates another of the major issues in the Town Centre - poor linkages. Despite the fact that it is a favourite place in Wolverton, The Square is cut off from the major thoroughfares in the area. As a consequence, visitors to Wolverton can easily pass through the town without experiencing one of its greatest assets.

Recommendations to address these poor linkages came up in the context of nearly every design solution for Wolverton, whether in the short or long term proposals or those particular to transport and movement.

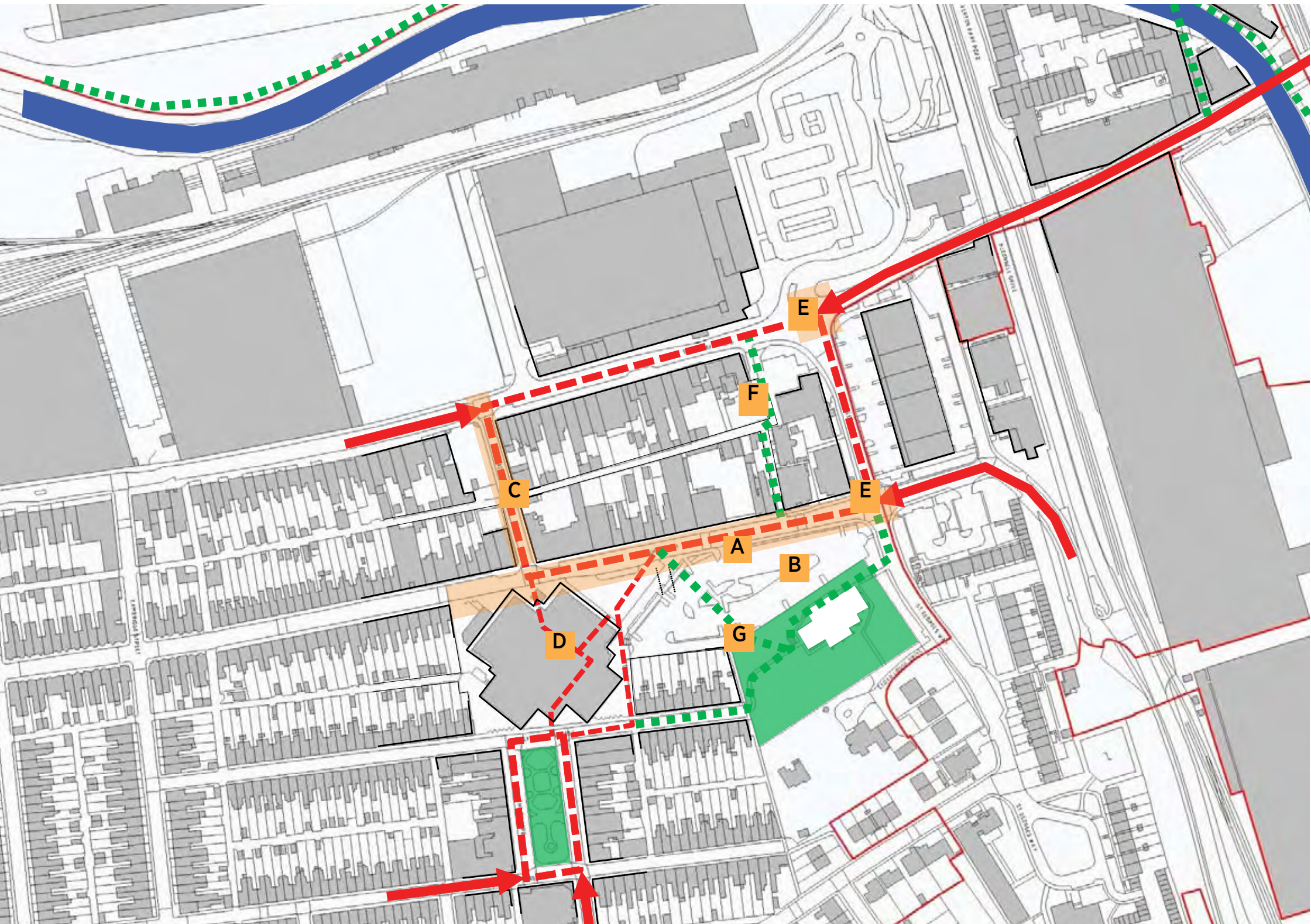
Improved movement and linkages will also help to integrate the different types of activities and catchment areas that exist in Wolverton.



BLANK FRONTAGES IN WOLVERTON MAKE ITS PUBLIC SPACES LESS ECONOMICALLY AND SOCIALLY VIABLE. RECOMMENDATIONS FOR RADCLIFFE STREET INCLUDE SHARED SURFACE AND STREET TREES TO MAKE IT MORE CONDUCTIVE TO PEDESTRIAN TRAFFIC.



THE AGORA SHOPPING CENTRE WAS BUILT BY THE MILTON KEYNES DEVELOPMENT CORPORATION IN 1979. OVER MANY YEARS THE BUILDING HAS DETERIORATED DUE TO ITS BUILT QUALITY AND IN PART LACK OF INVESTMENT BY THE OWNER WHO ACQUIRED THE BUILDING FROM THE DEVELOPMENT CORPORATION. REDEVELOPMENT OF THE SITE IS NOW THE TOP PRIORITY FOR WOLVERTON RESIDENTS.



3.3 PROPOSALS

LONG TERM PROPOSALS

The long term proposal focuses on three main sites - The Agora, the Railway Lands and Glyn Square - and the creation of a major north-south route through the Town Centre.

REDEVELOPMENT OF THE AGORA SITE

The Agora is a privately owned development that was acquired by its present owners in 2011. Their stated intention is to retain the building, improve/refurbish it for retail and commercial/office uses and build it up as an ongoing investment.

Unfortunately this vision does not accord with the community desires for the future of the site, which almost invariably include demolition of The Agora and its replacement with a more suitable set of buildings designed for commercial and community uses. During the public open sessions, some members of the community even went so far as to suggest demolition of the Agora by the community itself, likening the building to

the Berlin Wall.

As such, the stakeholders examined options for demolition of the Agora, despite the expressed intention of its owner. Crucially, the present owner attended the stakeholder day and public sessions and was not opposed to the idea of demolition in principle. Therefore, if a business case can be made for the redevelopment, there is no prima facie reason that it could not happen in the future.

The long term strategy for the Town Centre that resulted from the workshop (illustrated by the drawing to the right) therefore includes the proposal to demolish The Agora and replace it with mixed-use development including:

TWO LARGE ANCHOR STORES

A NUMBER OF MID-SIZED UNITS

**AN EXTRA CARE FACILITY
OVERLOOKING THE AGORA PARKING
LOT ON CHURCH STREET**

**RESIDENTIAL UNITS ON BUCKINGHAM
STREET AND ABOVE GROUND FLOOR.**

During the public sessions and stakeholder day it became apparent that certain retail uses currently located in The Agora are valuable to Wolverton residents. The Co-op is a valued part of the retail offer in the Town Centre and would be a potential anchor store for any new development. Residents also

suggested that the Post Office and new community centre, which is currently slated to be part of the new Tesco redevelopment, could feasibly be part of new development on The Agora site.

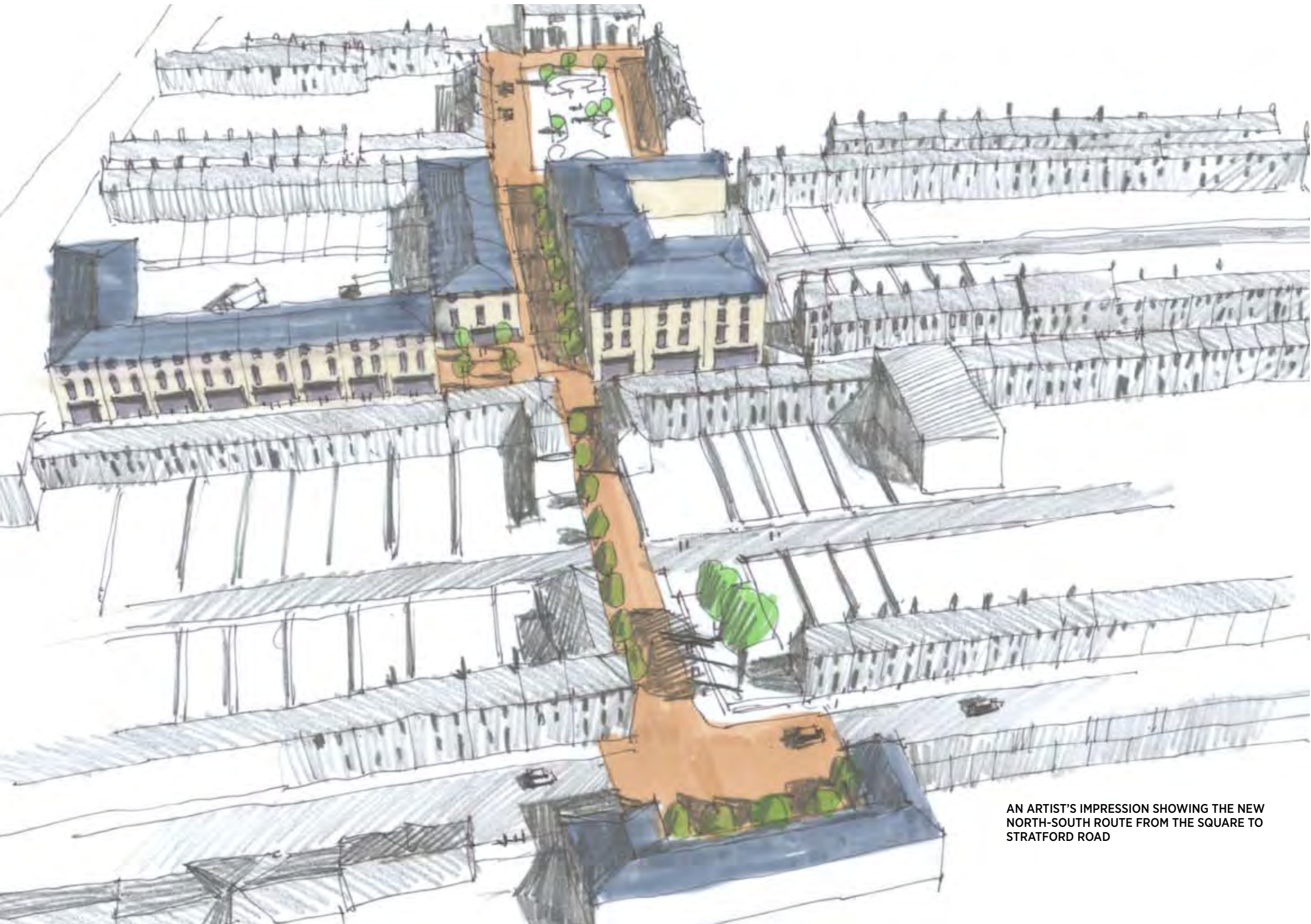
Proposed tenants for the mid-sized commercial units include high street chains/comparison shops, other retail and local services and office space for small businesses, as the community felt that there was a lack of small affordable office space for certain types of business (for example professional services). There was also a strong call for a good quality local pub and cafe, which are apparently lacking in the Town Centre.

The proposed extra care facility for the elderly overlooks the re-landscaped car park and the church yard. This is combined with the proposal to hold the weekly market on the northern section of the Church Street car park and make arrangements for additional car parking across St George's Way in conjunction with potential package of improvements/redevelopment of the housing estate there.

Further details of the proposed land use mix for The Agora site and a viability analysis are provided in the Delivery Options section of this report and Appendix B.



ABOVE FROM TOP: TOWN CENTRE PUBLIC REALM AND PEDESTRIAN MOVEMENT PATTERN TODAY... AND AS SHOWN IN THE LONG TERM PROPOSAL



AN ARTIST'S IMPRESSION SHOWING THE NEW
NORTH-SOUTH ROUTE FROM THE SQUARE TO
STRATFORD ROAD

3.3 PROPOSALS

LONG TERM PROPOSALS

The Railway Lands run along the northern edge of Wolverton, between the canal and the Town Centre. Access to and across the canal via the Railway Lands site is a priority for Wolverton residents.

THE RAILWAY LANDS

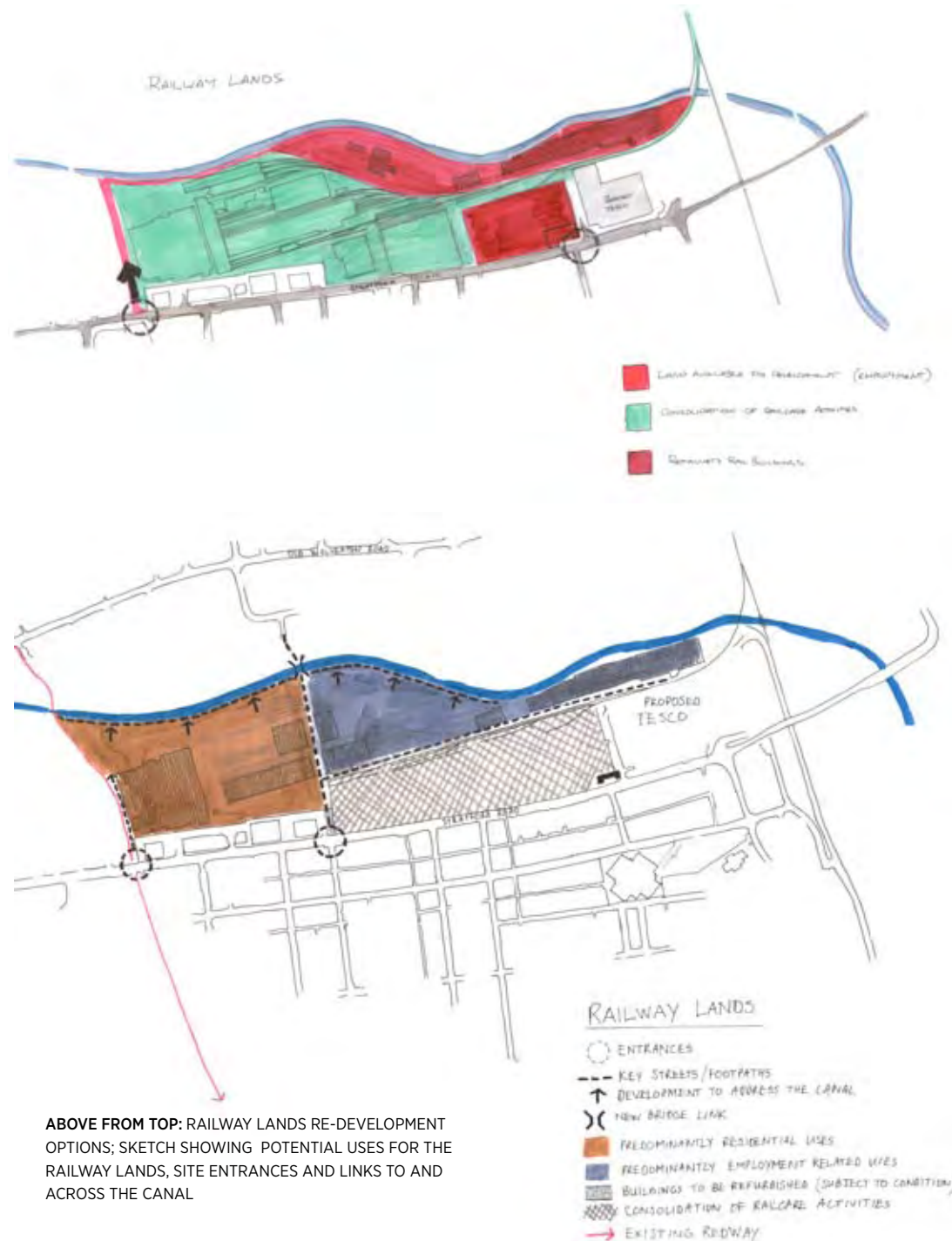
There are three possible operational options currently being contemplated by Railcare, the occupier of the Railway Lands, which directly impact the redevelopment of the site. One includes the consolidation of its activities within the currently unoccupied plots in the centre of the site (shown in red to the right); the second leaves its operations where they currently are - occupying the plots shown in green to the right, with a railway access linking the site with the mainline route east of the Town Centre; and the third option implies moving all the Railcare operations to an alternative site, releasing all the land north of Stratford Road for redevelopment. These options were presented to stakeholders during the workshop by the representatives of Railcare and St

Modwen, who own the site.

As it is not entirely clear which of these three options Railcare will pursue in the coming months, the stakeholders, supported by the Prince's Foundation team and urban designers from Milton Keynes Council, chose to focus on the one indicated as most likely - Option 1 - in which Railcare consolidates its activities in the centre of the site, leaving a large area and a number of heritage buildings available for redevelopment.

Any proposal for redevelopment of the Railway Lands should establish and reinforce the connection between the Town Centre to the canal and across to Old Wolverton. This was seen by Wolverton residents as one of the key planning requirements for the site. In addition, the preservation of employment and heritage on the site was deemed equally important. Wolverton Park development was repeatedly quoted as an example of how dilapidated heritage buildings in the town can be refurbished and converted into high quality, distinctive residential and commercial developments.

Possible Option 1 land use distribution (predominantly residential to the west, and employment-led to the north), proposed key routes through the site and heritage buildings to be considered for re-use, are shown in the sketch to the right. A proposal for a marina along the canal, within the predominantly residential, western half of the development, was also considered (not shown in the sketch).



ABOVE FROM TOP: RAILWAY LANDS RE-DEVELOPMENT OPTIONS; SKETCH SHOWING POTENTIAL USES FOR THE RAILWAY LANDS, SITE ENTRANCES AND LINKS TO AND ACROSS THE CANAL

3.4 PROPOSALS

TRANSPORT AND MOVEMENT

Transport and movement proposals for Wolverton are not only connected with one another, but also – critically – support the broader package of improvements proposed during the community planning workshop.

NINE INTERVENTIONS

The package of integrated transport, movement and public realm improvements included in this report draws on the public sessions, stakeholder workshop, previous relevant studies and various site visits. A total of nine discrete intervention areas were identified. Though parts of a cohesive whole, pragmatic considerations of funding and delivery demand that each initiative is capable of being implemented independently of the others. The idea is that the whole will be considerably greater than the sum of the parts.

Although the nature of the nine interventions means that some will have a more transformative impact than others, the importance attached to each will not necessarily be reflected in the order in which they are implemented. It is envisaged that the whole package would be introduced over a number of years, and that phasing should remain flexible to ensure as far as possible that delivery can be responsive to such matters as the redevelopment of adjacent sites and to the availability of funding from different sources.

Where cost or other considerations are likely to preclude the early delivery of schemes that the community considers to be of the highest priority, ‘stepping stone’ improvements can be considered. These are comparatively modest interventions that can be built upon in future without significantly damaging the value of the initial investment.

The nine scheme elements – numbered according to location, sequentially in order from the railway station – are summarised in the table below and identified on the accompanying plan.

Further details, along with details of other area-wide public realm improvements are provided in the attached Appendix A scheme-by-scheme, in number order.

- 1 RAILWAY STATION APPROACH
FOOTWAY WIDENING & ENHANCED STATION GATEWAY
- 2 STATION LINK 1: RAILWAY BRIDGE
ENVIRONMENTAL IMPROVEMENTS AND ENHANCED RAIL-BUS INTERCHANGE
- 3 STATION LINK 2: STRATFORD RD
‘CANYON’ WIDENED FOOT-CYCLE PATH & TRAFFIC CALMING
- 4 TESCO JUNCTION
TOWN CENTRE EASTERN GATEWAY & JUNCTION IMPROVEMENTS
- 5 CREED STREET
IMPROVED PEDESTRIAN CONDITIONS
- 6 ST GEORGE’S JUNCTION
JUNCTION RATIONALISATION & IMPROVED PEDESTRIAN PROVISION
- 7 CHURCH ROAD EAST
COMPREHENSIVE STREET IMPROVEMENT SCHEME
- 8 RADCLIFFE STREET NORTH
COMPREHENSIVE STREET IMPROVEMENT SCHEME
- 9 STRATFORD RD/RADCLIFFE ST JUNCTION
IMPROVED PEDESTRIAN PROVISION

IN ADDITION TO THE LOCATION-SPECIFIC PROPOSALS, A SERIES OF AREA-WIDE TRANSPORT/PUBLIC REALM PROGRAMMES SHOULD BE PURSUED, SOME OF WHICH ARE ALSO MENTIONED IN THE SHORT TERM PROPOSAL SECTION OF THIS REPORT. IN BRIEF, THESE ARE: A COMPREHENSIVE WAYFINDING STRATEGY; A PROGRAMME TO DECLUTTER THE STREETS; A 20 MPH ZONE THROUGHOUT THE CONSERVATION AREA AND IMPROVEMENT OF THE TOWN CENTRE GATEWAYS.

AGORA Shopping

ow shaping
ing specialist
t gold facial
Vaxing
& Pedicure
77250997529

HARMONY BEAUTY
STUDIO

WELCOME
TO THE

Agora

OPEN
AS
USUAL

Agora

SECTION 4 NEXT STEPS

This report, along with the documents referenced in its appendices, will provide the backdrop against which Wolverton can develop a Neighbourhood Plan for the Town Centre.

Although this report is not a planning document in itself, it can be used to develop and deliver planning documents that have greater weight than any of the non-statutory documents previously created regarding Wolverton.

A NEIGHBOURHOOD PLAN

An adopted Neighbourhood Plan can help to provide a positive planning policy context and it will be treated a material consideration when any planning application is submitted.

But delivery of any redevelopment in most cases requires a viable business case and a willing landowner. Wolverton's Neighbourhood Plan can therefore provide a policy context that permits the redevelopment of The Agora site, but it cannot, alone, enable the site's redevelopment.

NEXT STEPS

Further work on the Neighbourhood Plan will be led by Wolverton Steering Group with the support of Milton Keynes Council.

The Prince's Foundation is keen to keep in touch with the Wolverton community and discuss how it could provide further input into the development of the Neighbourhood Plan and its delivery

A NEIGHBOURHOOD DEVELOPMENT ORDER

A Neighbourhood Development Order goes further, by eliminating the need for a planning permission altogether.

However outside of the framework of a Neighbourhood Plan, it is not entirely clear that a Neighbourhood Development Order would be the appropriate course of action in this case. Wolverton residents have one major complaint - The Agora - but it is not the only issue that needs attention. A Neighbourhood Plan could effectively deal with all the key issues discussed in this document and potentially more.



SECTION 5 APPENDICES

APPENDIX A TRANSPORT AND MOVEMENT

The nine scheme elements referenced in the transport and movement section of this report are detailed further below, scheme-by-scheme, in number order.

1 RAILWAY STATION APPROACH



This proposal is one that MKC already has in hand and is due for delivery by the end of this financial year (i.e. end March 2012). The scheme involves widening the narrow footway on the west side of Stratford Road to make it easier and more comfortable for people to walk between the station forecourt and the railway bridge level. While the old steps near the bend in Stratford Road will be re-opened when the new station building is complete, this scheme will provide an enhanced step-free route between the station and the railway bridge within the public realm, and also a better facility for those who are walking by, not to/from, the station.

It is anticipated that, because of overall constraints in the width of the public highway in this location, widening the western

footway will require some narrowing of the eastern footway. As a consequence, improved crossing facilities (a pedestrian refuge) will be implemented at the base of the slope (just south of the station car park entrance roundabout) to ensure effective route continuity for people walking between New Bradwell and Wolverton.

2 STATION LINK 1 – RAILWAY BRIDGE



This is the location where interchange between trains and buses takes place. However, the physical distance between the bus stop pair and the platforms, the visual disconnection (due to the bridge parapet height), the poor quality of bus stop infrastructure, the excessive width of carriageway, and the way in which it is laid out all combine to make this a dismal place to be in. It also adds to the very poor quality of the walk link between Wolverton and the station/New Bradwell.

The proposal here is a package of measures aimed at significantly improving the public realm and enhancing both its place and movement characteristics. This package is capable of being implemented in one phase or in several; the cost of most elements will be comparatively small; and they could be

delivered in the short term (i.e. within 1-2 years maximum). The package comprises:

BETTER BUS STOP INFRASTRUCTURE: PRINCIPALLY A NORTH-SIDE SHELTER (I.E. WITH SEATS) AND 'BUS-BOARDER' KERBS TO MATCH THOSE ON THE SOUTH SIDE;

DE-CLUTTERING OF THE OLD BOLLARDS ON THE SOUTH SIDE – THOUGH PROBABLY THERE TO PROTECT THE BRIDGE STRUCTURE, THERE ARE NO NORTH-SIDE COUNTERPARTS AND DO NOT APPEAR TO BE NECESSARY; AND

A MURAL FOR THE BRICK BRIDGE WALLS – WHICH WOULD NOT MERELY BE DECORATIVE BUT HAVE A VALUABLE ROLE IN INTERPRETING THE RAILWAY AND CANAL HERITAGE OF THE LOCALE AND IN HIGHLIGHTING THE PRESENCE OF THE STATION NEARBY.

3 STATION LINK 2 – STRATFORD ROAD 'CANYON'



The walk and cycle route between the town centre and the station is almost universally regarded as being extremely unattractive. The station should be one of the town's greatest assets, but the poor quality of this link does much to make the station seem quite distant. The hostility of the environment for pedestrians and cyclists is a direct consequence of the relatively narrow north-side footway, negligible south-side footway, and the 'canyon' effect created by the high walls to both sides.

6 ST GEORGE'S JUNCTION



As is typically the case with roundabouts, provision for pedestrian movement at this junction is below acceptable standards. People within town centres ought, by default, to be able to walk in the straightest possible (desire) lines from one place to another, yet there is no provision for direct movement across this junction (e.g. east-west along Church Street, or north-south between St George's Way and Creed Street). The existing pedestrian refuge on the St George's Way arm is not on anyone's walking desire line. Direct crossing points, with dropped kerbs, tactile paving and (if possible) a central refuge should be provided. This should involve local footway widening, at the expense of carriageway, the overall size of the junction being reduced to the minimum necessary for it to accommodate regular vehicle flows, and possibly the replacement of the roundabout by a simple crossroads arrangement.

7 CHURCH STREET EAST



This is the location within the town centre that presents perhaps the greatest opportunity and the greatest challenges, in transport and public realm terms. It is currently the focus of most bus passenger activity within the town, and is likely to remain so for the foreseeable future, since it is close to where most people think the heart of the town centre is and should be. However, the impact of the buses themselves – not just stopping to let down/pick up, but also laying over for up to several minutes at a time – on the attractiveness and effective functioning of the street is commonly negative. Church Street is too important a location to the town for it to be so heavily used as a technical area for storing buses. Five or more buses at a time are commonly present alongside the southern kerb on this relatively short stretch of street and this, together with the short-stay parking along the northern kerb, can lead to short-lived congestion and a generally vehicle-dominated environment.

Church Street East is part of a loop, incorporating Radcliffe Street, Stratford Road and Creed Street, that buses travel round in a clockwise direction. To reduce the negative impacts of

bus activity on the town centre, bus standing activity needs to be reduced to the absolute minimum necessary (negotiations with the main operators and MKC will be needed) and better physical provision needs to be provided. One option would be to cut into the off-street car park to a depth of around 2.5m to create a long, linear bus stand/stop facility. Another would be to run Church Street East (between Creed Street and Radcliffe Street) one-way westbound only, eliminating the congestion that can occur between eastbound and westbound vehicles trying to squeeze through the gap between parked buses on the south side and parked cars on the north side.

Although one-way working can encourage higher vehicle speeds, the latter option may prove, on balance, to be the preferable option foreseeable future, bearing in mind the cost of widening the street into the car park, the loss of parking spaces there would be, and the increase (rather than the desired decrease) there would be in the distance for pedestrians to negotiate in simply crossing the street. Making Church Street one-way would, in any case, be relatively easy to introduce and, if necessary, to return to two-way working.

Whatever the preferred solution in this regard, the existing parking bays on the north side of the street should be reconstructed so that they become, in effect, set within a widened footway. This design technique is becoming comparatively commonplace, the bays being constructed on a gentle slope so as to be flush with the footway and yet also nearly flush with the carriageway. The purpose of this measure is essentially twofold: firstly, it increases space efficiency in that such bays act as both parking/loading facilities when occupied by a vehicle and as footway when vacant; and secondly, by widening the footway, the effective crossing distance for pedestrians is significantly reduced. There would be gaps between groups of bays, meaning there would always be 'build outs' where pedestrians would be assured of the shortest carriageway crossing distances. The bays, though within the footway, could be detailed in different materials (e.g. the existing 'blue' bricks) to highly their distinction from the regular footway. The ultimate purpose of change in Church Street East should be to make it a much more convenient,

B DE-CLUTTERING



Put simply, there is far too much unnecessary street furniture within Wolverton, and a good deal of what may actually be necessary is in poor condition. A comprehensive audit should be undertaken to determine what clutter can be removed entirely and what elements can be relocated and/or combined to ensure they have the minimum negative impact in terms of physical obstruction or visual intrusion. The emerging MKC Public Realm Design Manual should be used as appropriate.

C CONSERVATION AREA 20 MPH ZONE



Adopting a 20 mph speed limit within the town centre and the surrounding sensitive residential streets is virtually unarguable, bearing in mind the limited time advantage to gained from travelling up to 30mph over such short distances and the safety and environmental benefits of slower vehicle traffic in streets where pedestrians should be the priority users. As part of the design and implementation of such a scheme, informal cycle contra-flow along one way streets should be allowed, using the new DfT-approved approach of minimal signage at the ends of the streets involved and no carriageway markings/lanes.

D TOWN CENTRE GATEWAYS



Taking inspiration from the Stratford Road/Creed Street 'Tesco Junction' proposals (see site 4 above), a programme of gateway improvements should be rolled out for all the important entrances to the town, such as from McConnell Drive, Stratford Road West (e.g. at/around the Anson Road junction) and possibly also at the Gloucester Road/Great Minks Street junction. The form of treatment should be context-specific, though adopting a common overall theme (e.g. the town's railway heritage), interpreted in different ways, could be appropriate.

OPTION 2: COMPLETE REDEVELOPMENT OF THE BUILDING AS A MIXED-USE SITE

The neighbourhood planning event produced an indicative masterplan and associated schedule of uses which sought to respond i) to the site context, ii) to stakeholder and community aspirations and iii) to commercial drivers.

Potential uses discussed during the workshop were:

RETAIL / FOOD & DRINK There is already a Cooperative food store in the Agora, and it is understood that the company intends to retain or further develop its presence in Wolverton; it may be possible to incorporate a second anchor store within a new development;

Medium-size, purpose-built retail units may attract national chains and to complement Wolverton’s existing retail offer which is largely built around independent shops in converted premises. Initial conversations with local agents confirmed this;

Smaller retail units for independent local retailers would build on the town’s existing strength in this area;

Stakeholders felt there was a demand for an enhanced pub and café offer in this location.

COMMERCIAL There was thought to be an unmet demand for premises suitable for smaller businesses in the professional services sectors;

Local agents noted however an oversupply of campus-based office accommodation in the wider area which is causing downward pressure on all commercial rents at present;

Start-up units / incubator space were considered, provide flexible premises enabling businesses to grow without having to relocate.

Stakeholders suggested some space for small-scale conferencing, differentiated from the general Milton Keynes conferencing offer.

ACCOMMODATION FOR OLDER PEOPLE Stakeholders suggested an unmet demand for accommodation for older people in the town centre, such as smaller apartments with lifts;

There was also thought to be a lack of nursing home accommodation in the town;

Local agents confirmed that the market for accommodation for older people is strong and suggested that an Extra Care facility or similar might be viable in this location.

RESIDENTIAL It was largely taken as a given that a substantial residential component would be required to underpin a viable redevelopment of the Agora; this might comprise a proportion of private rental;

Stakeholders and agents strongly advocated that residential development should be inkeeping with Wolverton’s unique character. A generic city centre apartment development would be unlikely to work;

Recent developments such as Wolverton Park indicate that there is scope to achieve reasonable prices through a high-quality product;

COMMUNITY USE A flexible space for use by community groups was considered, with a view to complementing the new community centre anticipated as part of the Tesco redevelopment.

INDICATIVE SCHEDULE OF USES

The workshop masterplan allows for the following indicative schedule of uses to be accommodated:

USE	GROSS AREA	COMMENTS
RESIDENTIAL	6,140 m²	APPROX. 70 HOMES - PRIMARILY APARTMENTS LOCATED ON UPPER FLOORS, BUT WITH SOME TERRACED HOUSES. MUST BE 'OF WOLVERTON'.
OLDER PEOPLE'S ACCOMMODATION	1,875 m²	SMALLER, ACCESSIBLE APARTMENTS WITH LIFTS AND CONCIERGE SERVICES. MAY BE AN EXTRA CARE FACILITY.
CARE HOME	375 m²	A CARE HOME FACILITY LINKED TO THE OLDER PEOPLE'S APARTMENTS
COMMERCIAL	1,595 m²	AIMED MAINLY AT SMALLER PROFESSIONAL SERVICES SECTOR COMPANIES; ALSO FLEXIBLE START-UP / SERVICED OFFICE SPACE; STUDIOS FOR CREATIVE INDUSTRIES.
RETAIL / FOOD & DRINK	2,070 m² 2	LARGE FLOORPLATE ANCHOR STORES, A NUMBER OF CHAIN STORES AND SMALLER UNITS FOR INDEPENDENT RETAILERS
COMMUNITY USE	250 m²	FLEXIBLE SPACE FOR COMMUNITY GROUPS
TOTAL	12,305 m²	

require lifts, and therefore maintenance charges. It can be hard to persuade buyers to pay the maintenance charge if all they are getting for it is a lift. However, if you provide a fuller service, for example a concierge service, then buyers are more likely to feel that they are getting more for their money.

Extra Care has a lot of potential in this location. An Extra Care Scheme called Shenley Wood Village near Bletchley sold exceptionally well. The scheme consisted of 184 flats, of which 109 were for open market sale (including a large number on a shared-ownership basis) and the rest offered on rental basis – the whole scheme sold off-plan.

Conversation with Holly Dawson, Lambert Smith Hampton

Discussion related to i) the local retail market and ii) the local commercial market

Retail market:

Holly has let a number of retail units in Wolverton recently.

A HAIRDRESSING SALON OF 693 SQUARE FEET ON STRATFORD ROAD WAS LET ON A FIVE-YEAR LEASE WITH A THIRD YEAR BREAK AT £10,500 PER ANNUM (EQUATING TO £15 PSF)

MORTGAGE ADVICE BUREAU TOOK AN IDENTICAL SHOP OF 693 SQUARE FEET ON A 15 YEAR LEASE, ALSO AT £10,500 (£15 PSF).

Holly's view of the Wolverton retail market is that "it has stagnated a bit.. with the right product it could do better".

There are no standard size shop units for smaller national chains, and Holly believes that there would be demand for these if they were made available. For example, Greggs are actively looking in this sort of area.

Commercial market:

The small end of office market is considered "patchy" at the moment. This is due to a large quantity of commercial space in campus locations which is putting downward pressure on other locations. Small businesses can get space at £10 psf on campus – this sort of rate is hard to compete against.

What is the premium for space in a location with character? She has recently dealt with a property in Stony Stratford, located in listed building, which achieved £12.50-£13.00 psf.

Conversation with Paul Nathan, Wilmot Dixon

Wilmot Dixon are familiar with Wolverton, having been contracted by Places for People to develop Wolverton Park. They are also contractors to Milton Keynes Council under a Framework agreement.

Paul offered 'rule of thumb' guidance regarding demolition costs of the Agora building: AWAITED



FROM TOP: BUILDING HEIGHTS IN THE REDEVELOPED AGORA SITE ; ACTIVE FRONTAGES AND MIX OF USES IN THE REDEVELOPED SITE

APPENDIX D WORKSHOP PROGRAMME

DESIGN TEAM ARRIVAL AND SITE VISIT

DATE: 31 JANUARY 2012 (15:30 – 18:00)
VENUE: WOLVERTON TOWN HALL

15:30 ARRIVAL AND MEETING WITH WOLVERTON STEERING GROUP (WSG)
16:00 TOWN CENTRE WALKABOUT
17:00 MOVE TO PUBLIC SESSION VENUE

FIRST PUBLIC SESSION

DATE: 31 JANUARY 2012 (18:45 – 20:30)
VENUE: ST GEORGE’S CHURCH, WOLVERTON TOWN CENTRE

18:45 ARRIVAL, COFFEE AND TEA
19:00 WELCOME AND INTRODUCTION BY WSG
• PROJECT OBJECTIVES AND ISSUES
• ENGAGEMENT WORK TO DATE
19:15 INTRODUCTION BY THE PRINCE’S FOUNDATION
• WHO WE ARE, CLG PROGRAMME OVERVIEW
• PROPOSED PROGRAMME OF EVENTS
• PRINCIPLES OF SUSTAINABLE NEIGHBOURHOODS
19:30 Q&A ON KEY ISSUES
19:50 IDEAS GATHERING EXERCISE AND INFORMAL 1-2-1 DISCUSSIONS
20:30 CLOSE

STAKEHOLDER DAY

DATE: 01 FEBRUARY 2012 (08:45 - 17:00)
VENUE: THE GALLERY, MADCAP ARTS CENTRE, CREED STREET, WOLVERTON TOWN CENTRE

08:45 ARRIVAL, COFFEE AND TEA
09:00 WELCOME AND INTRODUCTION BY WSG
• WHY NEIGHBOURHOOD PLAN, FRONTRUNNER STATUS
• PROJECT OBJECTIVES AND ISSUES
09:10 PRESENTATION FROM THE PRINCE’S FOUNDATION
• PROCESS AND PRINCIPLES
• SUMMARY OF PUBLIC SESSION FROM PREVIOUS NIGHT
09:30 TECHNICAL PRESENTATIONS
• AREA CHARACTER, HERITAGE
• PLANNING POLICY BACKGROUND
• WOLVERTON REGENERATION STRATEGY AND DRAFT OPTIONS FOR THE AGORA SITE
• REFRESHING THE VISION DOCUMENT AND PUBLIC REALM DESIGN GUIDE
• AN OVERVIEW OF MOVEMENT / TRANSPORT ISSUES
10:30 Q & A
10:50 COFFEE AND TEA BREAK

11:00 GROUP WORKSHOP
• IDENTIFYING PRIORITIES FOR ACTION (SHORT, MEDIUM, LONG TERM)
12:30 GROUP FEEDBACK
13:00 LUNCH
13:45 GROUP WORK CONTINUES
• DELIVERING SPATIAL RESPONSES TO THE PRIORITIES
14:45 COFFEE AND TEA BREAK
15:00 GROUP WORK CONTINUES
16:30 GROUP WORK FEEDBACK AND PLENARY DISCUSSION
16:55 SUMMARY
17:00 CLOSE

INTERNAL DESIGN WORKSHOP

DATE: 02 FEBRUARY 2012 (08:45 – 18:00)
VENUE: CONFERENCE ROOM, URC (ABOVE FOUNDATION HOUSE), THE SQUARE, WOLVERTON TOWN CENTRE

08:45 ARRIVAL, COFFEE AND TEA
09:00 CONSOLIDATION AND PREFERRED OPTION
10:00 DESIGN SESSION
12:30 LUNCH
13:00 DESIGN SESSION CONTINUES
16:30 FINALISING DESIGN
18:00 MOVE TO PUBLIC SESSION VENUE

SECOND PUBLIC SESSION

DATE: 02 FEBRUARY 2012 (18:45 - 20:30)
VENUE: ST GEORGE’S CHURCH, WOLVERTON TOWN CENTRE

18:45 ARRIVAL, COFFEE AND TEA
19:00 WELCOME AND INTRODUCTION BY WSG
19:10 PRESENTATION FROM THE PRINCE’S FOUNDATION
• OUTPUTS OF THE WORKSHOP
• RECOMMENDATIONS
• NEXT STEPS
19:45 Q&A
20:30 CLOSE

APPENDIX F PUBLIC FEEDBACK FROM POST-IT NOTES EXERCISE

TOP PRIORITIES

“Carry on being different!”
Beautify Wolverton and improve the public realm

AGORA

“The Agora should be taken down by the people, like the Berlin Wall!”
Demolish Agora and restore access through via Radcliffe Road
Enlarge Co-op and provide more independent shops
Do not replace the Agora with housing only: must be a mixed use space
Join up The Square to the rest of Wolverton

STRATFORD ROAD/CHURCH STREET

“Not sure we have a High St. Perhaps a main street: Stratford Road?”
Encourage new diverse local business/shops
Maybe restrict number of same shops
Low/no rent for unique shops as incentive
Need to protect it against higher traffic to Tesco

THE SQUARE

“Please can we have more central space for cafes and restaurants – places that people and more specifically young adults can socialize (I am a young adult!)”
Too quiet, shops threatened by Tesco
Provide incentives to support small/local shops
Move the farmer’s market to the Square
It’s lovely – empty units need to be filled
People don’t know where it is – needs more signage and better routes to get there

ST GEORGE’S CHURCH

Utilise as a community space
More non-religious activities and events

TRANSPORT IMPROVEMENTS

“Cycle lanes and cycle parking!”
Improve delivery access
Improve pedestrian access
Improve bus interchange
Safer walking and cycling to Station (& prettier)

GLYN SQUARE

“Complete redevelopment (but possibly retain existing shops)”
Regeneration of Glyn Square
Remove one-way for cyclists
Street market in car park
Refresh buildings

TESCO

“Encourage Tesco to put money back into Wolverton”
Make sure it doesn’t sell everything cheaper than anyone else
Containment of Tesco expansion so that it does not impinge further on local businesses/shops
Sell local produce
Make journey from the Tesco to the Town Centres attractive and easy as possible

RAILWAY LANDS

“Britain’s best factory award-winner.”
Improve access to canal
Build a marina
New jobs, not just residential
Open it up so those in town have view of the fields/river
Keep the superstructure/list the buildings

THE PRINCE'S FOUNDATION

for BUILDING COMMUNITY:

TRANSFORMING LIVES through ENGAGING

EDUCATING *and* EMPOWERING PEOPLE

REGISTERED CHARITY NO. 1069969

SUPPORTING US

If you want to support us, it's easy to get involved.
Just visit our website at
www.princes-foundation.org/support-us
email us at enquiry@princes-foundation.org
or call us on 020 7613 8584

KEEPING UP TO DATE

If you want regular updates, sign up for our
newsletter via our website, follow us
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on Facebook at [The-Princes-Foundation](https://www.facebook.com/The-Princes-Foundation)



Design work by Urban Design team, Milton Keynes Council

Annex 9

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Annex 9



Figure 1: Existing situation

Annex 9



Figure 2: Scheme 1 layout

Annex 9



Figure 3: Scheme 2 layout



Figure 4: Heights



Figure 5: Church Street and Radcliffe Street – proposed – sections

Annex 9



Figure 6: Creed Street – proposed – sections

Church Street Option 2

Proposed new development

Wolverton Neighbourhood plan

Building Heights 1:1000@A3 GG Checked March / 2012 Drawing Number

0m 50m

Milton Keynes Council

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Figure 8: Church Street - elevated view



Figure 9: Church Street from Creed Street

Annex 9



Figure 10: Church Street and Radcliffe Street junction - illustrative layout

Annex 9



Figure 11: Radcliffe Street looking north from The Square

Annex 9



Figure 12: Radcliffe Street looking towards The Square



Figure 13: Care home mews

Annex 9



Figure 14: Care Home - elevated view

Presentation used at Portas pilot workshop

Annex 10

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Portas Review

- How we shop has simply changed beyond recognition – less than ½ our retail spend is on the High Street
- High streets need to recognise this and deliver something new
- Once we invest in and create social capital in the heart of our communities economic capital will follow

“I want to see High Streets bustling with people, services, jobs. They must be ready to experiment, try new things, take risks. Vibrant destinations people chose to visit”



Portas Review

1. Getting our town centres working like businesses
2. Back to basics
3. Levelling the playing field
4. Giving communities a greater say
5. Re-imagining High Streets



1. Getting our Town Centres working as businesses

- Visionary, strategic, operationally strong Town Teams – high proportion of businesses
- Business Improvement Districts – landlords as investors/Super BID's
- National Market Day where budding shop keepers try their hand at running a stall
- Make it easier for people to become market traders



2. Back to basics

- Concessions on business rates to new businesses
- Parking – is it in the right place and cheap enough?
- Attractive, accessible safe High Streets
- Red tape challenge – looking at Planning Use classes and putting betting shops into a separate class of their own



3. Levelling the playing field

- Presumption in favour of Town Centre development in NPF – ensure this is written into our NP?
- Sign-off for new out-of-town development
- Big business to mentor and support small
- Big business to report support for High St in their Annual Report – a challenge to Tesco?



4. Defining landlords roles and responsibilities

- Promote a “Contract of Care” between landlords and tenants – public register of landlords
- Empty Shop Management orders - disincentives to stop landlords leaving premises empty
- Banks selling empty premises
- Encourage Local Authorities to make more proactive use of Compulsory Purchase Powers to encourage the redevelopment of key retail space



5. Giving communities a greater say

- High profile campaign to involve people in Neighbourhood plans
- High street focus of Neighbourhood plan
- Financial contribution from developers to ensure communities can have a strong voice in the planning system
- Imaginative community use of empty properties through “Community Right to Buy”



6. Re-imagining our High Street - establish a number of pilots to test out different ways of doing business and to re-imagining high streets as community hubs

Our ideas??? – unique to Wolverton!



What we know (Future Wolverton Vision):

- Series of linked shopping areas each with distinct character and identity
- Regular fresh produce markets
- Cosmopolitan shops reflecting population
- Agora gone
- More visitors to the Town



What we know (Refreshing the Vision):

- Wolverton looks “down at heel”
- Poor quality public realm
- Car (and Bus) dominated
- Poor environment for pedestrians and cyclists
- Wolverton needs to offer diverse range of shops
- Wolverton doesn't want to be “twee”!



What we know (Neighbourhood Plan):

- The Agora gone and grid street pattern restored
- The Square extended with additional shop units, good quality professional service office space and new housing – especially for older people
- Proper signage/links between Tesco, Stratford Rd, Church St, The Square and Glyn Square
- A range of interesting shops/small businesses



What we're going to do:

- 6 themed tables – ideas from Portas Review and other ideas to rank (and add too!)
- Film table - “Applicants must also provide a supporting video submission setting out why your pilot should be chosen. This should be short, to the point and most importantly, not professionally made” – Ideas?

Portas pilot application form

Also see video at www.youtube.com/watch?v=FjXPV2Pn9Ng which formed part of the application.

Annex 11

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PORTAS REVIEW PILOTS APPLICATION FORM

Please ensure you fill in ALL sections of this form.

Guidance on completing this form can be found at

www.communities.gov.uk/publications/regeneration/portaspilotsprospectus

SECTION ONE Organisational details The Department will only consider applications from either local partnerships or a consortium with a single lead bidder. This is to ensure clear lines of accountability and communication.		
1.1 Organisation name (in whose name the application is being made – if a partnership/consortium/BID, state the lead)	Wolverton Steering Group	
1.2 Contact name and main role	Marie Osborne	Convenor
1.3 Address	47 Victoria Street, Wolverton, Milton Keynes MK12 5HQ	
1.4 Telephone number (a) organisation (b) contact	(a) 07967 059423	(b) 01908 320512
1.5 Email address of contact	TownTeam@FutureWolverton.co.uk	
1.6 Website address (if any)	http://www.FutureWolverton.co.uk	

SECTION TWO		
Town Team/Partnership		
2.1 Who will lead the pilot?		
Wolverton Steering Group		
2.2 Who will be the Accountable Body (Please attach a confirmation letter)?		
Milton Keynes Council		
<p>2.3 Please indicate the other partners involved in your application.</p> <p>The partners in Wolverton Steering Group are listed below, together with support from major landowners and key local businesses. WSG is chaired by the Chief Executive of Milton Keynes Citizens Advice as an independent chair.</p> <p>Please add further rows if required</p>		
Organisation name	Organisation address and contact details	Main activities and role
Members of Wolverton Steering Group		
Wolverton Business & Enterprise Alliance	See letter of support	Representing interests of businesses in Wolverton
Wolverton & Greenleys Town Council	See letter of support	Local parish council
Milton Keynes Council	See letter of support	Unitary council
Churches Together in Wolverton	See letter of support	Group of local churches
Wolverton Society for Art & Heritage	See letter of support	Local civic society
Radcliffe Community of Schools	See letter of support	Consortium of local schools
Voluntary & Community sector represented by MKCF	See letter of support	Social enterprise and training provider
Major land owners and key businesses		
Tesco	See letter of support	Major retailer
St Modwen	See letter of support	Land owner of railway works site
Railcare	See letter of support	Major employer (railway works)
Places for People	See letter of support	Housing and commercial property organisation
Smart Properties MK & Verandah Talk	See letter of support	Landlord and business owner

Boutique 73	See letter of support	Owner of two local shops
ASDA	See letter of support	Major retailer
Co-operative Society	See letter of support	Major retailer with 3 stores in town
Madcap	See letter of support	Arts centre and music venue

2.4 Please explain how you will ensure information about the use of the grant, decisions made, and outcome of the projects, is made publicly available (maximum 300 words).

Information about Wolverton's application to be a Portas pilot has already been shared through the Future Wolverton website, E-shot newsletter (which goes to over 200 local people and businesses), the Future Wolverton Facebook group and community newsletters. We have also had coverage in the local newspapers and on BBC Three Counties Radio.

If our application is successful, we would continue to use these mechanisms to communicate how the grant is being used and the projects it is supporting.

Wolverton Steering Group (WSG) meetings are held in public, and we would plan to replicate this way of working with the Town Team. Minutes of WSG meetings are published on the website. Bi-monthly meetings are held in different venues around Wolverton on a rolling basis. We also send invitations to individuals and groups if an issue of particular interest to them is on the agenda.

Our experience of working with retail businesses is that attending meetings is not always the preferred way to participate. This reflects the long-hours culture of smaller retail businesses where one or two people often do everything. In order to ensure full and proper involvement of local business we would establish a number of different ways for them to engage including regular face-to-face contact with members of the Town Team; on-line surveys and polls; and a regular Town Team newsletter. We recognise that a number of businesses are run by Polish and Urdu speakers and will ensure that any cultural and language differences are taken into account. Any surveys will be designed to allow people to respond anonymously should they so wish.

We will create a new Town Team section of the Future Wolverton website which will give full details of the projects that we are working on and how local people can get involved.

2.5 Please explain how you will monitor and evaluate the impact of the grant (maximum 300 words).

WSG has a strong track record in monitoring and evaluating project impacts, and has developed a range of qualitative tools and techniques to support this. We've substantial experience of providing quantitative information required by Government departments and other grant givers. In monitoring and evaluating the impact of this funding we aim to use some of the qualitative tools we have developed over the last decade.

In 2004 we used storytelling to evaluate our Beacon Town experience. We worked with stakeholders to create a symbolic story of our progress and chart our learning. The story "Tale of a Town Re-discovered" was printed as an illustrated book and became a vehicle to explain and evaluate our progress to wide-ranging audiences. It would like to apply this experience to our pilot, together with other mediums such as film and photography.

In 2010 we reviewed and refreshed the Future Wolverton Vision through an "Expert Panel" process. A panel of independent people from across Milton Keynes heard evidence from the community about progress in realising the vision. This process provided a useful "check and balance" and helped us ensure that we had a proper understanding of community priorities.

We would like to use this process again by creating a "Wise Counsel" to support the pilot. Wise Counsel member would meet quarterly to assess the Town Team's progress and ask challenging questions! We aim to get high-level representation on this panel from organisations across and around Milton Keynes drawing on our links with South-East Midlands Local Enterprise Partnership.

We will collate statistical information on retail and office vacancy rates as well as business turnover (when available) and consider use of tools such as those available from AMT and the Local Data Company. We will assess usage of new facilities and services by businesses and home workers.

SECTION THREE

Criterion One: Mix

Please tick all boxes relevant to your application

TOWN/AREA NAME:

Local Authority (name): Milton Keynes Council

Location Type

<input checked="" type="checkbox"/>	Market Town
<input checked="" type="checkbox"/>	New Town
<input checked="" type="checkbox"/>	Rural Town
<input type="checkbox"/>	Coastal Town
<input type="checkbox"/>	Village
<input type="checkbox"/>	Large Town
<input type="checkbox"/>	Suburban
<input type="checkbox"/>	Parade
<input type="checkbox"/>	Other

Where the following information is easily accessible:	
Income (detail can be found on ONS website: http://www.ons.gov.uk/ons/search/index.html?newquery=employed+earnings)	
✓	High employed earnings
✓	Low employed earnings

SECTION FOUR

Criterion Two: Strong Leadership

4.1 Please detail your vision for your high street, and describe how you have begun to secure local support and how you will build on this to make it a reality (maximum 300 words).

Our vision for Wolverton Town Centre draws on the unique personality of a place with an amazing sense of community but no central “heartbeat”.

Our Town Centre, created by a railway company in the 1830s, is re-imagined as a modern day “company” with a unique brand and product to sell.

Like any good company, our Town Centre will give people a sense of community and society, within a high-quality space. It will provide opportunities for personal development, and access to support services.

Our vision is to create a series of linked “places” that mimic the functions of a company and are located on the High Street:

- **The Place to Sell:** High-quality retail and incubator space on Stratford Road
- **The Place to Meet:** A choice of cafes, restaurants and social spaces on The Square
- **The Place to Make:** A Community & Business Hub on Church Street, providing a place to start creating and trading
- **The Place to Learn:** Professional development and business support services at Glyn Square, where Arts Centre MADCAP will build on its cultural offer to provide support to entrepreneurs.

Wolverton’s innovative electric car pool scheme will aid access to these places.

Substantial work within our community over recent years has led to the development of this Vision. Developed in 2002 the vision is an aspirational 20 year blueprint for the Town. In 2010, this vision was “refreshed” and new priorities established. A renewed focus on the Town Centre led to our Neighbourhood Planning Front Runner application. Consultation for the plan helped develop the Town Centre vision.

There are high levels of local support for re-inventing the Town Centre and leadership and capacity within Wolverton Steering Group to make it happen. We have a clear momentum and impetus to progress and deliver the projects.

SECTION FIVE

Criterion Three: Commitment

5.1 Please attach any supporting letters (from those organisations and individuals who make up your pilot), detail of proposed match funding, and any other relevant information, including detail of the percentage of landlords and businesses signed up to the pilot (maximum 300 words).

As one of the Countryside Agency “Beacon Towns” (for Community Engagement and Partnership working), Wolverton has developed strong relationships with a range of organisations and individuals over many years.

“Wolverton Steering Group” – our fledgling “Town Team” – has been in place since 2003 and has substantial business involvement as well as a clear focus on delivery.

The Neighbourhood planning process which began in January 2012 has, for the first time, involved major landowners in Wolverton in discussions about the future of the Town Centre.

High-quality relationships are beginning to develop and have the potential to realise commitments, as the letters of support from Tesco, ASDA, St Modwen, the Co-operative and Places for People demonstrate.

Commitments include supporting funding (section 106 contributions from the expansion of Tesco’s Wolverton store) as well as in-kind contribution from Tesco, Places for People, ASDA and Railcare.

WSG have applied for funding from the LEADER Programme to support the development of an on-line Business Directory and “Discover Wolverton” shop.

Local retailers have demonstrated considerable commitment to the development of a Town Centre vision, getting involved through the recently established Business & Enterprise Alliance and sitting on the Neighbourhood Plan Steering Committee.

Overall, 47% of local businesses have indicated support for the pilot. Of landlords identified, 14 out of 15 (93%) have indicated commitment. The town suffers from absentee landlords and the bid includes action on this.

Milton Keynes Council continues to demonstrate commitment to the Future Wolverton process, and very positive working relationships exist with the Council at Officer and Member level.

SECTION SIX

Criterion Four: Potential for improvement

We will be awarding funding on a value for money basis. It is important, therefore, that your bid can demonstrate the potential for improvement in your area.

6.1 Please set out what you consider to be the key challenges facing your high street (including current vacancy rates) and why your high street has the potential to improve (maximum 300 words).

The challenges facing Wolverton Town Centre are clear and well documented.

They include:

- Developing a clear and distinct Wolverton brand and how best to market it.
- Defining the distinct offer of the four retail areas, and linking them together to make a coherent whole.
- Addressing the long-term future of the Agora, a 1979 development which splits the heart of the town in two and causes problems with the flow of people, cars and buses.
- Dealing with absentee landlords over the condition, management and vacancy of their properties. The vacancy rate is currently 13%.
- Providing appropriate support and advice to local retailers on aspects such as marketing, presentation and choice of goods and services.
- Creating the right balance of independent retailers and established brands.
- Providing the right sort of support for local entrepreneurs and small businesses.

Although the vision for the Town Centre is radical and transformational, our Town Team will focus on a number of specific projects which have the potential to deliver improvements to the Town Centre in their own right.

Our record of delivering change is strong – a new Town Hall and Library, a new Railway Station building, an Urban Farm and a community organised Farmers Market - just some of the changes delivered by the community working in partnership with other agencies over the last ten years.

As a Beacon Town in 2003, and currently as a Neighbourhood Planning Front Runner we have demonstrated our ability to test new and innovative ways of working. We want to bring all this hard-won expertise to bear on our biggest single issue – the vibrancy and future viability of our Town Centre.

We believe that our track record and capacity to deliver improvement will ensure value for money for all.

SECTION SEVEN

Criterion Five: Innovation

7.1 Please set out how you will test the Town Team approach, what your priorities are likely to be, and whether there are particular recommendations in the Portas Review you want to test. We are particularly looking for innovative ideas (maximum 300 words).

We will pilot the Town Team approach through the following, all of which test out specific recommendations (in red) in the Portas Review:

- **Developing a Wolverton Brand**

We want to define the unique Wolverton “brand”, re-claiming our sense of identity and finding our place within Milton Keynes. This brand will link our four retail areas and make our Town Centre a coherent whole. Any new business will be tested against this agreed brand.

Planning Use classes

- **The Place to Make**

We want to invest in social capital by establishing a community and business hub in the heart of our Town. Partners from the voluntary, statutory and private sector are already signed up to deliver services, and a different sort of shopping experience, to residents and visitors.

Imaginative community use of empty properties through “Community Right to Buy”.

- **Trading Places**

We want to develop a range of trading options for entrepreneurs, from community run markets, to high-quality “Pop up Shops” and low cost retail units which allow them to test their business ideas and products.

Public register of landlords

Concessions on business rates to new businesses

Making it easier for people to become market traders

- **SAGE – Support, Advice and Guidance for Entrepreneurs**

Wolverton has a large number of people working at home using technology/social media to create businesses and sell products. We want to give these people access to support from big businesses based in the Town.

Big business to mentor and support small.

- **Wolverton Development Trust (WDT)**

Re-development options for the Agora site are under consideration, as is the transfer of the Agora car park to WDT to allow the community to retain a stake in the re-development.

Encourage councils to make more proactive use of compulsory purchase powers to encourage redevelopment of key retail space.

SECTION EIGHT

Expenditure

8.1 Please set out how much you are bidding for, (maximum £100,000), and how you propose to use it. Please explain how the pilot will be innovative and deliver additional impact. Please also provide detail of other Government funding your partnership currently receives (maximum 300 words).

We are bidding for £100,000 to support the delivery of our specific projects:

Branding & design (£35,000)

Develop a unique Wolverton brand and visual scheme for the four retail areas of the Town Centre. Support a grant scheme for local retailers to improve their shop fronts and signage in line with an agreed visual scheme. This work will be supported in-kind by Places for People.

Trading places (£25,000)

Create a range of trading opportunities for local entrepreneurs. Capital investment in market stalls and a shop unit to create a high-quality trading environment with a mix of space for pop up shops and low cost retail units. Milton Keynes Council recognises and supports the need for start-up space.

The Place to Make (£15,000)

Support feasibility and design work on the empty Queen Victoria Pub, including professional support to assess the condition and the buildings potential to provide the flexible space needed. This funding will be in addition to that required to purchase the building and other monies we plan to lever in for refurbishment.

Support and Advice for Entrepreneurs (SAGE) (£10,000)

Develop SAGE circles, bringing would-be entrepreneurs together with big businesses in Wolverton to share experiences and support. (For 48 SAGE sessions throughout the year.)

Wolverton Development Trust (£12,000)

Provide the community with professional support and advice to be equal partners redeveloping the Agora site. This will also support the creation of the Wolverton Development Trust as a vehicle for development.

Evaluation (£5,000)

Evaluate our work, using a range of qualitative and quantitative techniques and tools and allow for some of the costs associated with dissemination to other communities.

Town team (£8,000)

Contribute to the support of the Wolverton Steering Group Town Team's on-going work.

VIDEO SUBMISSION
<p>Please upload your video to YouTube (www.youtube.com).</p> <p>If you do not already have an account you will need to go to the website and use the “Create Account” option.</p> <p>Please include the URL (link) below. You should not include the video itself with your application.</p>
<p>Video link: http://www.youtube.com/watch?v=FjXPV2Pn9Ng</p>

Annex 12**Comments from July 2012 consultation public meeting****Agora redevelopment proposals – general issues**

- Concern about the impact on the houses on Buckingham Street, including overlooking and blocking light from the three storey units, and the parking entrance/access road
- “Better the devil you know”, make use of the building that is there already
- Use the Square for the market
- How have the finances been looked at, i.e. between the two different options.
- Issue about retaining the same number of parking spaces; this sort of development will inevitably create a higher demand for spaces
- Concern about the height of buildings and blocking light into the Methodist Church
- Parking – needs to provide for Madcap, the churches and the mosque etc, not just the redevelopment area
- Design – needs to have a Victorian feel
- Small shops in the Agora – where will they be relocated to, with rents that are affordable
- Points about the difficulty with the economics of the proposals and quantum of development, especially the residential development element. Should put time and effort into getting the Agora up and running again. (Sports venue?) Important to get the gaming machines out
- We want the best for Wolverton, and could we do that by keeping the building? Look at still doing the CPO, but with the building then staying
- Plan A should be recycling what’s there, rather than Plan A being redevelopment
- Should ask whether people like the development proposals
- What about young people and teenagers and their involvement? The Agora would have space for them
- What about the Conservation Area? Development must conform to requirements
- Loss of green space around the Agora car park, and views of the church through the trees. Would like to keep those vistas
- Shouldn’t be all parallel lines and keeping the road widths as before – roads should be widened because of the additional cars
- TPOs on the trees in the car park
- Imposing buildings... we lost the Wolverton Science and Arts Building, and this might be the opportunity to think about getting these key gateway buildings back
- Sound proofing of the Agora if refurbished and reused
- Potential for undercrofting the car parking – underground?

Annex 12**Comments from July 2012 consultation public meeting**

- What will happen over the next two years, when Wolverton is already dead?
- Should be speaking to the Agora owners about what their plans are, and get involved with that, e.g. putting in automatic doors might help
- Car parking – trying to attract more cars in, but putting the market on the parking spaces.

Princes Foundation option

- 'Like this open view of Church and lots of Parking'.
- 'Like this idea'

Milton Keynes Council Urban Design option

- 'Am concerned about traffic pinch-points on surrounding roads – McConnell Drive, St. Georges Way, Green Lane, Stratford Road, Creed Street – which may be caused by increased traffic.'
- 'It would be nice to keep views of the Church as it is very important to the community. I feel development should be 2 storeys max. It is important not to overdevelop, like the other end of town by the police station McCorquodale site.'
- 'I really like this idea – I think you've made some really sensible use of the space and it makes much more sense than what we have at the moment. Exploring underground parking would be good too. Well done 😊'
- 'No building on corner – leave vista of Church open.'
- 'Underground parking is a very good idea.'
- 'Really like these plans. Consider youth space and views in further consultations.'
- 'Remember that residents of the north side of Buckingham street need access to back gardens and garages without having to step straight out into the access road.'
- 'No-one ever talks about the difference in levels between Church Street and the bottom of the Square. Will it be a through-road?'
- 'This part (square on corner of Radcliffe/Church) looks very good. Trees must be contained roots.'
- 'What traffic circulation be one-way? If so, will traffic be redistributed into other parts of the town?'
- 'I think it is a good idea for us to use this redevelopment for big IMPROVEMENT. Restore the character, green spaces for family use and restore links between areas. Knock the Agora down and improve Wolverton!'
- 'I cannot wait! Brilliant' (On flat-roofed contemporary building 😊)

Annex 12**Comments from July 2012 consultation public meeting****Church Street/Radcliffe Street improvement scheme:****What do you currently use Church Street/Radcliffe Street for?**

- 'Walking to places (bus, shops, station)'
- 'Shopping at Co-op, Post-office, market, buses'
- 'Bus to work, shopping at Co-op, market, Post-office'
- 'The Agora cuts Wolverton in half and it needs to go so it forms a through-road down Radcliffe Street to Stratford Road.'
- 'Walking to get somewhere else...few retail shops/outlets to attract custom.'
- 'To get to Co-op/Post-office'
- 'Going to the Co-op, the post-office, the Library, the jewellers, the chip shop. Getting the bus, the pet shop.'
- 'Catching Bus.'
- 'Indian restaurant and fish and chip shop'
- 'Post-office, Co-op, Chemist, Church'
- 'Shopping: St. Andrew, Bike shop, Boutique, Co-op, Post-office, Maisie's, Pet shop, CP Locks, Jewellers, Fish and chip shop. Access by side of Agora to Buckingham Street where I live.'
- 'Boutique!'
- 'Post-office, Co-op, Bank, Market'
- 'Bank, Co-op, Walking to ASDA/Library'
- 'Nationwide Cash points, Co-op, Post-office'
- 'Hardware store, DIY stuff'
- 'Boutique 13, Microtek Computer shop'
- 'Shopping at Agora Co-op, Post-office and Chip Shop.'
- 'Shopping at Co-op. Rarely Post-office queue'
- 'Access to our back garden in Buckingham Street'
- 'Driving through or parking'
- 'Parking to use Co-op/Post-office and other shops. Cars parked on yellow lines outside the co-op cause congestion & danger to pedestrians crossing. Needs a way to prevent this happening.'
- 'Radcliffe Street: Indian sweet shop, access from Church Street to Stratford Road.'

What are your issues with the existing design/layout?

- 'A crossing required for safer pedestrian access to Creed Street stores.'
- 'Lack of vibrancy.'

Annex 12**Comments from July 2012 consultation public meeting**

- ‘Congestion caused by buses and parked cars. I fully support proposal for one-way system and proper spaces for buses to lay over.’
- ‘Preserve the large trees please.’
- ‘Agora cuts area in half. Trees are nice but are generally scruffy. Bus area unworkable. Should be info area with facilities and toilets.’
- ‘Sad looking. Congestion. Poorly designed square and centre.’
- ‘Rubbish!’
- ‘It’s a rubbish dump.’
- ‘Clear the car park of all trees and open it up. The new church across the road will need parking. Pull the Agora down. We don’t want roller-skating there again.’
- ‘The buses and short stay parking in and out make crossing very difficult.’
- ‘Buses block Church Street, reducing visibility for traffic emerging from the Agora car park.’
- ‘Unsafe crossing’
- ‘Please remove all the shrubbery adjacent to the church & at the bottom of the jetty. Hides too many undesirables and rubbish!!!’
- ‘Area around path connects car park with jetty = pot-holed and dingy.’
- ‘No straight path. Traffic. Unattractive Agora and current Queen Victoria.’
- ‘No cycle route through the town centre especially by the bus stop. The bus stop is poorly maintained. When it’s raining I have to share the shelter with smokers. Street and path lighting very poor last winter.’
- ‘Buses in the way, they need to be off the road.’
- ‘Conservation Area People need to comply with conservation area rules – i.e uPVC windows. Report them where you see them.’
- ‘Lovely buildings (i.e queen vic) need tidying up, windows painting as look shabby.’
- ‘Feels unsafe to cycle and cross road due to buses. Downmarket feel – amusement arcades/betting shop/tattoo parlour. Agora – eyesore.’
- ‘No provision for the fact that Wolverton is a bus terminus, lots of routes start and end their journey here. Do not cause there to be less buses serving Wolverton.’
- ‘Pathway down side of Agora between Buckingham Street and Church Street is in a state of disrepair – railings missing or bent.’
- ‘The pedestrian slope between the Agora and Buckingham St is icy in the Winter and very slippery. In the dark when the lights do not work it is very dangerous.’
- ‘Agora building is in a bad state of repair – looks neglected and doesn’t attract many shoppers. I only use it when it’s raining as a cut through to the Co-op/P.O from Buckingham Street.’

Annex 12**Comments from July 2012 consultation public meeting**

- ‘The Queen Vic and BETFRED need to be sorted out.’
- ‘Traffic problems with Radcliffe Street. Lorries parked for deliveries blocking road.’
- ‘No access to the Square. We want the town opened up.’
- ‘Agora cuts the town in two since 1976.’
- ‘Agora was a roller-skating rink and ‘leisure facility’ before 1990. It didn’t work.’
- ‘The Agora in its current usage is just a make-do and mend situation. It is not being used appropriately and so needs to be demolished.’

What are your aspirations/ideas for the Church Street/Radcliffe Street Area?

- ‘Join Wolverton together. Better flow of people and traffic. A place to hang out and drink coffee on a sunny day!’
- ‘I walk through the Agora most days when it rains – there is water down the ramp and it is dangerous for elderly people who could slip.’
- ‘One-way for traffic/buses from Church Street to Stratford Road via Radcliffe Street.’
- ‘One-way except for cycles.’
- ‘I heard from someone they wanted the wall to the garden of the church in Radcliffe Street lowered... Please NO. Keep it as it is.’
- ‘I would like to be able to cross the road easily and safely on the way to the library.’
- ‘We need to keep the car park for shoppers and church parking.’
- ‘Stop Church Street being used as a main road.’
- ‘I think its important to keep the car park.’
- ‘We need to keep the car park by the church.’
- ‘20mph zone’
- ‘Connect Church Street to the Square.’
- ‘One-way traffic more cycle/pedestrian friendly. Vibrant shops/community, café bar, Queen Vic reopened, space above existing shops used.’
- ‘I would like to see Church Street widened next to the car park for the buses to park without them causing the usual chaos.’
- ‘Make Church Street one-way as part of an integrated one-way system throughout the centre of Wolverton. Improved access to the town will encourage more people to come here.’
- ‘Radcliffe Street needs to be one-way. Decent signage. Church Street shops really scruffy!’
- ‘More shops where I can buy things that I want,’

Annex 12**Comments from July 2012 consultation public meeting**

- ‘Reconnect Radcliffe Street with the Square by road,’
- ‘Some allocation of public usable space within the new development would be good i.e. Indoor market/night club.’
- ‘Make better use of the Agora building for leisure use.’
- ‘With removal of the Agora, the extension of Radcliffe Street could be of benefit for community events like the carnival or Lantern Festival.’
- ‘More nice shops at the lower end of Church Street to create a proper central street like Stony Stratford high street.’
- ‘Proper cycle and pedestrian routes. Reliable and safe routes, especially in the winter when lights are very poor.’

Road Layout

- ‘Bus layby a good idea, with pavement continued along behind. Less need for it if Church St is one-way. Need to maximise parking especially as old church is coming back into use.’
- ‘One-way is a good idea. Shared surface is not a good idea.’
- ‘One-way is good. Radcliffe Street needs to be wide at the top and bottom for buses to swing round. Do not like shared surfaces.’

Town Centre Benchmarking Report 2012

Annex 13

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Market Town Benchmarking

Measuring the performance of town centres

Wolverton 2012 Report

February 2013



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the social enterprise focusing on the needs of towns across Britain

EXECUTIVE SUMMARY

General

-

Positive

-

Negative

-

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The Approach

AMT Town Benchmarking has been developed to address the real issues of how to understand measure, evaluate and ultimately improve town centres. The approach offers a simple way of capturing data on 12 Key Performance Indicators selected by those involved in town centre management. By having the tools to measure performance, strategic decision making is both encouraged and improved. By considering performance, forward strategies and action planning can be more focused and effective.

AMT Town Benchmarking licenses allow users to collect data on the 12 Key Performance Indicators from 1st January to 31st December in a systematic manner. All license holders are provided with a Town Benchmarking Handbook and associated data collection sheets to ensure standardization. Once the data has been collected it is sent to amt-i, the research division of national membership organization and registered charity Action for Market towns for analysis and report production.

The System

The Benchmarking system is divided into two sections:

- Large Towns; consisting of those localities with more than 250 commercial units
- Small Towns; consisting of those localities with less than 250 commercial units

Towns, depending on their size, contribute to either the Large or Small Town analysis.

The analysis provides data on each KPI for the Benchmarked town individually and in a Regional, National and where possible Typology context.

- Regional figures are an amalgamation of the data for all the towns in a specific region.
- The National figure is the average for all the towns which participated in Benchmarking during 2012.
- The Typology analysis refers to the data for the individual town against all of the other towns who have been classified in the same typology by the Rural Evidence Research Centre at Birkbeck College.

Information on towns contributing to Benchmarking in 2012, whether they are part of the Large or Small Town cohort, Region and Typology can be found within the Appendix.

The Reports

The Annual AMT Town Benchmarking report provides statistical analysis of each of the KPI's. Individual towns are encouraged to add their own commentary to the analysis, noting specific patterns or trends and using local knowledge to provide specific explanations.

The reports are used by a variety of key stakeholders such as local authorities, town and parish councils, local partnerships and universities to;

- Benchmark clusters of towns to ascertain high performers / under achievers
- understand their locality in a Regional, National and Typology context
- measure town centre performance year on year
- identify strengths, weaknesses, and opportunities for improvement
- measure the impact of initiatives and developments within the town centre
- act as an evidence base for funding applications
- create an action plan for town centre improvements

METHODOLOGY

Each KPI is collected in a standardized manner as highlighted in the Table below.

KEY PERFORMANCE INDICATOR	DATA COLLECTION METHODOLOGY
KPI 1: Total number of commercial units	Visual Survey
KPI 2: Retail by Comparison/Convenience	Visual Survey
KPI 3:Key attractors / multiple trader representation	Visual Survey
KPI 4: Number of vacant units	Visual Survey
KPI 5: Number of markets / traders	Visual Survey
KPI 6 and 7: Zone A Retail Rents and Prime Retail Property Yields	Commercial Letting Agents
KPI 8: Footfall	Footfall Survey on Busy and Quiet Days
KPI 9: Car Parking Availability and Usage	Footfall Survey on Busy and Quiet Days
KPI 10: Business Confidence Survey	Postal Survey/ Hand Delivered/ Face to Face/ On Line
KPI 11: Town Centre Users Survey	Face to Face Survey/ Face to Face
KPI 12: Shoppers Origin Survey	Shoppers Origin and Town Centre User Surveys

Before any KPI data is collected the core commercial area of the town centre is defined. The town centre area thus includes the core shopping streets and car parks attached or adjacent to these streets.

KEY FINDINGS

KPI 1: Total Number of Commercial Units

It is important to understand the scale and variety of the “commercial offer” throughout the town. A variety of shops and a wide range of services in a town are important to its ability to remain competitive and continue to attract customers. Sustaining a balance between the different aspects of buying and selling goods and services ensures that the local population (and visitors from outside) can spend time and money there, keeping the generated wealth of the town within the local economy. Importantly, it forms the employment base for a substantial proportion of the community too, helping to retain the population rather than lose it to nearby towns and cities.

The following table provides a detailed breakdown of each of the Use Classes.

Table of Use Classes

Class	Type of Use	Class Includes:
A1	Shops	Shops, retail warehouses, hairdressers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes
A2	Financial and professional services	Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices
A3	Restaurants and Cafés	Food and drink for consumption on the premises- restaurants, snack bars and cafes
A4	Drinking establishments	Public houses, wine bars or other drinking establishments (but not nightclubs)
A5	Hot food takeaways	Sale of hot food for consumption off the premises
SG	Sui Generis ("unique" establishments)	Theatres, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/ or displaying motor vehicles. Retail warehouse clubs, nightclubs, laundrettes, taxi business, amusement centres, casinos, haulage yards, transport depots, veterinary clinics, dog parlours, tanning and beauty salons and tattoo studios.
B1	Business	Offices (other than those that fall within A2) research and development of products and processes, light industry appropriate in a residential area

B2	General Industrial	Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste)
B8	Storage and Distribution	Warehouses, includes open air storage
C1	Hotels	Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels)
C2	Residential Institutions	Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
C2A	Secure Residential Institution	Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.
D1	Non residential institutions	Clinics, health centres, crèches, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.
D2	Assembly and leisure	Cinemas, music and concert halls, bingo and dance halls (but not nightclubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).

The following table provides a detailed analysis of the commercial offering in the town centre by Use Class. The figures are presented as a percentage of the 104 occupied units recorded.

	Wolverton %	South East Small Towns %	National Small Towns %	Typology %
A1	54	54	54	n/a
A2	10	15	14	n/a
A3	5	8	7	n/a
A4	2	3	4	n/a
A5	15	6	5	n/a
B1	0	2	2	n/a
B2	1	0	1	n/a
B8	0	0	0	n/a
C1	0	0	1	n/a
C2	0	0	0	n/a
C2A	0	0	0	n/a
D1	6	4	5	n/a
D2	1	0	0	n/a
SG	6	6	5	n/a
Not Recorded	0	0	1	n/a

KPI 2: Retail by Comparison / Convenience

A1 Retail units selling goods can be split into two different types Comparison and Convenience.

Convenience goods – low-cost, everyday items that consumers are unlikely to travel far to purchase. Defined as;

- food and non-alcoholic drinks
- tobacco
- alcohol
- newspapers and magazines
- non-durable household goods.

2. **Comparison goods** – all other retail goods.

- Books
- Clothing and Footwear
- Furniture, floor coverings and household textiles
- Audio-visual equipment and other durable goods
- Hardware and DIY supplies
- Chemists goods
- Jewellery, watches and clocks
- Bicycles
- Recreational and Miscellaneous goods
- Hairdressing

The presence of a variety of shops in a town centre is important to its ability to remain competitive and continue to attract customers. A balance of both comparison and convenience retail units is therefore ideal in terms of encouraging visitors / potential customers.

	Wolverton %	South East Small Towns %	National Small Towns	Typology %
Comparison	71	76	77	n/a
Convenience	29	24	23	n/a

KPI 3: Key attractors / multiple trader representation

The vitality of a town centre depends highly on the quality and variety of retailers represented. National retail businesses are considered key attractors and are particularly important in terms of attracting visitors and shoppers to a town. However, the character and profile of a town often also depends on the variety and mix of independent shops that can give a town a “unique selling point” and help distinguish it from other competing centres. A sustainable balance of key attractors and multiple names alongside local independent shops is therefore likely to have the greatest positive impact on the vitality and viability of a town.

The following shops are considered Key attractors by Experian Goad.

Department Stores	Clothing
BHS	Burton
Debenhams	Dorothy Perkins
House of Fraser	H & M
John Lewis	New Look
Marks and Spencer	Primark
	River Island
Mixed Goods Retailers	Topman
Argos	Topshop
Boots	
TK Maxx	Other Retailers
WH Smith	Carphone Warehouse
Wilkinson	Clarks
	Clintons
Supermarkets	HMV
Sainsbury's	O2
Tesco	Superdrug
Waitrose	Phones 4 U
	Vodafone
	Waterstones

Multiple traders have a countrywide presence and are well known household names. Regional shops are identified as those with stores / units in several towns throughout one geographical region only and Independent shops are identified as those that are specific to a particular town.

	Wolverton %	South East Small Towns %	National Small Towns %	Typology %
Key Attractor	2	9	6	n/a
Multiple	11	22	20	n/a
Regional	5	8	7	n/a
Independent	82	61	67	n/a

KPI 4: Number of vacant units

Vacant units are an important indicator of the vitality and viability of a town centre. The presence of vacant units over a period of time can identify potential weaknesses in a town centre, whether due to locational criteria, high rent levels or strong competition from other centres.

	Wolverton %	South East Small Towns %	National Small Towns %	Typology %
Vacant Units	13	8	8	n/a

KPI 5: Number of markets / traders

Good quality markets provide competition and choice for consumers. A busy and well-used street market can therefore be a good indicator of the vitality of a town centre. Conversely, if a market is in decline (e.g. empty pitches reducing numbers), it can be an indication of potential weaknesses in the town centre e.g. a lack of footfall customers due to an inappropriate retail mix or increased competitor activity. Street markets can also generate substantial benefits for the local economy. Markets can also provide a local mechanism for a diverse range of local enterprises to start, flourish and grow, adding to the sustainable mix of shops services on offer throughout the town.

	Wolverton %	South East Small Towns %	National Small Towns %	Typology %
Average number of market days during week	2	n/a	n/a	n/a
Average number of traders at a market	10	14	19	n/a

KPI 6 and 7: Zone Retail Rents and Prime Retail Property Yields

The values for prime retail property yield and Zone A rentals are the “industry” benchmarks for the relative appeal of a location with its users and with the owners or investors in property. All real estate has a value and this value is based on the return on investment that can be levered out of the site. As these indicators rise and fall, they provide a barometer of success or failure and, because the same property dimensions are assessed to determine them, they can be used as an indicator of improving or declining fortunes for towns. In particular retail rents can provide a useful indication of a town’s performance and highlight how attractive it is to businesses. Conversely, where rents are falling it can be an indicator of decline.

Zone A rents are expressed as £ per sq. ft. and the Prime Retail Property Yield is a Net Percentage figure.

	Wolverton %	South East Small Towns %	National Small Towns %	Typology %
Zone A	20	27	27	n/a
% Net Yield	10	9	9	n/a

KPI 8: Footfall Counts

The arrival and movement of people, whether as residents, workers, visitors or a shopper is vital to the success of the majority of businesses within the town centre. The more people that are attracted to the town, the better it trades and the more prosperous the businesses in it become, provided there is ample available disposable income in that population. Measuring passing people in a consistent manner in the same place, at the same time builds up a picture of the town, its traders and their relative success over the weeks and months.

The following table provides the average number of people per 10 minutes between 10am and 1pm from the busiest footfall location in the town.

	Wolverton	South East Small Towns %	National Small Towns %	Typology %
Market/ Busy Day	75	177	136	n/a
Non Market/ Quiet Day	70	115	88	n/a

KPI 9: Car Parking Availability and Usage

These days a large proportion of spending customers in a town centre come by car. In the rural setting, the car tends to be an essential tool, used by both those who come to spend and those who come to work. The provision of adequate and convenient car parking facilities is therefore a key element of town centre vitality. An acceptable number of available spaces with a regular, quick turn-over for shoppers are the ideal while adequate longer stay, less convenient spaces for local owners/ workers and visitors must be considered too.

The following tables provide a summary of the Car Parking offering broken down into the;

- Provision of total number of spaces in designated car parks
- Provision of total number of short stay, long stay and disabled spaces in designated car parks
- Percentage of vacant spaces in designated car parks on a Busy/ Market Day and on a Quiet/ Non Market Day.
- Average number of illegally parked cars in designated car parks on a Busy/ Market Day and on a Quiet/ Non Market Day.
- Provision of total number of on street car parking spaces
- Provision of total number of on street short stay, long stay and disabled spaces
- Percentage of vacant on street spaces on a Busy/ Market Day and on a Quiet/ Non Market Day.
- Average number of illegally parked cars on street on a Busy/ Market Day and on a Quiet/ Non Market Day.
- Overall provision of car parking spaces
- Overall provision of total number of short stay, long stay and disabled spaces
- Overall percentage of vacant spaces on a Busy/ Market Day and on a Quiet/ Non Market Day.
- Overall average number of illegally parked cars on a Busy/ Market Day and on a Quiet/ Non Market Day.

	Wolverton	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
Car Park:					
Total Spaces:	835	82	88	90	n/a
Short Stay Spaces: (4 hours and under)	591	71	47	47	n/a
Long Stay Spaces: (Over 4 hours)	205	25	37	46	n/a
Disabled Spaces:	39	5	4	4	n/a
Not Registered	0	0	11	3	n/a
Vacant Spaces on a Busy/ Market Day:	283	34	27	27	n/a
Vacant Spaces on a Quiet/ Non Market Day:	374	45	39	41	n/a
Illegal Spaces on a Busy/ Market Day:	4	n/a	n/a	n/a	n/a
Illegal Spaces on a Quiet/ Non Market Day:	12	n/a	n/a	n/a	n/a
On Street:					
Total Spaces:	186	18	12	10	n/a
Short Stay Spaces: (4 hours and under)	137	74	64	64	n/a
Long Stay Spaces: (Over 4 hours)	49	26	14	26	n/a
Disabled Spaces:	0	0	4	4	n/a
Not Registered	0	0	18	6	n/a
Vacant Spaces on a Busy/ Market Day:	26	14	12	13	n/a
Vacant Spaces on a Quiet/ Non Market Day:	62	33	20	19	n/a
Illegal Spaces on a Busy/ Market Day:	2	n/a	n/a	n/a	n/a
Illegal Spaces on a Quiet/ Market Day:	5	n/a	n/a	n/a	n/a

Overall					
Total Spaces:	1021	n/a	n/a	n/a	n/a
Short Stay Spaces: (4 hours and under)	728	71	49	48	n/a
Long Stay Spaces: (Over 4 hours)	254	25	35	44	n/a
Disabled Spaces:	39	4	4	4	n/a
Not Registered	0	0	8	3	n/a
Vacant Spaces on a Busy Day/ Market:	309	30	26	25	n/a
Vacant Spaces on a Quiet/ Non Market Day:	436	43	36	39	n/a
Illegal Spaces on a Busy/ Market Day:	6	n/a	n/a	n/a	n/a
Illegal Spaces on a Quiet/ Non Market Day:	17	n/a	n/a	n/a	n/a

KPI 10: Business Confidence Survey

The aim of the Business Confidence Survey is to establish an understanding of the economy of the town. By establishing the trading conditions of the town centre businesses efforts can be focussed on looking at issues which are of concern and how to improve them.

The following tables are based on the 30 responses from the Business Confidence Survey.

	Wolverton %	South East Small Towns %	National Small Towns %	Typology %
What is the nature of your business?				
Retail	83	76	68	n/a
Commercial/Professional	14a	34	16	n/a
Public Sector	0	3	1	n/a
Hospitality	3	5	9	n/a
Other	0	4	6	n/a
What type of business are you?	Wolverton %	South East Towns %	National Small Towns %	Typology %
Multiple Trader	30	17	15	n/a
Regional	11	7	6	n/a
Independent	59	76	79	n/a

How long has your business been in the town?	Wolverton %	South East Small Towns %	National Small Towns %	Typology %
Less than one year	10	9	9	n/a
One to five years	17	22	21	n/a
Six to ten years	20	15	16	n/a
More than ten years	53	54	54	n/a

Compared to last year has your turnover.....?,	Wolverton %	South East Large Towns %	National Large Towns %	Typology %
Increased	19	26	30	n/a
Stayed the same	26	32	31	n/a
Decreased	56	42	39	n/a

Compared to last year has your profitability.....?	Wolverton %	South East Small Towns %	National Small Towns %	Typology 2 %
Increased	19	23	26	n/a
stayed the same	26	31	31	n/a
Decreased	56	46	43	n/a

Over the next 12 months do you think your turnover will.....?	Wolverton %	South East Small Towns %	National Small Towns %	Typology %
Increase	35	33	37	n/a
stay the same	38	43	41	n/a
Decrease	27	24	23	n/a

What are the positive aspects of having a business located in the town? (Multiselect)	Wolverton %	South East Small Towns %	National Small Towns %	Typology %
Prosperity of the town	15	40	41	n/a
Labour pool	4	8	12	n/a
Environment	7	27	27	n/a
Geographical location	22	42	46	n/a
Mix of retail offer	33	43	38	n/a
Potential tourist customers	7	25	39	n/a
Potential local customers	56	76	79	n/a
Affordable housing	33	12	9	n/a
Transport links	30	29	26	n/a
Car parking	44	32	35	n/a
Rental values/property costs	26	17	16	n/a
Market(s)	11	15	17	n/a
Other	4	4	5	n/a

What are the negative aspects of having a business located in the town? (Multiselect)	Wolverton %	South East Small Towns %	National Small Towns %	Typology %
Prosperity of the town	60	32	22	n/a
Labour pool	20	11	7	n/a
Environment	28	15	7	n/a
Geographical location	16	10	7	n/a
Mix of retail offer	28	25	23	n/a
Potential tourist customers	28	12	9	n/a
Potential local customers	16	6	4	n/a
Affordable housing	8	13	10	n/a
Transport links	20	14	19	n/a
Car parking	52	56	55	n/a
Rental values/property costs	24	38	37	n/a
Market(s)	20	13	14	n/a
Local business competition	32	22	21	n/a
Competition from other places	48	41	37	n/a
Competition from the Internet	52	44	39	n/a
Other	4	4	7	n/a

Has your business suffered from any crime over the last 12 months?	Wolverton %	South East Small Towns %	National Small Towns %	Typology %
Yes	27	40	30	n/a
No	73	60	70	n/a
What type of crime has your business suffered over the last 12 months (Multiselect)	Wolverton %	South East Small Towns %	National Small Towns %	Typology %
Theft	75	69	74	n/a
Abuse	38	17	15	n/a
Criminal damage	50	42	40	n/a
Other	0	2	2	n/a

What TWO suggestions would you make to improve the economic performance of the Town Centre?

- "Car parking (free)."
- "Parking. Less closed shop units."
- "Advertising the markets and Agora."
- "More independent businesses. Not take away food shops. Nicer shopping experience, not welcoming at present."
- "Residents parking, one way system on Church Street as buses are causing congestion. The mosque causes hustle when buses parked."
- "Bus lane always congested (Church Street). More traffic wardens."
- "Knock down the Agora to increase footfall."
- "Work together like Stony Stratford. Resolve the Agora issue."
- "Bring people out of Tesco's, showing them what Wolverton has to offer."
- "Reinstate Radcliffe Street to join up shopping areas. Consolidate shopping area, currently spread across Church Street, the Square and Stratford Road. Demolish Agora."
- "Better transport links."
- "Parking. More housing is needed."
- "More retail shops, not fast food take aways."
- "Give some more encouragement financially please! Keep the Agora but take steps to increase its vitality."
- "Half the extension of Wolverton Tesco. Increased signage to Wolverton Town shops."

- "Renovate the Agora, make it an open air. Open plan facility to link Church Street/ Stratford Road with the Square. Create a bus hub to replace the hap hazard situation on Church Street."
 - "Everyone make an effort on shops appearance, more variety.less chicken and hairdressers!"
 - "Parking on a Friday. Do something useful with the Agora."
 - "Knockdown the Agora. Make up business flyers for distribution at key points."
 - "Redevelop the Agora and link both ends of Radcliffe Street, Providing easy access from Stratford Road into the Square. Create small independent shops along Radcliffe Street. Leading up to an open market in the Square visible from Stratford Road."
 - "Removal of Agora to open access to the Square....."
 - "The Agora drags down the town. Remove it and recreate a town square. Even if ...with boutique independents it encourages shopping/ browsing. Add a nice coffee shop. Make it a nice environment."
-

KPI 11: Town Centre Users Survey

The aim of the Visitor Satisfaction Survey is to establish how your town is seen by those people who use it. By asking visitors, of all types, a more detailed picture can be obtained as what matters to regular visitors (i.e. locals who pop in every day or work in town) can be very different to someone who has never been to the place before. For the first group signage is not an issue, for example, and the second may not worry about fear of night time crime.

The following tables are based on the 132 responses from the Town Centre Users Survey.

Gender	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
Male	51	38	39	n/a
Female	49	62	61	n/a
Age	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
16-25	5	7	9	n/a
26-35	12	8	10	n/a
36-45	12	12	15	n/a
46-55	20	22	20	n/a
56-65	19	21	20	n/a
Over 65	33	31	27	n/a

What do you generally visit the town centre for?	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
Work	10	11	16	n/a
Convenience Shopping	55	51	42	n/a
Comparison Shopping	2	5	5	n/a
Access Services	11	15	16	n/a
Leisure	3	8	11	n/a
Other	20	10	9	n/a
How often do you visit the town centre	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
Daily	25	16	25	n/a
More than once a week	48	31	35	n/a
Weekly	15	12	14	n/a
Fortnightly	8	4	4	n/a
More than once a Month	2	3	3	n/a
Once a Month or Less	2	6	7	n/a
First Visit	0	30	11	n/a

How do you normally travel into the town centre?	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
On Foot	46	36	36	n/a
Bicycle	3	2	3	n/a
Motorbike	0	1	1	n/a
Car	35	51	52	n/a
Bus	15	8	7	n/a
Train	0	1	1	n/a
Other	1	1	1	n/a
On average, on your normal visit to the town centre how much do you normally spend?	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
Nothing	3	3	3	n/a
£0.01-£5.00	13	13	15	n/a
£5.01-£10.00	18	27	25	n/a
£10.01-£20.00	33	34	31	n/a
£20.01-£50.00	21	19	20	n/a
More than £50.00	12	4	5	n/a

How do you rate the physical appearance of the town centre?	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
Very Good	3	21	17	n/a
Good	36	55	58	n/a
Poor	47	18	21	n/a
Very Poor	14	5	4	n/a
How do you rate the cleanliness of the town centre?	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
Very Good	8	21	17	n/a
Good	63	63	64	n/a
Poor	26	13	16	n/a
Very Poor	3	3	3	n/a
How do you rate the variety of shops in the town centre?	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
Very Good	2	21	11	n/a
Good	40	44	45	n/a
Poor	52	28	36	n/a
Very Poor	7	8	9	n/a
How do you rate the leisure and cultural offering in the town centre?	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
Very Good	3	7	8	n/a
Good	36	43	47	n/a
Poor	52	40	37	n/a
Very Poor	9	9	8	n/a

What are the positive aspects of the town centre?	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
Physical appearance	32	55	54	n/a
Shops	55	65	53	n/a
Restaurants	45	29	37	n/a
Access to Services	85	76	75	n/a
Leisure Facilities	19	17	25	n/a
Cultural Facilities	27	17	24	n/a
Pubs/ Bars/ Nightclubs	20	21	33	n/a
Transport	69	37	40	n/a
Ease of walking around the town centre	83	73	75	n/a
Convenience e.g. near where you live	82	72	69	n/a
Safety	68	47	48	n/a
Car Parking	47	45	44	n/a
Markets	48	22	39	n/a
Other	5	3	4	n/a

What are the negative aspects of the town centre?	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
Physical appearance	76	27	27	n/a
Shops	47	30	37	n/a
Restaurants	42	42	33	n/a
Access to Services	10	6	8	n/a
Leisure Facilities	64	45	39	n/a
Cultural Facilities	58	38	37	n/a
Pubs/ Bars/ Nightclubs	50	37	30	n/a
Transport	21	25	25	n/a
Ease of walking around the town centre	14	9	10	n/a
Convenience e.g. near where you live	13	8	9	n/a
Safety	19	15	16	n/a
Car Parking	32	38	40	n/a
Markets	42	26	26	n/a
Other	12	5	7	n/a
How long do you stay in the town centre?	Wolverton %	South East Small Towns %	National Small Towns %	Typ. %
Less than an hour	45	46	36	n/a
1-2 Hours	42	38	39	n/a
2-4 Hours	5	9	12	n/a
4-6 Hours	0	2	3	n/a
All Day	5	5	8	n/a
Other	2	1	1	n/a

What TWO suggestions would you make to improve the town centre?

- "Knock down the Agora and open up The Square to Church Street. Reduce the dominance of the traffic on Church Street by making it a one-way street and widening the pavements to make it more pedestrian friendly"
- "1. Remove the Agora which dominates it and offers nothing over and above other shops. 2. Shift the emphasis away from Wolverton as a transport hub (it is dominated by a poor quality/very badly maintained car park and buses) and think about how to make it a destination."
- "Remove the Agora: that would everything much more open!"
- "1. Redevelop the Agora site, to make access easier from Stratford Road, through to the Square 2. Improve traffic flow by making some streets one way, and enable the buses to assemble off road"
- "Remove the agora and open it up to Stratford road as it was originally built"
- "Do something with the Agora. Have a lovely vegetarian cafe/coffee shop/book shop"
- "1. Apply pressure to the Co-Op to 'get their act together', keep shelves stocked (and in date). They should be competing with Tesco; not ambling along waiting to be closed. 2. Plan the bus routes / bus station such that Church Street isn't such a nightmare for both cars and pedestrians to navigate (crossing from the Agora car park to Gone Fishing / Barovic etc is taking your life in your hands)"
- "greater variety of shops and services, i.e. more banks represented, a bakery - somewhere nice to have lunch make better use of the main Agora space by converting into leisure usage, having roller disco, dancing, other sports uses in evenings, community usage during day - we have no good sports/leisure facilities in Wolverton"
- "improve the look of the shops and increase the range of shops"
- "Give it a face-lift by linking key parts together and introducing a variety of shops with attractive shop fronts. Give easy access to natural heritage sites."
- "Cleanliness - get fruit & veg off the pavements outside shops Get rid of the agora and open up access to the Square from Stratford Rd"
- "Apart from razing the Agora, the thing that has most impact on me every time I turn into Church Street is the all pervasive sense of squalor. Dirty, uncared for... I don't like the way shops encroach on the pavement as an extension of their businesses, unless they have a legal right to do it. It makes Wolverton look down at heel, tawdry."
- "Traffic management - one way maybe in places. Clean up the visual facades of the buildings so it doesn't look so tatty."
- "Join the Square with Church Street. Changes to where the buses wait in Church Street, currently it can be very dangerous"
- "Knock down Agora to give access to Square. Do something about buses in Church Street, sometimes very difficult to get along there."
- "Open up Radcliffe Street Encourage more medium size shops"
- "Direct link between Square and Radcliffe Street. Widen pavements and slow traffic, encourage walking and cycling."

- "Remove the Agora."
- "More facilities for children (have 5 children)."
- "A park to play in swings etc, in the centre."
- "Put a fence around to keep children away from the traffic."
- "More for old people indoors and more for teenagers."
- "Redevelop the Agora and open up Radcliffe Street."
- "More variety and shop keepers to improve shop appearance."
- "More diversity of shopping. Keep community spirit and look after interesting buildings."
- "Get rid of the Agora. Connect the Square to Church Street and beyond."
- "Get closed shops active again. Help new start ups."
- "Tidy it up a bit, it looks worn out. Nothing in the Agora."
- "A lick of paint and shops co-ordinated so they are all the same colour."
- "A general tidy up. The Agora Centre needs modernising."
- "Get rid of the Agora and reinstate Radcliffe Street. Create new sympathetic retail units."
- "Remove the Agora and put in crossings on Church Street."
- "No more Agora."
- "One way system for buses. More variety of shops. Make Agora look better."
- "Knock down the Agora. Build a bus station to get rid of buses"
- "More shops."
- "A swimming Pool. More national brands of clothes stores."
- "Knock the Agora down and stop people tearing down the old shop fronts."
- "A few places that are an eye sore and need tidying up."
- "Clean up of town centre."
- "The Square wants improving and the Agora is full of tat and needs a revamp."
- "Knock down the Agora"
- "The Agora needs to be revamped, what's the point in knocking it down. Wolverton is excellent - it needs an injection of energy and vibrancy."
- "The main road needs tidying up in appearance and the Square is not as good as it was."
- "Get rid of the Agora and build some decent shops to replace it. A proper coffee bar."
- "Get rid of the speed bumps."
- "More variety of shops."
- "Get rid of the Agora. Improve the Co-op."
- "More Cafes. More buses to Hodge Lea."
- "More for children and youths. A central meeting place - like the Christian Foundation upgraded - more appealing for everybody."
- "Get rid of the Agora. A decent market."
- "Better traffic management."
- "Diversity of shops needs improving."
- "Pull down the Agora."

- "Pull down the Agora. Less ethnic shops."
- "Sort out buses - safety. Open up the Square."
- "New bus stop. Youth club."
- "Get rid of buses."
- "Get rid of the Agora. A better selection of shops."
- "Get rid of the Agora. Make it more appealing."
- "Remove Agora to link Radcliffe Street. Improve variety of shops."
- "A few more different shops. Needs brightening."
- "Need more variety of shops."
- "A decent pub. Specialist shops."
- "A better market."
- "Blow up the Agora."
- "More variety of shops. Too many kebab shops, needs a butchers, bakers etc."
- "Knock the Agora down. Bring market back."
- "Get rid of the Agora. A few more shops."
- "Re-link Radcliffe Street by getting rid of the Agora."
- "Agora needs to go - an eye sore and dated waste of space. New range of shops and better market."
- "Too many ethnic shops. Agora is horrible."
- "The Agora is really awful - something and nothing."
- "Knock the Agora down."
- "Better signage / navigation (e.g. to Wolverton Park)."
- "Improve parking. Better access to the Square."
- "Get it into the 21st century. Knock down the Agora."
- "Knock down the Agora. Do up the shop fronts."
- "Change face of Agora. Better bus information."
- "More bins."
- "Better parking."
- "Pedestrian crossing - Glyn Square. Garden Centre. Coffee shops with 'proper' coffee!"
- "Remove the Agora and improve Stratford Road."
- "Cycle routes and parking."
- "The removal of the Agora and re-establishing the grid pattern. One way system in Church Street."
- "Pelican crossing on Church Street. One way traffic system, specifically Green Lane."
- "Blow up the Agora. Have a decent pub/bistro."
- "Do more for children. Have more night life entertainment."
- "Children's activities. Quality shops."
- "More shops like Tesco's"
- "Knock down the Agora - it splits the town into two. Make more parking spaces in upper area then could walk between two places."
- "Clean it up. A few more decent shops."
- "Get rid of the Agora. Grocery shops gone - used to be a lovely town, all shops gone. Old people at the top of Wolverton - needs shop on the square."

- "Nothing."
 - "Clear up litter around the Agora car park."
 - "Redevelop the Agora to open up the Square. Encourage better shops."
 - "More retail variety. Better enforcement of parking."
 - "Knock down Agora. More 'cafe culture' feel."
 - "Knock down the Agora. Open up access to Canal. Convert The Crauford into housing association flats."
 - "A one way system for Church Street, Radcliffe Street (2 way Creed Street). Wider pavements, redways."
 - "Demolish Agora. More variety of shops."
 - "Demolish the Agora. Reconnect Radcliffe Street to the Square."
 - "Link Stratford Road/Radcliffe Street up to the Square like it was in the 60/70's and redevelop the Agora."
 - "Improve pedestrian routes and redevelop the Agora building."
 - "Remove Agora. One way system and better pedestrian access."
 - "Development of the area next to the railway bridge. Redevelop the Agora. Old Wolverton industry needs development and inward investment."
 - "Demolish the Agora. Open up Radcliffe Street."
 - "Knock the Agora down and redevelop the area to include shops, workshops and dwellings."
 - "Join the square and Stratford Road."
 - "Clean up the Agora. Utilise it for use for families."
 - "Demolish the Agora. Resume buses up square to upper Wolverton."
 - "Better boutique shopping space and better / safer shopping spaces."
 - "Change appearance - currently a mish mash, no conformity. Do not allow Tesco to enlarge. Have events - either commercial or pleasure like they have in Stony Stratford. Encourage ethnic community events e.g. teaching Indian cookery by local people to get more involved and enhance cultural understanding. Put something in the windows of closed down shops to look attractive e.g. school childrens work."
-

KPI12: Shoppers Origin

The Shoppers Origin Survey tracks the general area that your town centre visitors originate from. The data can be used to target local marketing or promotional literature. It can also be used as evidence of the success of such campaigns by gauging the penetration into the population.

The 1352 postcodes gathered from businesses have been split into 3 categories to be able to compare with other towns. The categories are:

- Locals; those who live within a Post Code covering the town
- Visitors; those who live within a Post Code less than a 30 minute drive away
- Tourists; those who live within a Post Code further than a 30 minute drive away

	Wolverton%	South East Small Towns %	National Small Towns %	Typology %
Locals	47	52	58	n/a
Visitors	48	41	29	n/a
Tourists	5	8	13	n/a

APPENDIX

Town Name	Large or Small	Region	Type
Loughborough	L	East Midlands	n/a
Hinckley	L	East Midlands	n/a
Carlton Square	S	East Midlands	n/a
Carlton Hill	S	East Midlands	n/a
Netherfield	S	East Midlands	n/a
Mapperley	S	East Midlands	n/a
Arnold	S	East Midlands	n/a
Bury St Edmunds	L	East of England	2
St Ives	L	East of England	4
St. Neots	S	East of England	4
Ramsey	S	East of England	4
Huntingdon	S	East of England	4
Wetherby	S	North East	1
Ripon	S	North East	2
Bentham	S	North East	2
Settle	S	North East	3
Knaresborough	S	North East	n/a
Penrith	L	North West	2
Nantwich	L	North West	2
Wrexham	L	North West	n/a
Crewe	L	North West	n/a
Wilmslow	L	North West	n/a
Macclesfield	L	North West	n/a
Alsager	S	North West	1
Disley	S	North West	1
Appleby	S	North West	2
Kirkby Stephen	S	North West	2
Middlewich	S	North West	4
Knutsford	S	North West	5
Bollington	S	North West	5
Wigton	S	North West	7
Congleton	S	North West	8
Sandbach	S	North West	8
Holmes Chapel	S	North West	8
Mold	S	North West	n/a
Queensferry	S	North West	n/a
Saltney	S	North West	n/a
Shotton	S	North West	n/a
Buckley	S	North West	n/a

Connahs Quay	S	North West	n/a
Flint	S	North West	n/a
Holywell	S	North West	n/a
Alston	S	North West	n/a
Bangor	S	North West	n/a
Caernarfon	S	North West	n/a
Alderley Edge	S	North West	n/a
Handforth	S	North West	n/a
Poynton	S	North West	n/a
Audlem	S	North West	n/a
Broadstairs	L	South East	n/a
Hertford	L	South East	n/a
Halstead	S	South East	2
Buckingham	S	South East	4
Southwater	S	South East	4
Henley	S	South East	5
Sheerness	S	South East	6
Dover	S	South East	6
Bishops Waltham	S	South East	8
Waltham Cross	S	South East	n/a
Cheshunt Old Pond	S	South East	n/a
Bletchley	S	South East	n/a
Bookham	S	South East	n/a
Wolverton	S	South East	n/a
Devizes	L	South West	2
Trowbridge	L	South West	2
Nailsea	S	South West	1
Pewsey	S	South West	2
Melksham	S	South West	2
Frome	S	South West	2
Westbury	S	South West	2
Warminster	S	South West	2
Corsham	S	South West	2
Wilton	S	South West	2
Chippenham	S	South West	4
Calne	S	South West	4
Malmesbury	S	South West	4
Ludgershall	S	South West	4
Bradford On Avon	S	South West	5
Cricklade	S	South West	8
Royal Wootton Bassett	S	South West	8
Tidworth	S	South West	n/a
Ross on Wye	L	West Midlands	2

Tenbury Wells	S	West Midlands	2
Great Malvern	S	West Midlands	2
Alcester	S	West Midlands	2
Upton Upon Severn	S	West Midlands	3
Southam	S	West Midlands	4
Whitchurch	S	West Midlands	5

TYPOLOGY CLASSIFICATION

Group 1 : Middle Aged, Managerial Jobs

236 places (14.7%)

This group is characterized by relatively high values on **young/middle age groups (25–44)**, **intermediate and managerial occupations**, people working in **public administration, education and defence, detached housing, households with adult children** and a high proportion of **carers**. It has low numbers of residents with **no qualifications**.

Geographically the group is found on the outskirts of the big cities and towns outside London and along the south coast from Essex and Kent and into Devon and Cornwall.

Group 2 : Single Persons, Routine Jobs

261 places (16.3%)

Places in this group are particularly characterized by **persons living alone** (separated/divorced and pensioners), as well as people in **routine and lower supervisory** and **managerial** occupations and people living in **rented accommodation**. **Car ownership** is low whilst **travel to work by public transport** is relatively high.

Geographically this group is well scattered across the rural areas of the country but particularly in the East of England (Norfolk and Suffolk), in the South West (Wiltshire, Cornwall and Devon). There are few examples of this type of place around the main population centres.

Group 3 : Older Persons, Leisure Jobs

123 places (7.7%)

This group is characterized by **older persons, single pensioners, workers in hotels and restaurants**, and **part time workers**, especially among men. It also has high numbers of **people working from home** and of **second homes**.

This group of places is found overwhelmingly in coastal areas (for example, on the Isle of Wight and in Devon and Norfolk) and in attractive rural areas (e.g. Hampshire, Gloucestershire and North Yorkshire).

Group 4 : Young Families, Administrative Jobs

129 places (8%)

The group is typified by high proportions of people in the **25 – 44 age groups** and **women looking after the home**. Occupations tend to be in the **higher**

managerial and professional groups and in **public administration** (including defence, teaching and social security).

Most places in this group are located in what geographers have called the 'Golden Belt' a stretch of country going from north Wiltshire, through Oxfordshire, Buckinghamshire, Bedfordshire to Cambridgeshire with an 'offshoot' in Berkshire. This area grew rapidly in the period 1981-2001 and continues to do so. There are few places of this type outside this area but where they do exist they are in the rural areas around sizeable towns.

Group 5 : Professionals, Commuting

188 places (11.7%)

This group is characterized by high proportions of **professional and higher managerial workers** and by people employed in **intermediate managerial occupations**. There are high proportions of people in **financial service occupations** and people who **commute over 20 kilometers** to work. Use of **public transport** is also proportionately high. There comparatively high proportions of **Asian/British Asian** households relative to the other groups of settlements.

As might be expected from its social and occupational description, this group of rural places is predominantly located within commuting belt around Great London and particularly along the major rail routes into London. There are, however, examples of these types of places around other cities, especially Leeds/Bradford and Greater Manchester.

Group 6 : Disadvantages, Routine Employment

181 places (11.2%)

This group includes high proportions of census measures that have been used to identify social and economic disadvantages of various kinds. These include: **routine and low skill occupations, lack of qualifications, unemployment, long term illness, lone parents, lack of a car** and the presence of **social housing**.

The geography of most of the members of this group is overwhelmingly that of the former coalfield areas, namely, Notts/Derby, South and West Yorkshire and Northumberland/Durham. Other, smaller, geographical clusters of places in this group are the Cumbrian coast, Teesside and east Lancashire. Places not in such clusters include Hayle (Cornwall), New Addington (Greater London) and Withernsea (East Riding of Yorkshire).

Group 7 : Routine Jobs, Agriculture/Manufacturing

209 places (13%)

This group is similar to Group 6 in that it is characterized by **routine and low**

skill occupations and lack of qualifications. However, this also typified by high percentages of people working in **agricultural** and **manufacturing** occupations and in the **wholesale** trades. Unemployment (in April 2001) was low.

As might be expected this group maps onto two main types of area: rural areas and generally those with labour intensive agricultural production of various kinds (e.g. Norfolk, the Fens, mid Somerset and Lincolnshire/North Lincolnshire) and around the major manufacturing centres of the West and West Midlands, West Yorkshire and Humberside.

Group 8 : Age Mix, Professional Jobs

290 places (18%)

This, the largest single group in the typology, is also typified by **professional and managerial** workers and high levels of **educational qualifications** but is distinguished from Group 1 by a broader **age** range (relatively high numbers of **young people**, but also of **middle aged** and **older people**) and from Group 6 by **lower levels of longer distance commuting**. Also unlike either of these groups there are high proportions of **households in detached houses** and very low levels of **public transport use**.

The geography of this group is similar to Group 4 in that it is mostly concentrated within the 'Golden Belt' of Middle England. However, it is nationally more widespread than Group 4 and includes locations on the outskirts of all the major urban centres outside London with the notable exception of Tyneside where only Castle Morpeth and Coxhoe (both somewhat distant from the conurbation), are of this type.

BUSINESS UNIT DATABASE

CAR PARKING DATABASE

Neighbourhood Plan Consultation Questionnaire

Period: 29th November 2012 to 18th January 2013

Annex 14

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FUTURE WOLVERTON

Neighbourhood Plan Survey

Have *YOUR* say

At the beginning of 2012 the Town Council and Wolverton Steering Group started work to prepare a Neighbourhood Plan for the Town Centre and the Railway Lands.

From earlier consultation, three main issues emerged:

Agora:

an eyesore splitting up the town but has useful and valuable shops.

Streets and spaces:

problems with the movement of people, cycles, cars and buses, and a poor quality environment.

Railways Lands:

unknown future and currently cut off from the Town Centre.

Tell us what you think:

We are now suggesting some practical ways in which the Town Centre might be improved and the Railway Lands protected from unsympathetic development.

Please let us have your comments, questions and concerns by filling in the survey form or online.

For more information see www.FutureWolverton.co.uk

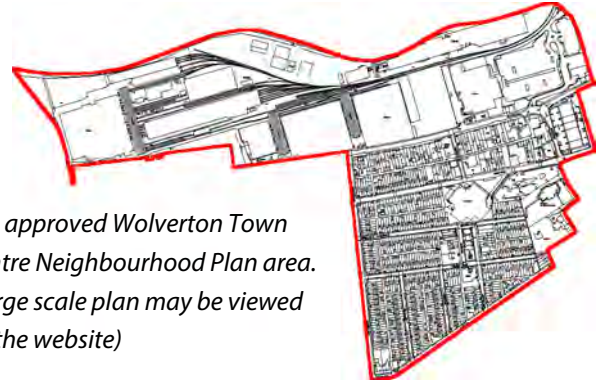
Town Centre Vision

We have come up with some words to describe the community aspirations for the Town Centre.

"The Neighbourhood Plan seeks to ensure that Wolverton Town Centre is a vibrant, attractive and distinctive neighbourhood that reflects the town's rich railway heritage and its diverse business and residential population.

The Town Centre will have a variety of shops, places to eat and drink, offices and services, alongside existing and new homes, making it an attractive place to live, work and visit. It will be known for its high quality environment where streets and open, public spaces present opportunities for local people to socialise and gather together for community events.

The Town Centre will be safe and easy to move around on foot and cycle and will be well connected with the rest of Milton Keynes and beyond by public transport."



*The approved Wolverton Town Centre Neighbourhood Plan area.
(Large scale plan may be viewed on the website)*

Neighbourhood Plan Objectives

The final Neighbourhood Plan will contain site specific changes to the Town Centre, in detail for the Agora site and in outline for the Railway Lands. Together, the proposals have the following objectives:

Transport and movement:

Improve movement into and around the Town Centre.
Encourage walking, cycling and use of public transport.
Improve access to sites and areas of value.

Design and heritage:

Protect and enhance local distinctiveness, the Town Centre's built heritage and its setting, and improve the quality of its environment.

Housing:

Provide a diverse housing stock within the Town Centre to meet the needs of existing and future local people.

Economic development:

Improve the economic vitality and viability of the Town Centre and sustain economic growth and competitiveness.

Social, cultural and leisure facilities:

Encourage development that addresses the social, cultural and leisure needs of the area.

Have *YOUR* say - complete and return th

Actions to deliver the Town Centre Vision

The Agora site

In the earlier consultation most people identified the Agora site as crucial to the future of the Town Centre and the view of the vast majority was that the Agora site should be re-developed.

We want to ensure we hear from as many people as we can. If you are a local resident, business or visitor, please tell us what you think.

What would you do about the Agora?

Tick your preferred option:

☐ **Redevelop the Agora and surrounding site**

☐ **Keep the Agora building**

Very Important
Important
Less Important

If the Agora is redeveloped, which of the following things would you consider important:

- ☐ ☐ ☐ Reconnect Radcliffe Street to improve the link between The Square and Church Street
- ☐ ☐ ☐ Build a mix of new shop units so that the Co-op, the Post Office and other valued traders currently within the Agora can stay in Wolverton Town Centre
- ☐ ☐ ☐ Create public open spaces to improve the environment and support street markets and community events
- ☐ ☐ ☐ Build larger retail units to a modern standard to attract a range of small and medium-sized national brands
- ☐ ☐ ☐ Build a range of homes in the Town Centre which meets the needs of older and younger people, including through the provision of a Retirement Home and flats above shops
- ☐ ☐ ☐ Build commercial office space
- ☐ ☐ ☐ Ensure there is a mix of on-street parking and car parks sufficient to support the Town Centre economy
- ☐ ☐ ☐ Follow the historic grid street pattern, incorporating larger, taller buildings on the corners and other key places
- ☐ ☐ ☐ Improve links between the local shopping areas (The Square and Church Street) and Glyn Square and Stratford Road which currently tend to attract more people from outside of Wolverton



Town Centre generally

To deliver on the Town Centre Vision, certain changes are going to have to take place to buildings, roads and public areas.

Very Important
Important
Less Important

What do you consider important:

- ☐ ☐ ☐ A comprehensive street improvement scheme for Church Street, Radcliffe Street and Creed Street, including some use of one-way streets, dedicated bus bays, wider pavements, to enhance the environment and improve Gateways into the Town
- ☐ ☐ ☐ Ensure streets have attractive shopfronts and active frontages and public spaces are well designed
- ☐ ☐ ☐ Enhance views of St George's Church and other key buildings in the Town Centre, such as The Queen Vic and Madcap.
- ☐ ☐ ☐ Improve public space by de-cluttering, better pavements, co-ordinated street furniture and signage
- ☐ ☐ ☐ Improve pedestrian and cycle routes to the Rail Station, Wolverton Park, Secret Garden and canal. Improve pedestrian crossing at Tesco roundabout and widen footway
- ☐ ☐ ☐ Install heritage murals and open up views of Wolverton Park and the canal from along Stratford Road
- ☐ ☐ ☐ Potential to develop a Town Centre Heritage and Community Hub to promote and publicise Wolverton's important heritage
- ☐ ☐ ☐ Build on the corner of Creed Street/Stratford Road (Town Hall car park) to reinforce the important entrance to the Town Centre from the Rail Station

is questionnaire - or answer online

Railway Lands

It was decided to include the Railway Lands in the Neighbourhood Plan area because of the impact that the redevelopment of the Railcare site could have on the Town Centre.

Railcare currently occupies the site and has no current plans to move. This means that any new development will only take place in the longer term (more than five years when Railcare indicate they may consolidate their operations on the site).

The current Milton Keynes Local Plan (adopted in 2005) designates the site as employment land and so unless other suitable uses are proven, it should remain so.

The earlier consultation supports retaining employment use, but should alternative proposals come forward they should contribute to the vibrancy of the Town Centre and follow some of the principles set out below.

Very Important
Important
Less Important

What do you think?

Any redevelopment of the Railway Lands should:

- ☐ ☐ ☐ Reflect the historic grid street layout of the rest of Wolverton with a route linking directly to the town centre where Radcliffe Street currently meets Stratford Road
- ☐ ☐ ☐ Enable the opening up of views and access into the site through the wall along Stratford Road
- ☐ ☐ ☐ Improve access to and across the Grand Union Canal
- ☐ ☐ ☐ Use some of the historic railway buildings on the site
- ☐ ☐ ☐ Promote heritage use of part of the site
- ☐ ☐ ☐ Make better links between Tesco and the rest of Wolverton Town Centre
- ☐ ☐ ☐ Include new housing if future surveys show a need

Return the survey by 18th January 2013 to:

Wolverton Town Hall;
Greenleys Community Centre;
Buskers Café (Wolverton Park); or
Galleon Pub (Old Wolverton).

Or complete the online survey

at www.futurewolverton.co.uk/survey

To find out more

To find out more about the Neighbourhood Plan and to discuss it with the people involved in the Neighbourhood Plan Steering Committee, come to the event on Tuesday 11th December at St George's Church at 7pm.

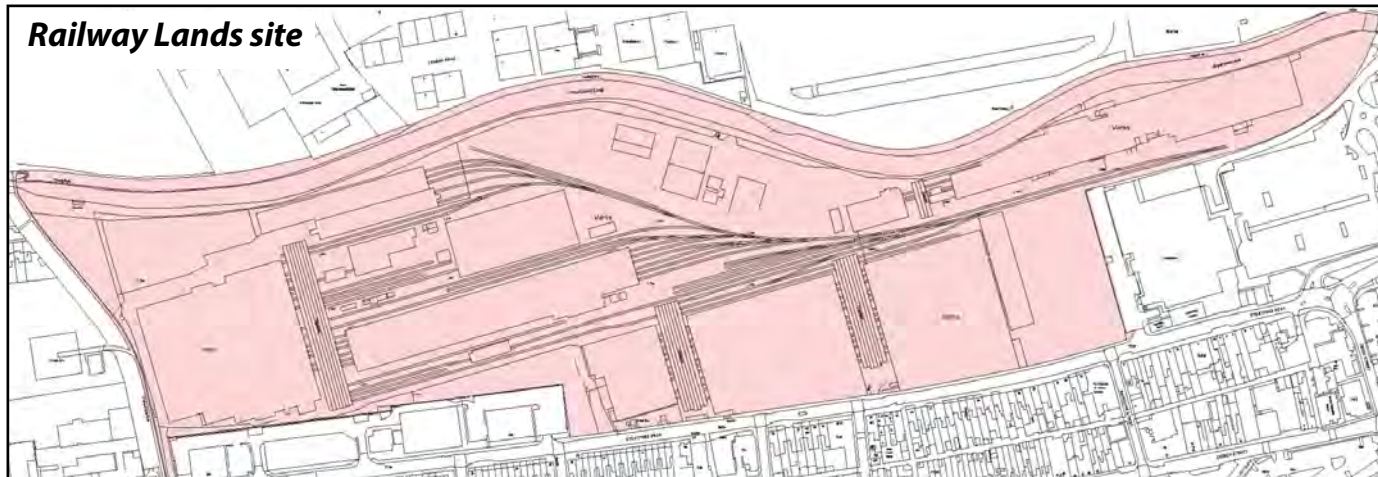
YOUR CHOICE YOUR FUTURE YOUR WOLVERTON



For more information visit the website:

futurewolverton.co.uk

Railway Lands site



Do you have any other comments, including on the Vision for the Town Centre
(continue on a blank sheet of paper if needed)

We would like to know who is responding to this survey but you do not have to provide this information.

Name:

Address:

Postcode:

Email address:

(if you would like to be kept in touch and receive the Future Wolverton e-newsletter)

Neighbourhood Plan Event

Have YOUR Say!

Future of Wolverton Town Centre
(including Railway Lands)

Tuesday 11th December 7:00 pm
St George's Church

Refreshments served from 6:45pm

Annex 15**Consultation comments from the December 2012 public meeting****Retail**

- Is there a danger in encouraging big brands/high street chains into Wolverton?
They are often regarded negatively
- Medium chains – does that mean we would lose our identity?
- What is going to attract people to Wolverton?
- Retail strategy is key – what is it?

NP process

- Who can vote in the referendum?
- What is the available budget year by year and the work plan?
- The skaters are transient – should they have as large a say in the future of the town as the people who have been here for 30 + years?

Agora CPO – process

- If the Agora continues to be fully occupied and the owners refuse to negotiate will CPO be the only option?
- Planning timeline on Agora seems overly ambitious from application of CPO
- What are the proposals for the Agora if not re-developed?

Agora redevelopment

- How do we seek to ensure that the redevelopment causes more people to visit other areas after visiting Tesco?
- What happens to the traders?
- Knock down the Agora – too expensive to make it safe and attractive
- How do we ensure that the proposed redevelopment is meaningful to the newer areas of Wolverton, e.g. Wolverton Mill?
- How can we ensure that any new office units don't end up empty like Warren Park office village in Wolverton Mil?
- High streets are dying – how are retail units going to regenerate Wolverton?
- How will you address the change of levels between The Square and Church Street when the Agora is redeveloped?
- New development needs to include more parking – underground?
- Important to maintain access to houses which back onto the car park - preserve the trees!
- Small homes for 18-24 to be able to purchase – make the town younger
- Put a gate in St George's wall to make sure there is car parking for weddings/funerals etc.

Annex 15**Consultation comments from the December 2012 public meeting****Community/leisure space**

- Make an amenity space for roller skating etc
- Has anyone considered a leisure facility at the Agora?
- Where in the plans are facilities for young people?

Traffic movement/parking

- Absolutely NO to shared surface for pedestrians and vehicles
- Five buses all in a row can be accommodated in your plan? That's what happens on a daily basis!
- Concerned about the safety aspects of shared surface on Radcliffe Street – is it safe?
- How do we ensure that the multi-use pavement areas (pedestrian and overflow parking) do not become permanent car parks?
- How are we going to address the extra traffic that will be generated by an attractive Wolverton?
- Make sure there is preserved parking for residents.
- Actual crossings for Creed Street? Extra crossings and traffic calming needed.
- Where are all the additional cars going to go? What is the strategy to reduce the demand for parking? What does Public Realm mean?
- What assessment has been done on the impact of traffic flow and access to the station of option 1 for Creed Street? I would have to go all the way along Church Street to get to the station!
- Redway on Church Street a good idea.
- Move some car parking away from Creed Street shops.
- In view of the fact that over the 20 year period car usage is likely to fall and cycle usage increase, have the planners looked at successful cycle integration schemes elsewhere?
- Keep cars away – car park underground like at Sainsburys.
- Will there be a footpath on Stratford Rd on the opposite side to the Station – outside the Secret Garden?
- Very glad bike access to the railway station is to be improved – its deadly at the moment.

Other

- Town hall gateway is completely unnecessary – we don't remember this being identified during early consultation.
- Railway station disabled and pram access.
- When is the Railway Station going to be finished?
- Must ensure that the Asian community are properly engaged and their voice heard.
- The questionnaire should allow people to disagree – rather than find things important to different degrees.

Annex 16**Wolverton Town Centre Neighbourhood Plan Questionnaire results**

Survey period: 1st December 2012 to 18th January 2013

Survey distribution: Paper survey and online. The paper survey included details of the option to complete the online survey. The paper survey was delivered as a wraparound to Wolverton & Greenleys Town Council December 2012 newsletter. Copies of the paper survey were available from Town Hall/Library and were delivered to sample parts of surrounding areas (New Bradwell, Hanslope and Haversham).

Surveys completed

Survey type	Number	Percentage
Paper copy	100	43%
Online	131	57%
Total completed	231	100%

Location of those responding

Note there was no requirement to give any name and address information. Of those giving location, 99 (67%) were from Wolverton.

Survey type	Number	Percentage
Location given	148	64%
No location given	83	36%
Total	231	100%

Area	Number	Percentage
Greenleys	7	5%
Haversham	9	6%
New Bradwell	10	7%
Stacey Bushes	3	2%
Wolverton	99	67%
Wolverton Mill	5	3%
Other areas	30	20%
Total	148	100%

Annex 16**Wolverton Town Centre Neighbourhood Plan Questionnaire results****Survey answers**

In most cases, not everyone has answered all the questions, so not all the totals come to 231. As percentages are rounded to nearest whole number, the total may not always add up to 100%.

What would you do about the Agora?

Area	Number	Percentage
Redevelop the Agora and surrounding site	165	78%
Keep the Agora building <i>(If the Agora is retained it will be up to the owners to invest in repairs/refurbishment of the building.)</i>	46	22%
Total answers (91% of total responses)	211	100%

If the Agora is redeveloped, which of the following things would you consider important:

Reconnect Radcliffe Street to improve the link between The Square and Church Street	Number	Percentage
Very Important	147	71%
Important	32	15%
Less Important	29	14%
Total answers (90% of total responses)	208	100%

Build a mix of new shop units so that the Co-op, the Post Office and other valued traders currently within the Agora can stay in Wolverton Town Centre.	Number	Percentage
Very Important	160	75%
Important	45	21%
Less Important	9	4%
Total answers (93% of total responses)	214	100%

Annex 16**Wolverton Town Centre Neighbourhood Plan Questionnaire results**

Create public open spaces to improve the environment and support street markets and community events.	Number	Percentage
Very Important	104	49%
Important	78	37%
Less Important	31	15%
Total answers (92% of total responses)	213	100%

Build larger retail units to a modern standard to attract a range of small and medium-sized national brands.	Number	Percentage
Very Important	37	18%
Important	60	29%
Less Important	113	54%
Total answers (91% of total responses)	210	100%

Build a range of homes in the Town Centre which meets the needs of older and younger people, including through the provision of a Retirement Home and flats above shops.	Number	Percentage
Very Important	41	20%
Important	76	37%
Less Important	91	43%
Total answers (90% of total responses)	208	100%

Build commercial office space.	Number	Percentage
Very Important	6	3%
Important	56	27%
Less Important	145	70%
Total answers (90% of total responses)	207	100%

Annex 16**Wolverton Town Centre Neighbourhood Plan Questionnaire results**

Ensure there is a mix of on-street parking and car parks sufficient to support the Town Centre economy.	Number	Percentage
Very Important	112	53%
Important	75	36%
Less Important	24	11%
Total answers (91% of total responses)	211	100%

Follow the historic grid street pattern, incorporating larger, taller buildings on the corners and other key places.	Number	Percentage
Very Important	73	35%
Important	72	35%
Less Important	62	30%
Total answers (90% of total responses)	207	100%

Improve links between the local shopping areas (The Square and Church Street) and Glyn Square and Stratford Road which currently tend to attract more people from outside of Wolverton.	Number	Percentage
Very Important	134	63%
Important	66	31%
Less Important	13	6%
Total answers (92% of total responses)	213	100%

Town Centre Generally - What is a priority for you?

A comprehensive street improvement scheme for Church Street, Radcliffe Street and Creed Street, including some use of one-way streets, dedicated bus bays, wider pavements, to enhance the environment and improve Gateways into the Town.	Number	Percentage
Very Important	107	50%
Important	66	31%
Less Important	41	19%
Total answers (93% of total responses)	214	100%

Annex 16**Wolverton Town Centre Neighbourhood Plan Questionnaire results**

Ensure streets have attractive shopfronts and active frontages and public spaces are well designed.	Number	Percentage
Very Important	114	54%
Important	83	39%
Less Important	16	7%
Total answers (92% of total responses)	213	100%

Enhance views of St George's Church and other key buildings in the Town Centre, such as The Queen Vic and Madcap.	Number	Percentage
Very Important	64	30%
Important	89	42%
Less Important	61	29%
Total answers (93% of total responses)	214	100%

Improve public space by de-cluttering, better pavements, co-ordinated street furniture and signage.	Number	Percentage
Very Important	100	46%
Important	88	41%
Less Important	28	13%
Total answers (94% of total responses)	216	100%

Improve pedestrian and cycle routes to the Rail Station, Wolverton Park, Secret Garden and canal. Improve pedestrian crossing at Tesco roundabout and widen footway.	Number	Percentage
Very Important	153	70%
Important	50	23%
Less Important	15	7%
Total answers (94% of total responses)	218	100%

Annex 16**Wolverton Town Centre Neighbourhood Plan Questionnaire results**

Install heritage murals and open up views of Wolverton Park and the canal from along Stratford Road.	Number	Percentage
Very Important	53	25%
Important	76	36%
Less Important	84	39%
Total answers (92% of total responses)	213	100%

Potential to develop a Town Centre Heritage and Community Hub to promote and publicise Wolverton's important heritage.	Number	Percentage
Very Important	46	21%
Important	98	46%
Less Important	71	33%
Total answers (93% of total responses)	215	100%

Build on the corner of Creed Street/Stratford Road (Town Hall car park) to reinforce the important entrance to the Town Centre from the Rail Station.	Number	Percentage
Very Important	28	14%
Important	59	29%
Less Important	120	58%
Total answers (90% of total responses)	207	100%

What do you think? Any redevelopment of the Railway Lands should:

Reflect the historic grid street layout of the rest of Wolverton with a route linking directly to the town centre where Radcliffe Street currently meets Stratford Road.	Number	Percentage
Very Important	79	38%
Important	91	44%
Less Important	38	18%
Total answers (90% of total responses)	208	100%

Annex 16**Wolverton Town Centre Neighbourhood Plan Questionnaire results**

Enable the opening up of views and access into the site through the wall along Stratford Road.	Number	Percentage
Very Important	81	38%
Important	89	42%
Less Important	44	21%
Total answers (93% of total responses)	214	100%

Improve access to and across the Grand Union Canal.	Number	Percentage
Very Important	105	49%
Important	82	38%
Less Important	27	13%
Total answers (93% of total responses)	214	100%

Use some of the historic railway buildings on the site.	Number	Percentage
Very Important	132	61%
Important	71	33%
Less Important	13	6%
Total answers (93% of total responses)	215	100%

Promote heritage use of part of the site.	Number	Percentage
Very Important	90	42%
Important	75	35%
Less Important	47	22%
Total answers (92% of total responses)	212	100%

Make better links between Tesco and the rest of Wolverton Town Centre.	Number	Percentage
Very Important	62	29%
Important	77	36%
Less Important	77	36%
Total answers (94% of total responses)	216	100%

Annex 16**Wolverton Town Centre Neighbourhood Plan Questionnaire results**

Include new housing if future surveys show a need.	Number	Percentage
Very Important	36	17%
Important	87	41%
Less Important	88	41%
Total answers (94% of total responses)	216	100%

Other comments

Ref	Other comments
1	I love the vision for the Town Centre - get rid of the Agora now!
2	Please resurface other back ways before there are serious accidents concerning old people. take over the running of the station and car park and run it for the benefit of all the people of the town with a portion of the money going into town benefits, after all the station was paid for out of public funds and should remain as a benefit to the town not a liability as at present.
3	The Railway Lands should be actively campaigned to remain as employment land. Ideally to remain as one large railway employer.
4	As a resident of Church Street, Wolverton for over 20 years and having lived in the Wolverton area on and off for 45 years i would definitely like to see the agora gone!! and for the road which used to connect Church street with the Square put back to how it was, im not against new housing being built on the site BUT i would not like to see ultra modern design or ugly flats!!!! I would hope that the council would ensure that terrace houses in the same design as the rest of the street would be built, not make the mistake of allowing blocks of flats to be built and end up with another eyesore of buildings being built to replace the one everyone is trying to get rid of!!!! i dont believe that Wolverton needs more shops as half the ones we have are either run down and desperately need restoring to their former glory, empty or have been turned into horrible takeaways, also why is it that people are talking about wider footpaths???? a lot of the footpath in Stratford road seems to have become an extension of the shops with shop owners being allowed to build rickety table like things outside there shops causing the footpath to become cluttered and drag the look of the area down to the gutter (COME ON TOWN COUNCIL START WITH THE BASICS AND SORT THIS EYESORE OUT) how do you expect to attract new people and business to Wolverton when YOU have allowed Wolverton to decline like this????????????????????

Annex 16**Wolverton Town Centre Neighbourhood Plan Questionnaire results**

5	<p>Wolverton needs all bushes cut back and all weeds need to be kept under control. There needs to be something put into place to protect the rest of the works buildings and see new life put in the old shells of the old sawmill and smithy shop: The future of the works site needs to be talked about a lot more with the people of Wolverton and if the site should become empty then something should be done to make keep it as a railway site:</p> <p>something also needs doing to get anything of any use from inside the old railway buildings up to Mk Museum so people can see the way carriages were made</p> <p>More also needs to be done to keep the heritage alive for people of the future. I feel that the bloomer should also be put at the Museum now as no one will get to see it whilst it is still behind the walls of Railcare.</p>
6	<p>Restrict the development of large retail and business units within the town centre. Tesco and the associated infrastructure should not be expanded or improved in any way. Vehicle access to the store should be removed altogether from Stratford Road and routed instead via McConnell Drive and Millers Way. You will never attain a community feel in Wolverton when traffic for a large superstore flows through the town in this way.</p> <p>The Agora has destroyed the feel and flow of the town by bisecting it.</p>
7	<p>Crucially, demolish the Agora. Provide alternative sites for shops already there. Restore The Square, install The Bloomer in a prominent position on old Agora site. Build proper bus bays.</p>
8	<p>My mother comes on the train to visit me in Wolverton. As she gets older, she finds stairs more difficult to use. I can see no provision for the elderly and disabled to get from the further away platforms to the station entrance and so I have fetch her from MK central station even though her train calls at Wolverton. A lot of superficial improvements have been made to our station but a simple practicality seems to be lacking. I have to drive unnecessary miles just so my mother can visit me. How can this be an improvement?</p> <p>Whilst appearance is important in design, let us not forget that we have to USE what we create, and as fuel gets more expensive and rare in this world, we must CONSIDER the ENVIRONMENTAL IMPACTS of any designs too. I applaud the idea of improving conditions for cyclists for example. As a design trained person who has worked with in this community for many years as teacher, designer, mother and more, my vision, and I hope Future Wolverton's too, is that we reduce our impact on the environment, not increase it.</p>
9	<p>Firstly - get rid of the Agora - it is an eyesore and has split the town in two. Open up the road between Stratford Road and The Square.</p> <p>Take the buses out of the Town Centre - they are too big to use Church Street/Radcliffe Street - very soon there will be a serious accident.</p> <p>More car parking spaces within the Town.</p> <p>Better pedestrianised areas.</p> <p>Integrate Tesco more into the shopping areas and landscape the Railway Land.</p>
10	<p>Yes removing the eyesore of the Agora. It would be lovely to build Victorian style frontage to the new shops to keep in style of the town. Opening Radcliffe Street back up to join the square to make this an easy access to a central Wolverton for both the shops and community occasions.</p>

Annex 16**Wolverton Town Centre Neighbourhood Plan Questionnaire results**

11	<p>As far as the Agora building is concerned, the building, I agree, is not a pretty building, and has also remained under utilised. However the potential the building has in its current shape is still very good for the local community. Many people in Milton Keynes are looking for social areas not in the centre of Milton Keynes, Wolverton currently doesn't really have much except the Agora and local schools. The building could be very well used as youth club building, sports such as basket ball or skating, community lead activities such as areas for parents to find support....think sure start centres etc. If the building is to be reinvested in, the area needs a reason to come to it. Extra retail will not provide this, extra houses will simply clutter the area more, any redevelopment of this land needs to have the community in its interest, so a sports type centre is the best option. The area from the Crauford pub down to Tescos needs the most development. Parking, best shop fronts, better access, public spaces etc, currently this area is all most people see of Wolverton as they drive through, which I do, every single day, if this was the only area of Wolverton that I knew, I would think that Wolverton is poverty stricken and run down. This is not true, but these area stop me from wanting to stop in Wolverton for any reason.</p> <p>If the railway area was to be redeveloped then keeping some of the current buildings would be essential, however it needs opening up to bring Wolverton closer to the canal basin and the surrounding country side, not over developed and turned in to just another housing estate with no soul and no reason to visit.</p>
12	<p>Absolutely key to the Town's development is the Agora site. There is currently an upsurge in its use because of the roller disco held there. This is fine and is an entrepreneurial venture. However, a key argument that needs to be made is that the short term success of this (if that is what is happening) should not be seen as a permanent solution to the problem of the building. It is in very poor shape, the current owners have done nothing to improve it (if anything it has got worse) and what we are seeing is what might be regarded as quite typical use/re-use of a space whose value is declining. This would be fine if it was not so prominent in the town, that is the issue with the Agora - not only its poor siting, but it's presence as a key marker of the town centre. What a statement that makes!</p> <p>I would like to see a more structured (i.e. built up) high street and in order to allow that we must 1. allow for the space requirements of a number of commercial enterprises (some at rates that are affordable to lower-end shops - the Planning Committee should take a look at places for people here (and its apparent failure to do attract enterprises in) and also recognise that Wolverton's population is both economically and ethnically diverse); 2. the style of the buildings and the spaces created by them are key. I hate the Agora car-park. It is dark (foreboding) at night, full of litter, poorly maintained and only occasionally serves the needs of the town (it is usually used by people from outside of Wolverton for the mosque, the outside agora market or to drop kids at Madcap). We need to serve the car (and obviously the publics mentioned above) of course - but if changes are made to the current plan I would hope that they seek to offer a better balance: parking space is required as is accommodation for buses, but so to are spaces (that are visible and accessible) for people to enjoy the town & to take respite within it. To this I would add a sense of its walkability ie. that walking is prioritised over cars and that people get the feeling that walking between key points (the town centre, the square, Tescos, the train station is doable and pleasant (ie you don't feel like you have to fight traffic to cross roads, that pavements are so narrow you are either frightened</p>

Annex 16**Wolverton Town Centre Neighbourhood Plan Questionnaire results**

	<p>by speeding cars or by their covering you with water when it rains, you don't feel like you're taking your life into your own hands when it is icy/snows - the path to the station is currently very treacherous) etc etc.</p> <p>Sorry bit of a ramble but you get the picture! In sum, I am VERY supportive of the plan and hope that vested interests and short sighted nay sayers do not scupper it. But please try and ensure the balance between commercial necessity and aesthetics is carefully considered. A town both with regards its key spaces and means of access needs to be pleasant as well as functional.</p>
13	<p>I wish the Future Wolverton organisers would give further thought to the future of the Agora without it being demolished. The weighting of this questionnaire in that direction is somewhat embarrassing and the recent introduction of skating back to the Agora emphasises the value of reusing the building and working with the owners to improve the offering inside.</p>
14	<p>Be clear in a plan of the benefits as this makes it clear what the value is for the actions agreed as the plan is implemented. A lot is made of the features and ideas, but what are the BENFITS of the proposals?</p>
15	<p>Removing the Agora is the essence, we believe, for Wolverton to become a place outsiders want to visit. From this of course, it is essential that driving, walking and cycling are as easy as possible, along with adequate parking. We believe that a range of interesting individual shops is important, to attract people who want to browse, shop and eat and drink. Whatever we do, needs to be sustainable, and that can only be achieved by a hoistic approach to re-generation, which includes, transport, signage, small and large shops if necessary, to sustain the project. Providing town centre housing for young and older people would be a bonus, as if people want to live here, they are more likely to become involved in the town.</p>
16	<p>The route between the Station and the town at night (and indeed day) is bleak. It needs a REDWAY and widened path with additional features such as shops or enhanced facilities such as a restaurant in Wolverton Park. Kighting is poor. Wolverton is turning into takeaway city! This needs to be controlled!</p> <p>Bus services extended from 23h to midnight, and from 05h 7 days a week.</p> <p>Bus services on Boxing Day. (As elsewhere in Europe - and indeed also on Christmas Day!)</p>
17	<p>Some of the shop fronts on stratford road are nasty to look at.</p> <p>the shops and houses should be forced to look after the street they are on.</p>
18	<p>I feel so strongly that the Agora must go, I attended both meetings at the start of 2012 at St George's, and feel as most do that it serves NO purpose in the Wolverton of today.</p>
19	<p>I would like to see the Agora building remain, but be redeveloped inside as a leisure/community area, as there is not much space in Wolverton currently for indoor sports, dancing, roller disco or other similar uses, and the Agora's main area is perfect for this, and is being sadly wasted at the moment, although the reintroduction of the roller disco is a very welcome step forward!</p> <p>I would also hope that any development of the area would seek to use and promote and link up the shop spaces currently laying empty - we do not need more shops being built until areas such as the Square are full and bustling with a good variety of shops and services. It is a shame that more banks are not represented in Wolverton, as well as basic places such as a nice cafe or bakery you could buy</p>

Annex 16**Wolverton Town Centre Neighbourhood Plan Questionnaire results**

	<p>lunch from. I moved to Wolverton from Bletchley and greatly miss the variety to be found on Bletchley high street, where sadly, many of the times if I want something even simple like a greetings card or gift, I have to go to Stony Stratford. Maybe if some of the shops in the Agora and the variety in there was better publicised, but at the moment it is hard to tell what you will find in there and whether it will be there next week.</p>
20	<p>I strongly support the vision for replacing the Agora, but believe we still have work to do in communicating this vision to sections of Wolverton who may in principal be in support but who are concerned for what may replace it. I personally have confidence in the plans I have seen and the work done, but believe more consultation is needed to carry the community together.</p> <p>I believe that quality provision for the younger members of the community, which is broader than simply the skating lobby, is necessary and is the one aspect of plans to date which I feel is lacking. I am fully realistic that community space is not what makes a project like this financially viable, but believe that creative ways of incorporating it in the plan can be sought.</p>
21	<p>Get rid of the Agora! Do not be in such a hurry to get rid of the Railway company, still major employer in Town although a shadow of it's former self. Don't think TESCO should be lauded as a major landmark in the Town or it's presence any more enhanced/promoted than it already is.</p> <p>Extending the grid road system onto the Railway lands to reflect the rest of the Town is a nice idea but the design may also come with the parking issues present in those existing streets.</p> <p>Better bus bays/seating/shelters would be good, although you don't want to encourage people to 'hang around' if lots of seating.</p> <p>A Community shop would be great, where people who run businesses from home or do craft and aren't in the W.I. could sell handmade goods. Not everyone has sufficient stock for a stall at the farmer's market.</p> <p>The enforcing of the 'no dogs' zone in the children's area of Victoria Park seems to have gone by the wayside. Seen several dogs brought into the area, and when challenged, dog owners do not remove the dogs. If left unenforced this will go the same way as the previous byelaw prohibiting all dogs from the whole park and become un-enforceable. People are letting their dogs mess in the long grass near the fence so they don't have to pick it up. Kids hide in there. Lost count of the amount of times my child has trodden in dog mess there. Disgusting!</p>
22	<p>Dear Sir/Madam,</p> <p>We have recently moved to Wolverton and feel lucky to have the heritage and historic interest associated with our new area.</p> <p>However, we do feel strongly that the area would greatly benefit from a massively improved hub of places to socialise, most small towns usually have a decent selection of famous brands for example Costa, Starbucks, Nandos, JD Wetherspoons.</p> <p>We do not wish to lose the small independent and unique retailers but the costs to succeed in these small concerns are often better managed by the large corporations, perhaps a sad indication of the current economic climate but true nonetheless. This is highlighted by simply walking or driving along Stratford Road which could easily be a nice street in Chelsea or Hampstead (London) but is currently an embarrassing collection of barren and empty retail units.</p>

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	<p>Any improvements in Wolverton are warmly welcomed, the potential of Wolverton is perhaps unmatched and it easily sets itself apart from any other developed towns. We hope that the improvements to unleash the potential of Wolverton as an exciting and social place to live can be realised.</p> <p>Sincerely, Very Happy Wolverton Residents Merry Xmas!</p>
23	<p>Very pleased you are doing this.</p> <p>Wolverton needs a bit of TLC, a face lift - I visit fairly regularly and am always saddened by how run down Church Street and The Front look - there's a lot of interesting architecture that with a bit of work on tidying up the buildings could make this a really nice area.</p> <p>Very important that something is done about the Tesco/Stratford Road/Creed Street junction - awful on foot and dangerous, and not a junction I like using when driving. It could be visually improved as well as being made safer for all (including pedestrian) traffic also like the idea of some streets becoming one-way to help traffic flows.</p> <p>More needs to be made of the wonderful historic Bath House and Fire Station facade - this is the Heritage of Wolverton and somehow needs to be visually celebrated rather than being just a place one waits on Stratford Road for a bus.</p> <p>I have an interest in the wider heritage of all of Milton Keynes, I also lived the first few weeks of my life in Wolverton and visited my grandparents and Aunt regularly in Wolverton over the years and have been saddened by how it's gone visually downhill over the years.</p>
24	<p>I would appreciate a Residents Parking scheme for the streets around the square. Redevelopment of the Agora would be expensive - I would reluctantly accept the alternative of keeping this building but only if it were re-modelled inside with major refurbishment and a better quality of shops - maybe a "proper" old fashioned market, including food stalls. Unfortunately, all in all I really think that this building is a complete eyesore which splits the town in two, and does nothing at all to encourage visitors or better class retailers to Wolverton.</p> <p>We have a history here, the same as Stony Stratford or Newport Pagnell, but because there is no designated high street here with better class interesting shops we just cannot encourage outsiders to shop or visit here. I live in Wolverton, but regularly drive into Stony or Newport Pagnell to wander up and down the high street to browse/have coffee etc. Wolverton just does not have this appeal.</p> <p>We have so many "plus" points in Wolverton to entice visitors: The Railway station/Grand Union Canal/Museum etc which should all be major selling points for Wolverton in the future.</p>
25	<p>I found some of the survey questions difficult to answer because the only available answers were framed in such a way as to be only partly appropriate. For example, reflecting the historic grid system is one thing, in terms of a plan but to equate this directly and immediately with a call for bigger and taller building seems difficult to treat as a single query. Yes, some streets have bigger properties on some corner? Yes the old railway houses in Bradwell used to have three storeys on every corner, but it isn't a given.</p> <p>So, some of the questions look like they have been created to produce specific</p>

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	answers. That's how surveys are I suppose but these kind of combined options, alongside some of the more esoteric points and the limited answer range makes the process difficult to engage with.
26	Current use of the Agora bringing back roller skating is proving very popular and could be further utilised by allowing the use of roller sport teams to use the venue during other times. Can then bring in professional sport based shops like in exscape rather than the assortment of odd stalls as is in there now. Football is not the only sport in MK, Everyone else needs a home too.
27	I would like it made clearer what Future Wolverton is and indications as to their allegiance. Everything I have seen from them seems far from impartial.
28	<p>Wolverton needs some life brought back to it. It needs somewhere for people, particularly young people, to go. That is why I cannot understand your obsession with knocking down the Agora. It should be used as a social and shopping venue and signs for the Square should be improved. The popularity of the Roller Skating shows how important the Agora can be and can bring trade to local shops and pubs. Why you do not put more effort into using the Agora is a mystery to me. I can't help but think that some people are just determined that it should go just because many Victorian buildings were knocked down so that it could be built. A complete travesty, I agree, but you cannot turn back time and so you should work with what you have and try and bring a social life back to the Town instead of it being a ghost town after 6pm.</p> <p>Although I now live 5 miles away, I grew up in Wolverton and still spend most of my spare time visiting my family there. I try and spend my money in local shops as much as possible.</p>
29	<p>There seems to be no provision for indoor sporting activities, which are thin on the ground across Milton Keynes. The roller skating in the Agora recently has probably seem the biggest influx of visitors to Wolverton from other parts of Milton Keynes in recent months. Surely this shows that the successful renovation of the high street lies in creating a destination facility for Wolverton, rather than more shops and houses, and that indoor sporting activities could be the destination that would differentiate Wolverton from the rest of Milton Keynes. Yet none of this is reflected in the redevelopment options.</p> <p>Milton Keynes has already lost a premier Basketball team due to the lack of facilities. Roller sports, including Roller Derby, are looking for a permanent home. I suggest that a commitment to affordable health and wellness should be a component of any community development, especially if this supported wellness among the young and the elderly in addition to the general populace. Really, we don't need more shops, when shops are closing on the high street. Either use the Agora for what it was originally built for or commit to a new paradigm of wellness community.</p>
30	<p>Living at the St George's Church end of Buckingham St, my home and garage backs on to the Agora car park where residents' vehicles are parked on a strip of Council land. Studying the plans for the Agora car park it seems the redevelopment stops at my back gate and, conceivably there will be no access from Church Street. Were this the case, I would object strongly, as there is no spare room for parking cars on Buckingham Street itself. And I don't want the view, particularly of all the beautiful mature trees and wildlife in the car park, to be spoilt by ugly new buildings. So, if we are led to believe, the Queen Vic pub is being lovingly revitalised, and</p>

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	there is roller skating reintroduced to the Agora itself (two weeks now and not an ounce of trouble, by the way, despite the warnings and complaint facilitation notices), please leave well alone.
31	Keep the Agora! Return it to the great rollerskating venue it once was!
32	<p>I know people are very sentimental about the railway works as it forms part of Wolverton's history. I completely agree with this. I also feel the same way about the Agora. It is severely under used at present but has huge potential. Bringing skating back to what was of course a purpose built roller rink has been fantastic. I used to nag my mum to drive me over from Winslow every weekend when I was a kid. Skating has become a huge part of my life again over the last three years and being able to skate at the Agora again has been amazing as a Wolverton resident.</p> <p>As a qualified sports and remedial massage therapist and first aider, I offered my services to Jerrys Rollerskating and am now marshalling the skates on Friday nights and Saturday's when my other commitments allow (all on a voluntary basis). This week I worked my first Saturday and taught three little kids who had never put skates on before, how to skate. They loved it! It's a great environment for people of all ages (and there have been people in their 60's coming every week) to socialise and do something active.</p> <p>I truly believe that the Agora has huge potential and could be turned into a real community hub. It would be a hell of a lot cheaper than knocking it down and redeveloping the site! I feel that this survey has been worded in such a way as to sway people's opinions towards knocking it down rather than giving them an idea of what it could be like if used to its potential. I think that's very underhand.</p> <p>If it does come to demolition I would hope that the council would look to provide an alternative dedicated space for both the roller discos and roller sports. Did you know that roller derby is the fastest growing sport in the UK? There are two teams in MK, one of which has a newly formed mens team. Both teams struggle to find enough training time in local sports halls, none of which are entirely suitable for our needs. There is also roller hockey team that whilst it has only been running for a year or so has been very successful. However, they have had to look out of town to find a suitable training venue.</p> <p>There is massive demand for skating venues, and with roller derby, roller hockey and roller dance all having representation in MK and nowhere other than the Agora with suitable facilities, to lose it again would be nothing short of a tragedy. There is mention of providing leisure facilities in this document. We already have them! All it needs is a change in attitude and co-operation from the powers that be turn the Agora centre into somewhere to eat, drink, shop and skate for whole community.</p>
33	<p>The leisure facility that the agora offers as a purpose built roller rink is unique in the local area and recent activities there have shown how good it can be, certainly bringing people (children and adults) from all over the city and beyond to enjoy wolverton on a friday and saturday evening, just think how much trade it could generate if the kids get dropped off to go skating while their parents shop locally. it would also bring more outside interest now that the local roller derby team (MK cows) have won the local league and will be needing a venue to host visiting clubs and their supporters, if it is knocked down it will probably make little difference to the area and the shops put in will remain empty as just tescos and asda will be used like they are now, with a specialist sports facility like this roller rink more interest will be generated</p>

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34	<p>Running a town should be about providing facilities for the people, not profit for developers and councils. The Agora now provides a leisure activity by offering skating.</p> <p>Milton Keynes as a whole lacks leisure facilities as the council seems to want to take them all away and sell up for a quick buck.</p> <p>Keep the Agora..</p>
35	<p>Thank you for all the work you are putting into the vision for the town centre. I'm particularly keen to see the Agora go, but also keen that the Co-Op, Post Office, and the various other businesses within (Polish shop, African restaurant, George Harlock's unit, the church, the hair-care shop, etc), all have a viable alternative within the town centre. I am a regular shopper at the Co-Op and appreciate their Fairtrade products in particular.</p>
36	<p>Improve the agora bring it up to grade and let small business users rent the retail units at a fair price lets bring WOLVERTON back to life just spend some money on it after all it's part of our heritage so let's not lose this beautiful place give it a new lease of life heat the agora in winter cool it in summer improve inside and out</p>
37	<p>What is absolutely crucial, and is rapidly being adopted in other towns, is the need for a 20mph speed limit. Get a 20mph limit introduced, and install attractive cycle parking facilities everywhere, and you will transform Wolverton. The key is to understand that every cyclist equals one more available parking space.</p>
38	<p>The Stratford Rd needs to be cleaned up and shop fronts to be kept in keeping with the heritage of Wolverton. Shops that are empty should be kept tidy.</p> <p>Shops need to be varied, interesting and pleasing to the eye so people want to stop and shop.</p> <p>New buildings need to be in keeping with other existing buildings. The rebuild of the Agora could be in the form of Victorian/Edwardian style shops (like Stony stratford) where we could have a good selection of small affordable retail units to encourage an interesting mix of shops and coffee shops/tea rooms, which could have flats or office space above the retail units.</p> <p>Areas where there is room for retail outdoor space so coffee bars / tea rooms, etc could have tables and chairs outdoors in the summer.</p> <p>There should also be some way of limiting the amount of shops selling the same thing so the shopping experience is varied and interesting making people want to walk around and shops and enjoy the space. A possible pedestrian only space surrounded by retail units and space for extra stalls at Christmas, summer etc.(possible free vintage bus shuttle from Wolverton To Stony and back during special times to encourage people who use stony to visit Wolverton).</p> <p>Before any more housing is considered we need great improvement in our local Schools, Doctors, Dentists as all are stretched beyond capacity already.</p> <p>Better bus station and routes from the railway station.</p> <p>At the moment Wolverton has no visual appeal to make people who pass through to want to stop and shop here. To compete with large retail it needs to have a unique, interesting space and shopping experience that makes people want to come here</p>

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39	<p>Any new buildings should be built in sympathy with the older buildings in Wolverton in a similar way to the top end of Church Street, this development blends nicely with the other period buildings in the area.</p> <p>Before the Agora, Radcliffe Street ran from Stratford Road to Green Lane and after the Agora has been demolished the area should be put back to as it was before.</p> <p>This will provide houses and buildings for new shops as it was meant to be in the first place. The changes made to Wolverton around The Square, Radcliffe Street Creed Street etc., in the last 35 years or so, have been to its detriment and lessons on any future development should learnt from this.</p> <p>The War Memorial in the Square also needs to be made more in keeping with the area. The old Memorial blended in nicely with the area.</p> <p>I know we cannot go back to as it was years ago but a lot more thought should go into any new re-development remembering what Wolverton was all about. As a child back in the 1950/60s I loved the town and was proud to be a 'Wolvertonian'. I wonder if children today think the same!</p>
40	<p>The removal of the Agora is vital to re-establish the 'rhythm' of the town. Arguments may be made by some as to its viability and use for roller-skating etc. This is really not relevant here. All the activities currently in the Agora could be relocated within a redeveloped town centre. Removing the Agora will enable the grid to be restored and the Square to be linked to the rest of the town centre.</p>
41	<p>I was brought up in Wolverton and have always thought The Agora was a disaster, it cut the town in two and with the opening up of Gloucester Road to Great Monks Street, it meant people from above The Square, particularly those with cars, did not use the shops in Church Street and Stratford Road, which in turned to the demise of so many businesses.</p> <p>Any plan to open up the town again and to highlight it's unique heritage, Brunel based his layout for Swindon on that of Wolverton, should be a priority</p>
42	<p>I don't live in Wolverton but use the Tesco, Roller disco and other facilities there. I definitely feel like I take my life in my hands every time I cross the road to get to Tesco and Glyn Square. I have a disabled mother and often shop with young children and find it nerve-racking getting them across the street and difficult to get into Tesco.</p> <p>I have never used the Secret Garden despite being curious as it seems so awkward to get to. I know part of the appeal is the 'secret' part but I'm sure it needs to be used to continue working.</p> <p>I feel small, local retailers are more important than big brands but as I'm not a resident of Wolverton I can only speak of my needs as a visitor. I like places like Stony Stratford for being able to find little shops, run by local people, that sell things I can't find in places like CMK. A frustration with CMK is how generic it is. Most shops sell exactly the same products at exactly the same prices. It would be great to have a place to go that sold interesting products or services such as gift shops and modern but cosy cafes.</p> <p>On a personal note, I love that the roller disco has been allowed in the Agora recently. I used to use it years ago and have taken my young nieces recently and they loved it too. It is a fun but energetic way to spend an evening. Thanks.</p>

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43	I have really enjoyed the recent rollerskating at the agora, it has been a fantastic opportunity for the many skate-based sports that take place in Milton Keynes and for members of the public to skate together. If the agora is redeveloped I would like to see more community leisure facilities (including roller skating) provided for in Wolverton.
44	<p>The Agora is a large, indoor arena that could be put to much better use as a roller skating venue. Recently a number of roller discos have been held there, and despite the complaints of some residents has caused no trouble at all. There have been no disturbances or any anti-social behaviour as a result of the roller discos; in fact the discos have provided those in the community who enjoy roller skating with a safe, fun, weatherproof place to do that. Furthermore, there are two roller derby clubs and a roller hockey club in Milton Keynes who all struggle to find venues, with the roller hockey club having to train outside of Milton Keynes altogether. The Agora would be an ideal venue for these clubs to train, and host matches. Keeping it as it is, and perhaps resurfacing the arena, would mean that local businesses, for instance the burger bar, the sweet shop or the Co-op, could capitalise on the number of spectators that would attend these events.</p> <p>It is important that the Agora remain as a roller skating venue, or if it must be redeveloped, that equivalent or better roller skating venues be provided so that these sports can continue.</p>
45	<p>The Agora is unique in its offer of leisure space in Wolverton. When considering (re)development of the town, no national chain or local coffee shop or boutique has the potential to be a destination for visitors across the country.</p> <p>Roller Skating is seeing a revival nationwide, the Milton Keynes Roller Dance Club struggles for space, and Roller Derby is quickly growing. Wolverton has the opportunity to become a hub for families of all ages who participate in these sports. Furthermore, there is currently no large leisure space in Wolverton. Residents must travel elsewhere in Milton Keynes to participate in roller sports, and compete for highly desired hall time.</p> <p>Whether The Agora, as it currently stands, is kept or not, Wolverton is in a position to create and promote a large indoor community sports space which addresses the needs of local families and sports teams alike. With a design eye toward inclusion of food and drink, exercise facilities, and multiple changing rooms, many local sports teams can find the home they currently lack.</p> <p>Such leisure facilities as these are few and far between in the UK, and largely in need of repair. Wolverton, well-placed between the A5 and M1, can become a reputable destination nationally for medium-sized sports events.</p> <p>With leisure as the unique destination driver, local coffee shops and boutiques will have the passing traffic they need to remain vibrant and thrive, thus ensuring a varied long-term offer in the town centre, and security for entrepreneurs in the area. Thank you.</p>
46	Keep the Agora! But if it is redeveloped, consider a Leisure Center that includes skating. There are two roller derby leagues, one hockey team and many roller skaters that would love to have a place such as the Agora to skate.
47	<p>Retain principle of promoting walking and cycling.</p> <p>Option 2 for Creed Street, with two-way traffic, please.</p>

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48	Whatever happens to the Agora leisure facilities MUST be included in the plan. Roller skating should be very high on the list as this will help to promote a more healthy society especially amongst the young and young at heart.
49	Continue with a facility for skating as there are many people of all ages that enjoy this. It is not only excellent for improving the amount of exercise that is available in all weather but also good for socialising which is also important for a community. There are two local roller derby teams as well as roller hockey and roller dance classes that are in need of a venue. It would provide a unique opportunity for Wolverton and draw more people in.
50	<p>The redevelopment of Wolverton Park is world class. It has the right mix of new but retains as much of the very important heritage of the town as well. This sort of redevelopment in other areas of Wolverton can only foster a greater sense of belonging to something quite new but equally preserving a fantastic past of which even newer residents can feel justly proud.</p> <p>Some of the older and obviously derelict railway buildings are an eyesore and it would be so very exciting to know that they will be preserved and restored to their former glory and used for something completely new - such as the buildings on Wolverton Park, eg. The Reading Room.</p> <p>Any idea when the railway station will finally be finished?</p> <p>Thank you for asking our opinions!</p>
51	<p>I recognise the need for extra housing in the centre esp for older people. It is not what people want, it is not what I want, but it may be vital for the economic viability and I think this is recognised by most people.</p> <p>Thankyou Thankyou Thankyou</p>
52	<p>Reintroduction of more community based ventures and workshop space.</p> <p>Remember the Bakehouse, Acorn Wholefoods and Oakleaf Books. Perhaps a cafe with Wholefoods for sale and cooking lessons for people on a tight budget. Places that offer an opportunity to integrate across the age range as well as cultures. Good links with local schools.</p>
53	<p>Hi</p> <p>The survey questions are leading questions. I don't mind this but you could be criticised.</p> <p>Better signage would really help now:</p> <p>Two Direction Signs in Stratford Road to The Square Shops up Cambridge Street and Buckingham Street.</p> <p>One Direction Sign in Stratford Road To Church Street Shops up Radcliffe Street.</p> <p>Town Map signs located in the Tesco forecourt Glyn Square, Agora and The Square.</p> <p>Railway Town Signs at the four entrances to Wolverton.</p> <p>Better signage was identified in s106 money for the last Tesco extension. Can we still use this money?</p>

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54	<p>Ideas for signage:</p> <p>Add sign at Stratford Rd and Cambridge St junc - The Square Shops</p> <p>Add sign at Stratford Rd and Radcliffe St junc - Agora Shops</p> <p>Add sign at Cambridge St and Buckingham St - The Square Shops</p> <p>Add Town Maps Signs - 4 sites: Tesco Entrance, The Agora, Glynn Square and The Square</p> <p>Add Entrance signs at the four entrances:</p> <p>WOLVERTON</p> <p>Historic Railway Town</p> <p>When Tesco got their approval to develop last time (in 2001?) part of the s106 money was for signage. As far as I am aware this money has never been spent. Now there is an opportunity!</p>
55	<p>Living in New Bradwell our most direct route to Wolverton is along Newport Road to Stratford Road. Unfortunately at the moment this is not ideal as crossing Stratford Road over the railway bridge is difficult and then you have to negotiate the roundabout on Stratford Road by Tesco. Any zebra or pelican crossings would be most appreciated. I think it is easier to walk than to cycle as it is not safe to ride on the busy road and the path is for pedestrians. I enjoy coming in to Wolverton but would say that if the Agora was removed public conveniences perhaps like the ones in Stony Stratford would be most appreciated unless you could have a community cafe open in the Bath House and be able to use their facilities. It will be lovely to see your vision of Wolverton unfold and I look forward to seeing future plans. With kind regards.</p>
56	<p>I feel that developing Wolverton should pull on its historical links. Improve the area for existing residents before looking at creating more housing. The Agora should stay and be redeveloped to become the hub of Wolverton again and make it a diverse and welcoming place for everyone. A lick of paint plants and some nice cafes and shops etc. would make it more welcoming. Keep the skating and possibly hire out the central space for community events and dance clubs etc. I am a previous resident of Wolverton but still come into Wolverton on a weekly basis, I would consider moving back if certain things like parking were helped and a general spruce up of the place</p>
57	<ol style="list-style-type: none"> 1. There should be a restriction (through planning) on betting shops and gambling arcades 2. Wolverton should provide dedicated plots of land for self-build residential projects. Covenants can be used to ensure that any new housing meets high energy efficiency criteria. 3. Road name signs should be uniform across Wolverton and reflect conservation area status. 4. Due to the decline in the high street across the country, Wolverton should be innovative by allowing some commercial premises to be converted to residential property. As more and more shops close but demand for housing remains constant, the void cannot be filled by takeaways, charity shops and betting shops as only a finite quantity of these can exist in a town. 5. More should be done to attract high profile retailers and restaurant chains (Boots, Pizza Express etc)

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58	<p>Dont spend money knocking down the Agora, only to make a different new building that still dosent sit in Wolverton comfortably. Please find a compromise with the owners of the site to nourish the possibilities that we could build in and outside the Agora. The family and i were thrilled to see skating back there, its been wonderful. I really feel that the Agora could be used well, lets take advantage of all of Wolvertons history including the era of the Agora. I would love to see vintage shops and quirky choices in there. I really feel it could be a star in the highstreet if given the right support. Plus the space outside where the buses stop all day long needs to be used more, and market traders need to be tempted to try a pitch. Maybe a car boot in the summer too.</p>																												
59	<p>Obviously I would like to see the Agora kept as an important leisure use as well as providing shops.</p> <p>I know the shops are not great there now, but it is clearly not managed well or promoted.</p> <p>Leisure hall space is at a premium and high demand in Milton keynes, there is no indoor or "urban" sports facilities in the town. If redeveloped, and if there was a space for Roller Derby, the fastest growing womans sport in the UK, it would bring poeple to Wolverton! We as a team, MK concrete cows travel all over the UK to play roller derby and do other teams aorund the UK. Currently the only spaces big enough are Bletchely Leisure centre or Bunyan Sports centre in Bedford (which is being closed down)</p> <p>For a roller derby track we need the equivalent space:</p> <table><tr><td>Dimensions</td><td>Length ft</td><td>Depth ft</td><td>Sq Ft</td><td>Length m</td><td>Depth m</td><td>Sq M</td></tr><tr><td>Track Dimensions</td><td>110</td><td>75</td><td>8250</td><td>33.528</td><td>22.86</td><td>766.45008</td></tr><tr><td>Minimum Space Required</td><td>130</td><td>130</td><td>16900</td><td>39.624</td><td>39.624</td><td>1570.061376</td></tr><tr><td>Preferred Space</td><td>200</td><td>200</td><td>40000</td><td>60.96</td><td>60.96</td><td>3716.1216</td></tr></table> <p>The preferred space is the requirement to host games with adequate room for seating, stalls, space for officials.</p> <p>On a more personal view:</p> <p>I would oppose the idea of opening up the radcliffe street which would will lead to parking problems. during the day, especially a friday I have noticed that shoppers park in Buckingham street now and walk though to visit the shops and the Agora car park is always full on a Friday and saturday. If less than the current amount of parking is not provided this will cause problems for residents.</p> <p>Potentially this would lead to needing a residents parking scheme, has this been thought of?</p> <p>I would also not like the walk through to be built on as this would further darken our end of Buckingham Street and surely the buidlings can't higher than already present, it would have to be the same as existing, correct? This is the kind of policy that should be in the town Plan, no tall buidings. I use the walk way through at the church end of Buckingham Street as the nicer way to walk through.</p> <p>If the Agora was given some care and thought, better management it could attract new shops but I get the feeling that the owners just don't care. Plus the fact that MKC are looking to compulsory purchase, the owners don't even need to try because ultimately they know it will get bought anyway.</p> <p>I would like to see more provision for sports/leisure and health provision going into the town centre plan. I can only assume that National Chains/brands shops will be the only ones to afford the new rents but they can still go bust, as we've seen from</p>	Dimensions	Length ft	Depth ft	Sq Ft	Length m	Depth m	Sq M	Track Dimensions	110	75	8250	33.528	22.86	766.45008	Minimum Space Required	130	130	16900	39.624	39.624	1570.061376	Preferred Space	200	200	40000	60.96	60.96	3716.1216
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	<p>the news and HMV today. The retail space does need to be developed carefully, with a retail strategy as said in the December meeting.</p> <p>I also have strong views on Shared spaces, and personally I do not feel or think that pedestrians feel safe on a shared space, especially where buses use it regularly. There should be some lineation or different coloured areas to mark out the shared space if Radcliffe St is to be a one way shared space. Manual for Streets doesn't always get it right.</p> <p>Thanks.</p>
60	<p>I'm a huge fan of the Agora building and would love it to remain part of the local community. However, I do believe that it could do with a bit of a spring clean! I accept that it's the responsibility of the owners to carry out such refurbishments, however given the history of the building I would encourage the community and local town council to facilitate and support the project.</p>
61	<p>There is currently a lack of leisure centre space in Milton Keynes, booking practice space in the current leisure centres can be difficult and often leaves you waiting. With the Agora a facility for skate sports exists and can be developed well beyond its current basic facilities. If the current owners retain the building they should be encouraged to raise the profile of the businesses currently in the establishment (e.g provide a professional exterior signage as a condition of rent).</p> <p>If the facility is bought by the council there appears to be no plan to redevelop as to the original purpose of the site.. leisure and business. The mixture of locally supported facilities mixed with collaborative workspace and grow has worked in many locations, and could work in Wolverton given its close access to the mainline train service and its history of providing community based support and encouragement. Also the success of vintage markets and local businesses such as Boutique 73 and The Craufurd Arms testify to the fact that people are willing to travel to Wolverton if the reason to do so is there.</p> <p>Also it seems strange that some of the people most affected by the change (businesses in the region of the Agora) do not have a final say in what happens to their livelihood.</p> <p>Please justify my faith in you as a forward thinking awesome local council (and one of the reasons we moved here) and don't just bow down to a standard 'lob some houses up' easy approach to this issue.. please help us think out of the box and show us why Wolverton is the place that so many of our friends are choosing to call home.</p>
62	<p>The Agora should be knocked down and Radcliffe St be reinstated with rebuilding reflecting the surrounding buildings and needs of the community. The square should become an integral part of the town with good pedestrian access if nothing else. The whole bus situation needs a radical shake up in Church St. with more provision of off road waiting bays as not only the waiting buses but the drivers ferry cars cause a lot of problems. Should the Railway lands site be redeveloped it is most important that the wall comes down and any development be integral to the existing town.</p>
63	<p>What is happening about the station? Surely that should be open by now.</p>
64	<p>I just have a personal love of Wolverton as my Father worked for British Rail at Wolverton works for 38 years!</p>

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65	<p>Any improvements should reflect the historical period when the town was planned, however, I do believe (as a non car owner with a young child and another on the way) the public transport access and bus parking should be dealt with as per modern best practice. BUT there should be bus parking out of Church street for the drivers to take their required breaks.</p> <p>I do agree with the vision statement that has been arrived at.</p> <p>Having grown up nearby (Stony Stratford) and now having a young family myself, and living on Church street I know from experience how important it is to have an area for the local youngsters to go. As the area has been known for so long as having a roller rink why not make commercial use of this and incorporate one possibly with a cross propose floor for skateboarding as Milton Keynes has so much use for them.</p> <p>After attending the December meeting it made since to me to try and encourage the retail space to be provided for larger chains as well as the retail service industries such as the repair shops (like Stonys microwave service centre) and optitions and bakeries.</p>
66	<p>Enforce the tidy of some of the shop fronts along Stratford Road, current state reminds me of a poor London suburb.</p> <p>I have lived in this area for 45yrs and Stratford looked better in the 70's [when times were really tough] we had a mix of shops including some national chain stores and the streets were clean and tidy.</p> <p>Limit the amount of chicken/fast food outlets. It does appear to many that some of the proprietors seem to get away with apparent breaches of env health and planning, the rear of these places are disgusting.</p> <p>Wolverton could be good for small business again as many cannot afford CMK prices.</p> <p>I have no problem with larger stores coming as there are many new estates coming up in surrounding area which will put pressure on town facilities, we do seem to have been left out compared tot he south of the city.</p> <p>A market and parking could be created on the railway lands to balance the town out a bit.</p> <p>Please please start with getting rid of the agora, i have no sentimental feelings towards it, i remember it being built and roller skated there as a kid, the place is a dump and not a good example of anything, it divides the town and is visually hideous and does not compliment the town in any way</p>
67	<p>1. Junction of McConnell Drive and Millers Way needs altering to a roundabout and a redway cycle underpass - before even more accidents.</p> <p>2. Black Boards! Path to Galleon Estate from Police Station remains unfinished with lamp posts and pipework in pathway.</p> <p>3, Old rail workshops between canal and Tesco waiting to fall down? Or redevelop a brownfield site, possibly owing to big demand for canalside marinas.</p>

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68	<p>1. There seems to be some inconsistencies - the one hand there is a desire to open up views and the there is a proposal to block out the view to Town Hall buildings and remove the garden even from a heritage point of view the Town Hall building being the original company school - blocking the view and losing feel of original open playground area takes the building out of context.</p> <p>2. Considering removing wall in Radcliffe Street seems both rather arrogant to consider catholic church should be asked to lose their garden and car park that are used for functions. Also importantly from a heritage point of view - the wall contains 2 world war II pillboxes (one on corner of Radcliffe Street, the other on Stratford Road).</p> <p>3. Opening up views to Wolverton Park from Stratford Road - this is continually dangled as a carrot to fix all! However it was established that the reading room an bridge retainer wall is structural when Places for People took on site. Original site of old station is over line and we all know restrictions on doing anything over mainline.</p> <p>4. Heritage murals! Why are murals the only artwork trotted out by some people. Wolverton Society for Arts & Heritage have undertaken surveys and murals were generally unpopular. They often need maintenance, are often graffitied and when applied to old brickwork - the paint form a waterproof barrier which prevents the wall from breathing, acts like a membrane for frost ingress and ultimately undermines the brickwork. There are many forms of artworks already in Wolverton and one mural on the canal. I think one mural is enough! We could continue to get creative and expand out artworks collection.</p> <p>5. Don't overdo the idea of taller feature buildings. The occasional taller building on a corner can work if it is well designed but Wolverton's streetscene (including the works) has always been dominated by low buildings - even the large works buildings!</p> <p>6. Would not like to see Creed Street - moved to centre oof Glyn Square. Would make Stratford Road even more dangerous by moving closer to gym and corner. Putting some parking from Glyn Square outside Town Hall would cause shoppers and trolleys to keep crossing (and probably encourage dumped trolleys) also Glyn Square is a private car park - so weird combination of 2 types of parking . Fully agree with any enhancements of area</p>
69	<p>Agora must go. It's an ugly building that contains little of value (except Co-op & Post Office) and it cuts the town in two.</p> <p>Creed Street pavements and junction need improving for pedestrians.</p> <p>Canal bridge to railway station is awful for cyclists - narrow road and fast traffic.</p>
70	<p>Answer to Heritage murals, open up views of Wolverton Park/canal.</p> <p>Heritage murals - Not important</p> <p>Open up views - Very important</p> <p>Railway lands - use some of the historic buildings on the site - But not just housing please!!</p> <p>Is in necessary for the bus interchange to be in Church Street? Would a bus station on Stratford Road be better for flow of buses and to relieve pressure in Church Street - presumably it was only ever there because of the Agora. The hall on Stratford Road which borders the railway land is, I believe, a key reminder of our town's heritage - if it was possible it would be nice to open it sensitively with archways at certain intervals along the route to allow access whilst retaining a piece of the town's reason for being.</p>

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71	<p>As a commuter, my big issue is access to the new station and the lack of crossings near it. Just getting near the station is a bit of a gauntlet and there have been some scary moments.</p> <p>I'm afraid the Agora is an absolute eyesore and ceased to fulfil its purpose or any useful meaningful purpose in the 1980s. Being built as a roller skating rink just illustrates how decrepid it actually is. Obviously I have concerns for the businesses inside so they must be accounted for.</p> <p>I feel many of the frontages along Stratford Road are in bad shape and create a negative first impression of the area. Finally I feel very little exists to identify Wolverton's a rail town, could an old train carriage or some historical item be placed somewhere as an interesting focal point?</p>
72	<p>Bicycle access to the railway station needs urgent improvement. Road over canal is very narrow and cars travel too fast.</p> <p>There's no disable parking for the secret garden.</p> <p>The Crauford Arms is an eyesore and encourages violent, loutish behaviour to 2-3am at weekends there is also drug-dealing going on from shed at the back.</p> <p>Wolverton is a wonderful place to live, a proper town, Just a few tweeks needed.</p>
73	<p>Build on Town Hall car park - against.</p> <p>The Town Hall car park is too useful to build on. A one-way system in Church Street would be very helpful.</p> <p>The Agora must go. It has no merit as a building and its businesses would be better re-homes in proper units.</p>
74	<p>Build on Town Hall car park - No.</p> <p>I like the Town Hall entrance to Wolverton just as it is. The landscaping looks good and the car parking serves both the Town Hall and the Library, with some going to nearby shops a well.</p> <p>Also need to ensure no loss of car parking if Agora is re-developed. Easy and free parking is vital to support town centre activities.</p> <p>Creed Street needs to stay 2-way.</p> <p>Pedestrian crossing needs improving by the Tesco double mini-roundabout.</p>
75	<p>Can we knock down Glyn Square at some time? Maybe re-introduce the bakers, shops and small terrace housing that was their originally.</p>
76	<p>Developing the Agora site should be a priority. Housing is very important.</p>
77	<p>Ensure living spaces and working spaces are harmonious side by side.</p> <p>Ensure accessibility with integrated transport services, including provision for disabled.</p> <p>Affordable adequately sized living spaces.</p>
78	<p>Follow Grid pattern, taller buildings on corners - No to taller buildings.</p> <p>Build on corner of Creed St/Stratford Rd (Town Hall car park) - No.</p> <p>Railway lands - open up views through wall - Not the only possible option.</p> <p>Some of the questions need a no answer, nowhere to put it!</p>
79	<p>Gateways are very important but we are not particularly sold on building on Town Hall car park. The final question suggests there is already a variety of housing in Wolverton, we do not believe this is accurate.</p>

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80	Having seen photographs of the Victorian housing that was demolished to make way for the ugly blot on Wolverton's landscape, that is the Agora, I would hope that when it is demolished (which can't happen too soon for the sake of Wolverton's future), you will re-instate something similar and not go for something too modern, that doesn't fit with its surroundings and ends up being as hated as the Agora is now in twenty years time.
81	<p>Hope Town centre shops etc will reflect needs of all local residents. We badly need baker, butcher, greengrocer, not always cheap fast food shops which are opening regularly now.</p> <p>More pedestrian only ways, one way systems and sensible bus lanes that will not block roads.</p> <p>Of course the main objective is the removal of the eyesore called the Agora.</p>
82	<p>Housing - Victorian Street</p> <p>Parking - Car Park big issue</p> <p>The overall design is what will count (mix)</p> <p>Agora car park - should remain car park and trees, churches seen!</p> <p>Restored train showing railway heritage as entrance to town (Agora car park)</p> <p>Key buildings - Wesley's Grade II listed</p> <p>Public realm - Victorian style</p> <p>Heritage & community hub - Railway & canal history</p> <p>Wall - Iron gateway is Victorian style as wall is our history too.</p> <p>All of the areas have an importance and the mix and detail will matter, but it needs doing and doing well. Needs to be Victorian style, in keeping, as per Church St far end. Housing & retail etc.</p> <p>A third of car park needs to be open and trees.</p> <p>A train showing in one hit we are a railway town with history and proud of it!</p> <p>Also St Georges & Wesleys & Madcap are 3 of a few left grade I/II listed buildings and need to be seen!</p>
83	<p>How will the new recycling plant affect these plans? Especially if lorries are caught up in the new one-way proposals?</p> <p>As this is so long term ie 20 years future transport issues should be considered is less cars, more bikes, more pedestrians?</p> <p>Also as long term are the future generation involved in this eg school children - what is their vision? So far they do not seem to have had any input.</p>
84	<p>I agree the plans have to be financially viable and should focus on encouraging and supporting small businesses in Wolverton.</p> <p>I would support the plan to knock down the Agora and make an improved link the "High Street" from The Square.</p> <p>My priority would be to improve the public footpath from the "Tesco" roundabout to the railway station.</p>
85	I feel it would be wrong to build on the Town Hall car park. This provides access to the building and to the Library. I accept that a car park is perhaps not a proper "gateway" to the town, but I cannot see any better place for users to go. If the parking is improved in Creed Street, it might be possible to park there - but dedicated parking for both Library and Town Hall would not be welcome by the public.

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86	I seriously think Cambridge Street should be one way from Furze Way towards Stratford Road and that Windsor Street should be one way from Stratford Road to Furze Way. This would make transport issues much easier. And get rid of the Agora! Make Radcliffe Street a through road.
87	I think its necessary to have either one way system for Windsor Street or else parking one side, as its quite a nightmare for a bus to proceed up Windsor Street and this is essential for elderley people as well as younger persons I think this is most important, and I have raised the question on a previous occasion.
88	I was born and brought up in Wolverton. The state of Wolverton now appals me. It looks untidy, dirty and in many areas, neglected. Please can someone upgrade Wolverton and do not allow people to trash it. Let's put pride back into Wolverton.
89	I would like to preserve the Victorian town in a sympathetic updated way. No horrible cheap buildings! Public space with trees and flowers essential for future environmental plans. With planning in mind, I think the architects should be well informed, locally, not to plan without knowledge of Wolverton and its people and its needs.
90	If the plan goes ahead to open up Radcliffe Street and Stratford Road it would be better to make it one way going up Stacey Avenue and down Windsor Street for at the moment it is a nightmare coming down Windsor Street, due to the fact motorists have to park on the road they have no other option. It would also be lovely to have a weekly market back in Wolverton. Not just the car boot style currently on offer.
91	Improve traffic flow at junction of Creed Street/Stratford Road, Tesco roundabout. Improve road surfaces, pathways and clear signage to the rest of town. Massively improve bus area, congestion of buses. Limit/reduce the number of ethnic stores.
92	Is Project Radcliffe with the new indoor swimming pool and moving of doctors surgery still going ahead. Make use of old brownfield sites especially those along Old Wolverton into better use eg housing similar to Places for People development. Put pressure on Network Rail to complete station and revert road to Haversham to back to two way as originally proposed. Haversham residents are afterthought, survey received 16/1 to complete by 18/1 - short time frame. Is the Queen Victoria pub going to become a social centre or revert back to a private pub. Include in re-development a proper bus terminus to ease traffic flow. Put pressure on owners of methodist church to sell/improve/re-develop instead of being in a state of disrepair.
93	It is important for us to keep our heritage - no modernisation.
94	It seems to me that we need to provide a good bus station (with cafe and waiting area). We have buses queuing for the bus stop which with traffic parked across by the mosque and straddling the entrance to the market car park often causes problems - waiting or even dangerous exits from the car park. A good off-road bus station would be great!

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95	<p>It would be good to explore the possibility of a bakery in Wolverton.</p> <p>I went to Lyme Regis a few years ago back and they had a converted unit as a bakery with long benches/tables to sit on, playing jazz with bowls of jam and butter to put on fresh bread and they made all day english breakfast. The emphasis was to bring people together with food. www.townmillbakery.com</p> <p>It was a wonderful atmosphere and something I think would work well in Wolverton.</p> <p>PS: I think the future of Wolverton project is very exciting! Well done!</p>
96	<p>It would be lovely if the Agora was to go. The Co-op and Post Office could be moved to another venue. Open Wolverton again. Parking is terrible all over the town. Maybe a one way system might help.</p> <p>The railway land would make a lovely park or if buildings are to stay could they be warehouses or factory units.</p>
97	<p>It's great that we have new housing in Wolverton, but if there was too much development, perhaps Wolverton would lose some of what makes it such a great place to live (it's strong identity and compactness). Having said that we could do with some sheltered housing so that older residents would not have to move away when they needed more support.</p> <p>The other problem with too much new housing is that the local schools and doctors surgeries would not be able to cope with the increased population. In fact, this is already a problem without schools over-subscribed and the doctors surgery struggling to fit patients in.</p>
98	Just get rid of the Agora.
99	<p>Keep Agora building. Improve bus stop situation. Open up 'hidden' areas - Secret Garden / Canal access. Introduce traffic calming measures between station and Glyn Square (excessive speed).</p> <p>Consider pedestrian areas in town centre. More parking areas, but more consideration for pedestrians eg try crossing at the Tesco entrance to continue along Stratford Road.</p> <p>Pedestrians, Pedestrians, Pedestrians.</p> <p>But sympathetic to car users coming into town.</p>
100	<p>Keep The Square how it is (it works very well - especially for events) but level out performance area.</p> <p>Conserve green areas.</p>
101	Need a 20 mph speed limit in town.
102	<p>No combined cycle/pedestrian paths - too dangerous</p> <p>(Build on corner of Creed St) no no no it will spoil the nice openness</p>
103	<p>Nothing about greenery.</p> <p>What is an active frontage?</p> <p>Wall - Heritage murals - no. Open up views - yes.</p> <p>Town Centre Heritage Hub - no.</p> <p>1. "Tall buildings on corners" + possibly elsewhere: I'm not in favour of this. Any gains made in other respects will be counteracted by loss of light and will be oppressive.</p> <p>2. What is an "active frontage"?</p> <p>3. Enhanced view: Yes - St George's Church, Madcap, No - Queen Vic : a</p>

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	<p>dilapidated unloved exterior about to be put to rather unsalubrious usage ("entertainment" - poledancing?) The Queen Vic needs all brickwork and stonework blasted back to original materials to make it worth highlighting.</p> <p>4. Heritage murals: We can't afford anything of quality and won't have the means to maintain it. These things are usually a disaster.</p> <p>5. Town Centre Heritage Hub - surely the Library is the logical place for anything like this? Overlaps with suggestion for railway lands.</p> <p>6. Don't build on corner Creed Street/Stratford Road. Get an artist of some merit (Thomas Hetherrington / Antony Gormley) to design a quality art structure on this corner; or use this for railway engine or railway engineering icon.</p> <p>7. How can the perpetually squalid appearance be changed? Litter, chewing gum everywhere, dirty streets/pavements, dirty/scruffy bus stops, unkempt shop fronts on small shops in Church Street and Stratford Road.</p> <p>8. Absolutely nothing on GREENING Wolverton, very disappointing.</p> <p>9. I think you have to be careful not to build on every available square inch.</p> <p>10. We need something for teenagers. They have nothing which is activity based.</p>
104	<p>Parking is a very important feature for Wolverton.</p> <p>I have lived here for over 20 years and find it hard to park in the evenings anywhere near to my house, sometimes streets away. People do not know how to park and some people take up space that you get two cars in!</p> <p>Please think about painting bays on the roads so everyone has to use them. It will improve the amount of cars parked on a given road as cars will have to park in the spaces. Parking is a priority!</p>
105	<p>Pavements in Wolverton are very bad, especially those from Church Street by St George's Church all the way to St George's Way past Green Lane. Signs indicating 1-8 St George's Way as a lot of taxi drivers don't know they exist. Paths must be cleared of weeds and dead leaves as there are extremely dangerous in wet and frosty weather, and if I were to slip over them and do damage to myself I would sue the council for not doing their job properly. A lot of pavements in Wolverton are not wheelchair friendly, as I know to my cost.</p>
106	<p>Please can we have a cycle shop in Wolverton that sells new bikes as well as repairs.</p> <p>There are so many new houses around Wolverton and it will encourage people to cycle and use their cars less, which will reduce the impact of all the new traffic from residents and the new waste processing centre.</p>
107	<p>Please get rid of the Agora. There's nothing in it. Put back street through to Radcliffe Street, was much better. Buses are a pain in the neck on Church Street.</p>
108	<p>Railway lands - new housing for elderly – Yes</p> <p>A little confused as to the purpose of this - we filled out more comprehensive surveys etc earlier this year. Are we starting all over?</p> <p>If we really need to confirm that the Agora is universally disliked then some kind of un-riggable (?) referendum should be held.</p>

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109	<p>Reconnect Radcliffe Street - No thank you.</p> <p>We would not want to see the Agora re-developed or open up Radcliffe Street link to cause on-street parking on already crowded street of Buckingham Street.</p> <p>The Agora needs tidying up, better business signs, shared office space for people to rent adhoc or regular basis "shared working hubs" utilising BT infinity in the area.</p> <p>The Agora has clearly been badly managed and should not be persecuted for this.</p> <p>I am disappointed with the community consultation over this issue so far, living so close to it. I did write my email address down at one event in the church and have not received any information since. I feel it has already been decided by the local parish to demolish the Agora and I have not had the opportunity until now to have my say.</p> <p>Please don't demolish, re-invest, it can be used for so many community based things. Wolverton needs unique shops to bring people in like Boutique 73 not national brands!</p> <p>Thank you</p>
110	<p>Redevelop Agora - but keep car parking areas</p> <p>Follow historic grid pattern but do not incorporate larger, taller buildings on the corners and other key places.</p> <p>Car parking remains important to visitors to Wolverton. It is unrealistic to imagine that most people will arrive here by public transport.</p> <p>The idea of building on the Town Hall car park makes no sense. The Town Hall building is already an attractive, well-landscaped, site and the car park is essential to Town Hall / Library staff and users. This building is, in itself, part of Wolverton's heritage.</p> <p>Preserving and highlighting the town's history is of prime importance whilst making it a comfortable and pleasant area in which to live and work.</p>
111	Retain the Agora and make good use of it.
112	<p>Tall buildings at "gateways" and on corners are too dominant and have an overbearing effect. They should not be a feature in future development.</p> <p>What are "active frontages"?</p> <p>What does vibrancy mean in connection with them?</p>
113	<p>The "modernisation" of Wolverton station essentially used a small amount of NOT used in the additional platforms at MK Central station. There, LOST, was an opportunity to build over (ABOVE) the tracks at Wolverton station to construct a pukka bus terminal for lay-by time, crew (driver)PNBs, passengers waiting for trains, newsagent. Such a construction would have enabled a wider roadway for most of the quite awkward road between the V6 and the Creed Street/Tesco exit corner.</p>
114	<p>The Agora killed Wolverton, time to kill the Agora.</p> <p>The "Front" [wall], and the "Blackboards" are integral parts to Wolverton's history. Should not be opened up.</p> <p>No more houses. MK has massive, further housing development planned already.</p> <p>Destroying playing areas (eg Radcliffe playing fields) and allotments is not desirable.</p>

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115	<p>The speed of traffic along Stratford Road makes the walk from the station to centre very unpleasant.</p> <p>Town Hall and car park make the most attractive corner in Wolverton - leave alone.</p> <p>Any old railway buildings not in use ie next to Tesco's but preferably away from housing developed for the youth of Wolverton to have activities.</p>
116	<p>There is a real politically led chance to make Wolverton a place to be proud of and to rectify past mistakes. It has a great, friendly, active community with a safe/secure environment that needs to be promoted as a place to see and be seen.</p> <p>It is really important that any developer that is taken on board is aware of historic value of the existing buildings and any new buildings reflect this.</p>
117	<p>Very important for Co-op and Post Office to have proper sites while Agora being redeveloped. (New build unites enroute to station?)</p> <p>New retail units on Agora site should include restaurants of good variety (we have enough Indian curry!)</p> <p>Safe routes to station and Secret Garden important!</p>
118	<p>Very important to keep the good traders which currently use the Agora car park on a Friday, eg the flower sellers, Mr G's fruit & veg.</p> <p>To provide space for them in any redevelopment, both while it is going on and afterwards.</p>
119	<p>Wolverton is a dying town and needs less talk and more action. We've been discussing these issues for too long and still nothing is done (except for a few park benches and fake Victorian street lamps.)</p>
120	<p>Wolverton is rich in railway history but at present has no character whatsoever and really nothing to make visitors to Milton Keynes want to visit it.</p> <p>The inclusion of shops such as Boots, Wilkinsons, maybe another Costa's and some niche market shops/gift/craft shops - also history tours, town trails, and maybe a decent hotel/guest house with a railway theme? Also strong canal history - could we have a railway museum - more and better canal walks.</p>
121	<p>Wolverton looks very dowdy compared to Stony Stratford - what is their secret?</p> <p>Weeds don't get dealt with in Wolverton's roads often enough.</p> <p>People should be encouraged to make their front tidy - I clean my front, pavement, weeds (as they do in Germany)</p> <p>Anti litter and flytipping signs with penalty fine to deter litterers.</p> <p>More doggy bins.</p> <p>Road repairs, particularly Aylesbury Street West! and corner of Anson Road/Aylesbury Street West - Now done (tick).</p> <p>Who chose the BLUE Christmas lights - they are awful.</p>
122	<p>Wolverton needs to promote itself and encourage people to see the other parts of Wolverton, The Square etc.</p> <p>We are the poor relation to Newport Pagnell and Stony Stratford, we need to step up our game or we shall always be poor.</p> <p>We need to advertise our events more on Stratford Road as this is the main street that commuters see - this will encourage them to look around Wolverton and see its hidden secrets.</p>

Annex 16**Wolverton Town Centre Neighbourhood Plan Questionnaire results**

123	Would like to see something done about the parking on footpath on the end of Radcliffe Street between Agora and Stratford Road.
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Statutory bodies responses to SEA scoping report February 2013

Annex 17

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ENGLISH HERITAGE

SOUTH EAST

Ms Jennifer Saunders
Town Clerk
Wolverton & Greenleys Town Council
Town Hall
Creed Street
Wolverton
Milton Keynes, MK12 5LY

Our ref: HD/P
Your ref:
Telephone 01483 252040
Fax

13th February 2013

Dear Ms Saunders,

Wolverton Neighbourhood Development Plan: SEA Scoping Report

Thank you for your e-mail of 18th January inviting comments from English Heritage on your Neighbourhood Development Plan SEA Scoping Report. English Heritage has published guidance on Strategic Environmental Assessment and the Historic Environment, a copy of which I attach for your information.

We welcome Plan Objective 2: 'Design and heritage' on page 5 and Proposed SEA Objective for Wolverton 'Conserve and enhance the town's heritage' in the table on page 16. At this stage the SEA Objectives are very strategic, and it may be advisable to refine these into more detailed objectives in the SEA report, e.g. distinguishing between the Conservation Area and listed buildings, and/or designated and non-designated assets.

We welcome recognition of the Wolverton Conservation Area on pages 8 and 13 of the Scoping Report. However, the Neighbourhood Plan Area, which I note does not include all the Conservation Area, does include a number of listed buildings, including the Grade II* Church of St George the Martyr, and abuts the Grade II* listed railway bridge over the Grand Union Canal. These should be noted under Cultural Heritage, Landscape on page 13 as part of the baseline for the Plan, as should any locally designated heritage assets.

We suggest that there be a reference to the Conservation Area Review 2009 in Appendices 2 and 5. We would also like to see reference to the requirements of the NPPF for the historic environment in Appendix 3 e.g. the core planning principle '*conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations*' (paragraph 17) and paragraph 126.

Cont'd

EASTGATE COURT 195-205 HIGH STREET GUILDFORD SURREY GU1 3EH

Telephone 01483 252000 Facsimile 01483 252001
www.english-heritage.org.uk

Please note that English Heritage operates an access to information policy.
Correspondence or information which you send us may therefore become publicly available



We look forward to seeing how the Neighbourhood Development Plan sets out parameters, principles and criteria for the redevelopment of the Agora and Railway Lands sites, and development generally in the town centre, to ensure that the historic interest and character of the Conservation Area and significance of heritage assets will be conserved, enhanced and better revealed. We will be pleased to comment on these in due course.

Thank you again for consulting English Heritage. I hope our comments are helpful, but please contact me if you have any queries.

Yours sincerely,

A handwritten signature in black ink that reads "Martin Small". The signature is written in a cursive, slightly informal style.

Martin Small
Historic Environment Planning Adviser
(Bucks, Oxon, Berks, Hants, IoW, South Downs and Chichester)

E-mail: martin.small@english-heritage.org.uk

Date: 01 February 2013
Our ref: 75626
Your ref: Wolverton



Jennifer Saunders
Town Clerk
Wolverton & Greenleys Town Council
Town Hall,
Creed Street,
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BY EMAIL ONLY

Dear Ms Saunders

Planning Consultation: Wolverton Town Centre Neighbourhood Development Plan Strategic Environmental Assessment (SEA) Scoping report

Thank you for your consultation on the above document which was received by Natural England on 18 January 2013

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England generally welcomes the SEA Scoping report and considers that it follows the SEA process using appropriate methodology.

Whilst we appreciate that within the constrained urban area of Wolverton town centre that opportunities will be limited, we would suggest that opportunities for encouraging green infrastructure and access to green space is more strongly emphasised within the scoping report.

Green Infrastructure (GI) is a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens. There may be some possibility of creating areas of green infrastructure along the canal bank or making green links to surrounding open spaces for example.

Access to green space could be considered under the topic of biodiversity and also under human health as good quality local accessible green spaces can offer a range of benefits, e.g.

- Access to local greenspace can reduce health inequalities
- Increased and improved accessibility to greenspace can help increase physical activity
- Contact with greenspace can help improve health and wellbeing
- Green space contributes to functioning ecosystem services that can have a positive influence on health. Ecosystem services can assist in adapting to the extremes of climate change, e.g. green areas have less heat-island effect than built up areas.
- Greenspace can also help improve air quality and respiratory irritants. Function ecosystem services can also mitigate the risks associated with flooding from extreme rainfall events.

The SEA may also want to make reference to Natural England's Accessible Natural Greenspace Standards (ANGSt) which provide a set of benchmarks for ensuring adequate access to natural and semi-natural greenspace near to where people live. The ANGSt methodology provides a powerful tool in assessing current levels of accessible natural greenspace and planning for better provision. Natural England's most recent wording of the standard is:

- No person should live more than 300m from their nearest area of accessible natural green space of at least 2ha in size;
- There should be at least one 20ha accessible natural green space within 2km from home;
- There should be one 100ha accessible green space site within 5km;
- There should be one 500ha accessible natural green space site within 10km;
- At least 1ha of statutory Local Nature reserve should be provided per 1000 population.

Further information on delivering and managing natural and semi-natural greenspace can be found in our report Nature Nearby - Accessible Natural Greenspace Guidance (Natural England 2010) <http://publications.naturalengland.org.uk/publication/40004>.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries relating to the specific advice in this letter only please contact Roslyn Deeming on 0300 060 1524. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Yours sincerely

Roslyn Deeming
Land Use Adviser



**ENVIRONMENT
AGENCY**

Milton Keynes Council
Spatial Planning Division
PO Box 112
Milton Keynes
Buckinghamshire
MK9 3HQ

Our ref: AC/2008/105994/SE-
05/SP1-L01

Your ref:

Date: 25 February 2013

Dear Sir/Madam

**WOLVERTON TOWN CENTRE NEIGHBOURHOOD DEVELOPMENT PLAN
STRATEGIC ENVIRONMENTAL ASSESSMENT SCOPING REPORT**

Thank you for consulting us on the above Scoping Report. Having examined the document we would like to make the following comments.

Under the Water, Air, Climatic Factors, we recommend consideration for Sustainable Drainage Systems (SuDS) should be recognised as an opportunity (when re-developing brownfield sites) to reduce the risk of flooding, to improve and protect water quality and to improve habitat and amenity. The SEA objectives set out within the report should promote/enable SuDS which are adoptable (where appropriate) and can be managed and maintained for the developments lifetime.

This site is underlain by the various geological formations with associated Principal and Secondary aquifer designations, which are part of the Upper Bedford Ouse Oolite groundwater body and in an EU Water Framework Directive (WFD) Drinking Water Protected Area (DrWPA). Although the site is not within a Source Protection Zone (SPZ), the designations of Principal aquifer and DrWPA mean that the groundwater beneath the site is a valuable resource that needs to be maintained, protected and its poor EU WFD status improved. The plan area is also adjacent to Grand Union Canal, an EU WFD inland canal with moderate ecological status.

Requirements for Planning Applications

No assessments of the plan area have been undertaken yet, but the potential for contamination exists due to the historical use of the land. As a minimum, suitable Preliminary Risk Assessments and potentially non-intrusive and intrusive site investigations will be required prior to the submission of any future planning applications.

There is the potential to use infiltration drainage across the plan area. However, there may be constraints on the location and design of such features depending on the contamination found, if any, and the depth to groundwater. More pollution prevention measures are likely to be required for any employment or car parking uses in the plan

Environment Agency
Bromholme Lane, Brampton, Huntingdon, PE28 4NE.
Customer services line: 08708 506 506
Email: enquiries@environment-agency.gov.uk
www.environment-agency.gov.uk
Cont/d..

area. We would recommend that non-piling foundation solutions are used to minimise the introduction of new contaminant pathways and to prevent the mixing of groundwater in, below and above the various aquifers.

We would wish to review Flood Risk Assessments (FRA) for sites greater than 1 Hectare.

Should you wish to discuss this matter further please do not hesitate to contact me.

Yours faithfully

Mr Neville Benn
Sustainable Places

Direct dial 01480 483996

Direct fax 01480435193

Direct e-mail Planning_Liaison.Anglian_Central@environment-agency.gov.uk

End

Annex 18**Notes from Q&A at Wolverton Neighbourhood Plan meeting 18th June 2013**

Q – Referendum process – what is the threshold?

A – Simple majority needed. Want a good turnout. November timing may not be great, but want everyone to come out. Don't know the exact area that will vote yet, but will be plan area plus.

Q – Business owners who are not resident... do they get a vote?

A – Considered having a Business Neighbourhood Plan, but not primarily a business area. Don't get to vote, but still involved in the process until that point. Having specific business drop in next week.

Q – New Bradwell resident.

Elderly person accommodation above shops not ideal because of stairs. Use of backways for cycling is useful but needs chicanes.

Improving cycle and pedestrian access to the station is definitely supported, but is the Council signed up to the dealing with the impact on traffic speed when making that route less imposing?

A – Road speeds too high now. Through-traffic shouldn't be coming this way anyway, so if the route is less attractive then traffic should move to the grid road. Finer work still needed, working with MKC, New Bradwell PC etc.

Comments due from MKC, but by adopting the NP, MKC have to be signed up. Travel plan for the station has some of these things covered. Lot of detail already exists

Older person accommodation – agreed. Lots of housing will be above shops but not all would want ground floor access

Backways as cycle routes – initial work underway to look at potential routes.

Q – Nothing about disabled access. Steps into shops, can't get along footpaths. Funding needed to ensure upkeep and maintenance.

A – Need to strengthen the plan in that aspect. Modern design standards require disabled access under building regulations. No specific consultation with disabled groups but will ensure access for everyone made explicit in the plan

Q – Train station – ticket office always closed

A – MK Council ward members and Town Council etc are pursuing this issue.

Annex 18**Notes from Q&A at Wolverton Neighbourhood Plan meeting 18th June 2013**

Q – Where has the requirement for a large retailer come from?

A – Redevelopment of the Agora has become more real and developer interest in the site has increased. Out of those discussions, some have put forward a retail development as part of it to make the scheme viable. Economics will underlie proposals, but can use the plan to try and deal with it, trying to protect what is important. Can try and strengthen the plan. Brief doesn't ask for a further retail use, just looking at how it would be addressed if one did come forward. Agora owners could sell to anyone at any time, so need to get the SPD in place to give weight as a material consideration.

Q – Is development of the site based on CPO?

A – MKC agreed in principle to CPO if needed. Agreed to work with existing owners with a developer partner. CPO needs planning policy in place, and a planning application. Would be MKC's first CPO

Q – Timescales?

A – CPO would be last resort – would try to negotiate first. Consultation now. Adopt SPD in September. Procure development partner mid-2014. CPO if necessary in 2015.

Q – Come for skating and will be sorry to see that facility lost.

Central road – lots going on there.

Multi-storey car park next to the listed Church and behind shops (not safe).

Access behind shops will be indirect.

Don't think a NP will have any weight.

Don't lose town centre parking like in Towcester.

A – Neighbourhood Plans do have real weight.

Agree that we can't let a retail developer come in and take over the whole scheme.

Will need to make some compromise but will need to set parameters for that.

Had support and commitment from Milton Keynes Council for this process and status will be part of Development Plan.

Radcliffe St – 3m footpaths, room for two way traffic, plus parking. Similar to Church St.

Closed one day for market.

Multi-storey car park – only double deck. Would need to take account of impact on listed building. Slope on site could accommodate Adoptable highway route to rear of Buckingham St – just showing how that could be maintained

Annex 18**Notes from Q&A at Wolverton Neighbourhood Plan meeting 18th June 2013**

Q – Street connection – why not just non-motor traffic? Could be opportunity to strengthen pedestrian and cycle access and give them priority. Could create a rat run to Stacey Avenue otherwise.

A – Strong feeling from traders on the Square that customers can't find it, and they would support opening up. Open for discussion in this consultation – welcome comments.

Q – Businesses... how to protect businesses in Agora if they are relocated, and also protect those facing onto the temporary units. Want control over uses.

A – Changes in planning policy at national level will make it difficult to control who goes where. More control over takeaway uses. Milton Keynes Council involvement and long term involvement of a developer will help to manage through ownership rather than through planning.

Temporary buildings set up would need to be carefully managed. Town Centre Management would assist. Agora tenants should work together.

Q – What are we doing to save the bank (Nationwide Building Society)? Already lost the travel agents. These brought people in. What about now, not just the future?

A – Doing petitions, but Nationwide made a decision at a high level. Trying to get them involved to understand regeneration plans. Need to sort out the Agora to stop losing other uses as it makes the town centre look bad.

Q – Encouraged by the Neighbourhood Plan, but how to make sure it is delivered? Where does the money come from?

A – Don't know where the money will come from, but need the plan in place to help lever in funding. Get the plan in place and we can then act fast when money is available. Urban Design are already working on the projects so will have plans ready to go to be included in Local Transport Plan and for CIL funding etc.

Q – Buckingham Street resident and work in Church Street. Concerned about right of way access at the rear to backway. Will it become a rat run?

A – Won't be publicly accessible to backways from Radcliffe St. Private access retained. Radcliffe St is further east, so right of way remains.

Q – Lorry access to service units. Need to know now and have some guarantees

A – Finer detail at design stage. Buckingham St is key to the context of the development. Can plan it from scratch rather than just being organic development.

Q – Pathway to station –traffic speed must be reduced.

A – Increase priority of that project. Agree it needs to be sorted.

Annex 18**Notes from Q&A at Wolverton Neighbourhood Plan meeting 18th June 2013**

Q – Conscious of cultural issues in town. Big issue for churches and mosque is parking. Need to make sure it is properly addressed to ensure racial harmony

A – Working with the mosque to ensure they are fully engaged in process. Include reference to faith communities in plan. Need to ensure public parking, not just for a single retailer. If issues now in St Georges Way, need to be addressed separately.

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
1	Missing policy/project - Effect on wildlife aspects – wildlife corridors – trees are calming for people	Objectives revised to add in the importance of green space.
	We moved here in December and have not yet been inspired to investigate the Town Centre outside of Tesco – it feels very dispersed and lacking in character	Noted
2	Very impressed with the plan.	Noted
	With more housing being built it is very important that schools and health centres are enlarged to deal with the increased population – these are already stretched beyond belief	Provision for this is within MK Council policies, however in addition we have added a reference to use of section 106 and CIL to support such facilities to each of the policies
3	Very excited by the plans to regenerate and restore the community and some of the wonderful heritage buildings.	Noted
	Restrictions on parking especially for commercial vehicles that make access difficult and should be outside the residential areas.	This is outside the scope of the Neighbourhood Plan
	There is already a rat run for cars down Windsor Street – don't create another one in Radcliffe Street	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage
	Agree we need to provide more active evening activities as well as café's in The Square	Noted
	The canal is a very appealing part of Wolverton and is not maximised and needs to be more accessible	Agreed and policy W3 addresses this point

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	We should keep the big beautiful old trees that surround the Church	There is an aspiration to keep as many trees as possible
	Any development, whether residential or commercial, must be of high quality and sympathetic architecture so it enhances its surroundings. Redevelopment of the Agora will be the benchmark of other changes made so the standard set needs to be high	We agree and this is reflected in the plan.
	Green public spaces where ever possible so planting softens some of the buildings	Agreed, Objective 3 now has a reference to importance of green space
	I like the idea of a “market day” each week	Noted
	No major food retailer in the Agora redevelopment this goes against units and buildings for the community and does not add interest to the town. Agree we need to limit the number of takeaways and encourage a variety of differing businesses back to Wolverton and the Stratford Road to encourage visitors	Plan now has a separate specific policy on town centre retail and changes of use
4	There doesn't seem to be any mention of roller skating at the Agora which is very popular.	See objective 6 which covers leisure facilities in general terms and the SA (Sustainability Appraisal) now includes consideration of two further options, including retaining the building as a leisure venue.

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	Clearly the Agora is the wrong building in the wrong place but has any thought gone into providing an alternative place for the skaters? Having visited several times over the past six months a wide variety of people attend from kids through to adults and skating provides something that other areas don't have, bringing in people and money. Also seems a shame to deny kids something that keeps them off the street and healthy at the same time and potentially gives them a hobby for life.	Milton Keynes Council are working with the owners of the roller skating to see if it can be re-located elsewhere
5	Support local resident's facilities and housing and encouraging businesses to prosper here.	Noted
	Maintenance funds essential – the improvements that have occurred are very poorly maintained.	Agreed
	W2 – do not limit businesses e.g. Takeaways – Wolverton needs all the business it can get especially now that Nationwide is threatening to close.	Plan now has a separate specific policy on town centre retail and changes of use
	NDP Objective 1 "Improve walking and safety" is good but cycle racks are not indicated	Specific reference has been added to objective 1
6	Skating and leisure missing from the plan	See objective 6 which covers leisure facilities in general terms and the SA (Sustainability Appraisal) now includes consideration of two further options, including retaining the building as a leisure venue.

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	Radcliffe Street will be a rat run if used for cars, pedestrians, market and parking	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage
	Old people above shops a bad idea	This issue is covered in the Agora Development Brief
	Multi storey car park next to a historic church a bad idea	This issue is covered in the Agora Development Brief
	Lack of parking, footpaths	We disagree
	Viability of the Agora redevelopment	Work done for both the Neighbourhood Plan and Agora Development Brief shows redevelopment is viable.
7	Agree with the plan	Noted
8	I can see nothing to object to in the plans presented today – I would just love to live to see it.	Noted
	If there is to be public parking behind the new building to the east of the reinstated Radcliffe Street there should be easy pedestrian access to The Square	Agreed
9	Is there any idea about maybe constructing some kind of building for education – we may want a café culture but without students occupying the cafes and other establishments it is unsustainable.	Taking the town centre as a whole there are a range of “education” uses such as at Creed Street Arts Centre and Old Bath House which attract visitors to the town.

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	Does the community have a say in the final developer chosen? If not who has the final say?	Yes if the procurement process proposed by Milton Keynes Council goes ahead, no if the building is sold direct to a developer.
10	Have you thought about providing principles to residents on Buckingham Street e.g. PVC window replacement for those on the same façade and assisting making the whole town today and high quality?	This is outside the scope of the Neighbourhood Plan
	Policy W2 – we would love to see more cafes and restaurants on The Square.	Noted
	W1 – The Agora – I am concerned about the resident's car park being in such close proximity to my garden and potential access to this space from Buckingham Street – noise concerns.	This is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.
	Love the potential new café and retail opportunities	Noted
11	Litter and dogs mess	This is outside the scope of the Neighbourhood Plan
	Future Wolverton = Great vision. MKC view = poor, commercially driven, counter to the need for community space	Noted
12	As a resident of Buckingham Street I am keen to know if residents parking will be improved – at the moment the street which means that we who live there have difficulty shoppers and people who work in The Square/Agora park in	This is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
13	Like the idea of extending Radcliffe Street, also street parking on Creed Street but wonder if people who use the site would feel the same.	This is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.
	The visions and ideas are really good and have captured Wolverton – here's hoping it happens!	Agreed
14	Please no big chain corporations – local quirky businesses similar to those in Stony or Newport.	Plan now has a separate specific policy on town centre retail and changes of use
	Hopefully in the new development will be a small police station to discourage crime in the area	See point in objective 6 about reducing fear of crime. It would be up to Thames Valley Police if they wished to open a small station in the town centre.
	Parking needs to be closer to the central area as not many people use the existing car park and use the double yellow line area outside the co-op which is very inconvenient.	This is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.
15	This is a well thought through plan which it is difficult to find anything missed out of apart from a need to limit vehicles using the area around The Square which should be primarily non-car use.	This is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.
	Should a further larger retailer come on board needs to be one that enhances Wolverton	Plan now has a separate specific policy on town centre retail and changes of use
	Need to consider that once the regeneration has been completed the funding continues so all the work isn't neglected.	Agreed

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
16	Overall very good especially extending Radcliffe Street and redeveloping the Agora	Noted
	I would like to see greater effort to stop motorists parking in the alleyways.	This is outside the scope of the Neighbourhood Plan
17	Town needs traditional shop outlets, i.e. butcher, bakery, greengrocer, something to bring people to the town.	Plan now has a separate specific policy on town centre retail
18	Agrees with the plan	Noted
19	Agrees with the plan	Noted
20	Parking is vital with the mosque and the church – need provision for young people – maintain line of site towards the front end of the church as well as on the Creed Street side – otherwise love the plans and very excited to see it moving forward	This is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.
21	Agree with the plan – need to keep some parking in the Agora car park. Link from church street to the square must be reinstated	This is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.
22	Would like to know what is happening to the Agora if the Square will meet up again with Radcliffe Street like it was in the 1970's – they were good old days when you could walk straight through	This is what is proposed
23	We need a traditional mix of businesses, i.e. butchers, bakery, wet fish shop and greengrocers.	Plan now has a separate specific policy on town centre retail and changes of use

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	I am not sure that extending the redways into the backways is a good idea as they are service roads to the rear of buildings and cars are parked in back gardens	Noted, using backways as redways has been removed from the plan.
	At the moment there is no emergency access from Church Street to The Square – hopefully this will be taken into consideration when making decisions about highway status.	This is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.
24	It's a very comprehensive document – well done!	Noted
	I would rather the whole development was built to a high standard of energy efficiency than have one or two buildings zero carbon (which a developer might prefer).	Noted, zero carbon aspects of the policies have been amended
	I have some concern that we will find enough retailers to take up the retail spaces given the increase in internet shopping and the changing face of the high street	Plan now has a separate specific policy on town centre retail and changes of use
	Please could I be allowed to vote although I am not in the Town Centre	This has yet to be decided
	Love your confidence that the money follows a good idea.	Noted
25	Toilets needed for the public and bus drivers 24/7	This point is covered in both the Neighbourhood Plan and the Agora Development Brief
26	Extend limits on takeaways to all parts of Wolverton not just Stratford Road Must restrict development of Tesco to give new businesses a fighting chance	Plan now has a separate specific policy on town centre retail and changes of use

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
27	We have a rare tree in the Agora car park (a Catalpa – maybe spelt wrong!) common name Indian Bean Tree – can we make sure it stays?	There is an aspiration to keep as many trees as possible
	This may already be under consideration some sort of bus waiting area – currently dangerous and polluting	As a result of discussion with MK Council Passenger Transport officers, this has been added to objective 1
	Make sure car parking at the rear of houses is not discouraged by encouraging backway use by bicycles	Noted, using backways as redways has been removed from the plan.
	If commercial take-up of proposed new shops doesn't materialise have you considered allowing the shops in The Square to become residential?	Considered but not included as part of policy, but would not prevent an application being considered on its merits.
	Could blank metal shutters on shop fronts be banned?	This is something that could be taken forward through a shop fronts design guide which we hope will be developed at some point.
28	I feel it is vital to retain community space, small businesses and green space in the plan and not let another supermarket happen here	There is increased emphasis in the plan for community space for events and activities. The importance of green space is now recognised in objective 3. The plan now has a separate specific policy on town centre retail and changes of use.
29	The Agora redevelopment didn't seem to show where the buses will stop even though the charging unit was mentioned.	This is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	The Church will need parking, including disabled parking, all through the building works otherwise we shall have people who are unable to attend Church as their only way to get to services and events is by car.	This aspect of phasing will be subject to detailed consideration as part of any planning application.
	If the elderly are to be accommodated above shops will there be stair lifts to allow them to come and go and they need and not be housebound?	This is outside the scope of the Neighbourhood Plan.
	There never used to be a problem with delivery lorries in The Square but now when Dominos deliver the surrounding roads come to a stop!	Noted.
30	Paragraph 3.19 – poor pedestrian and cycle access to and from the town centre, particularly to the railway station – I totally agree. The road between the station and the Wolverton is important for New Bradwell residents too, e.g. those cycling/walking to Wolverton for shops and facilities. Currently this road is intimidating because the motor traffic travels too fast. Traffic calming is crucial.	Agreed, this is covered in objective 1 and addressing these issues are actions arising from the plan and included as project 3.
31	Glad to see parking, use of alleyways, safer cycling and use of the Agora site for redevelopment on there.	Noted.
	A bit concerned about any use of the works site – hope it doesn't jeopardise further investment in Railcare.	Absolutely not, there is a presumption that employment use of the site will remain. What the policy does is to establish how part of the site may be used if it is to become vacant.

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
32	Plan discusses number of takeaways on Stratford Road – I feel we need to put a limit on all shops and services within Wolverton – we now have 5 beauticians along with endless hairdressers, barbers, tattoo parlours – we need to attract other services and businesses	Plan now has a separate specific policy on town centre retail and changes of use
	The Square/Radcliffe Street has a lovely feel to it and once the Agora is knocked down it would be very attractive to have bistros, wine bars, cafes, outdoor seating, more community events, markets, crafts, keeping this a non-car area so families can roam freely – evening social events	Noted
	Stratford Road is quite unattractive, does not show any of the beauty or the history of Wolverton.	Noted, the plan is trying to address some of the issues on Stratford Road
	Route to the station for pedestrians needs to be made safer, also access to The Secret Garden must also be safer.	This is covered in objective 1 and addressing these issues are actions arising from the
	Disabled and buggy access throughout the plan needs to be carefully considered – as a Mum with three small children I find it difficult to access shops or walk around safely with my children.	Noted, this point has been strengthened in objective 1
	Speed limits need to be reduced to 20 MPH throughout Wolverton as this is a Victorian Town and never designed for the motor car	This is outside the scope of the Neighbourhood Plan
33	Housing scheme for elderly should not be above shops as most couldn't cope with the stairs.	This is dealt with in more detail in the Agora Development Brief

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	If backways are going to be redways there will be a conflict with people parking at the back of their property	Noted, using backways as redways has been removed from the plan.
34	The plan seems to assume it is inevitable that RailCare will close. We ought to be doing everything possible to retain them as a local employer	Absolutely not, there is a presumption that employment use of the site will remain. What the policy does is to establish how part of the site may be used if it is to become vacant.
	I am relaxed about the new Radcliffe Street being a vehicle route.	Wording in the plan has been amended to reflect that any decision on the status of the
	I think Stratford Rd is the right place for takeaways – they are a fact of a 21st century high street – better they are here than Church Street or The Square.	Plan now has a separate specific policy on town centre retail and changes of use
35	Why are takeaways being pushed out? Surely whatever businesses are successful in the town brings people in and supports other businesses	They are not being pushed out, the intention is to protect the viability and shopping function of the town centre. The plan now has a separate specific policy on town centre retail and
36	I would like to see the Agora building removed altogether and replaced with Victorian style mixed use premises in keeping with the Town – re-development should not exceed a maximum of 3 stories – no decked parking – this would be an eye-sore	This is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.
	No large food store – Wolverton has enough Co-op/Tesco/ASDA.	Plan now has a separate specific policy on town centre retail and changes of use

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	I don't want Radcliffe Street to be a through route for cars, otherwise it'll turn into Windsor Street which is just a cut through for Stacey Bushes and a rat run – also I don't want buses travelling along it – they should be directed to Stratford Road which is busier and less residential.	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage
	Priority 1 – one way, speed bumps and short-term parking on Church St – like Stony Stratford High St	Improving movement and safety is dealt with in objective 1, policy W2 and project 1
	Parking for heavy goods vehicles and commercial vans should be limited to residential vehicles only – streets are too narrow for commercial vehicles, particularly Radcliffe Street where delivery vehicles need to pass to make deliveries to the shops and restaurants on The Square. Commercial vans are wide than the residential vehicles and sit at the top of the road beeping their horns until residents move their cars!	This is outside the scope of the Neighbourhood Plan
37	I would prefer the extension of Radcliffe Street to be pedestrian only	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage
38	Retail outlets – ensure character of independent shops retained by restricting chain stores	Plan now has a separate specific policy on town centre retail and changes of use
	Clearly define space area for the arts – sculpture/theatrical space	There is increased emphasis in the plan on the need for community space for events and activities and public art
	Add cycle parking to encourage cyclists to the town centre	Specific reference has been added to objective 1

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	Pedestrianize key shopping areas	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage
39	Disabled access not mentioned at all.	Noted, objective 1 has been strengthened on this
	There is no reassurance that the original houses of Wolverton will remain and help will be available to ensure that they are well maintained.	No houses (Victorian or otherwise) are proposed for removal. Maintenance is outside the scope of the Neighbourhood Plan
	Housing for the elderly in the Agora development needs to be on ground floors not above shops	This is dealt with in more detail in the Agora Development Brief
	Opening up access to The Square down to the canal is an excellent idea for pedestrians and cyclists but not required for cars/motor vehicles.	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage
40	It's important that The Square is joined to Stratford Road and cars are allowed access	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage
	A closed market day should also happen.	Plan now has a separate specific policy on town centre retail, including markets
41	Having attended all the public meetings in the last two years it feels very encouraging to see the Neighbourhood Plan draft has included all the aspects I had hoped for.	Noted

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	I would like to see Radcliffe Street used for both cars and pedestrians and to have active frontages to any commercial areas.	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage
	It would be good to be able to have at least a partial view from The Square to Stratford Road with perhaps a arch at Stratford Road.	Policy W3 has now been modified to reflect this point
42	I want the new buildings to be Victorian in style and enhance the surrounding Victorian buildings as a central part of the conservation area. I also want the new development to encourage better use of the long hidden and neglected Square and its retail businesses.	Noted
	I would prefer the market in The Square and the Square remained accessible from Church Street at all times.	Plan now has a separate specific policy on town centre retail, including markets
	I cannot wait for this to be put in place.	Agreed
43	I believe that the road between Church Street and The Square should be a normal carriageway (not shared surface). I would not want a market shutting off the road. I don't want Church Street one way I want the buses moved off the carriageway and to wait somewhere other than Church Street. As a Victorian town which I love in a conservation area I want the new buildings to look Victorian not something complimentary.	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage
44	Missing policy on community open spaces	There is increased emphasis in the plan for community space for events and activities. The importance of green space is now recognised in objective 3.

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	Ensure some housing is social housing	Reference has been added about the need to comply with the Milton Keynes Council policy on affordable housing
	Guarantee the new roads/footpaths will be public access and not private property	The Development Brief makes clear there should be clarity between public and private areas.
	Broaden multi-functional public space between buildings	There is increased emphasis in the plan for community space for events and activities.
	Shopping mall – make it wide so a view to The Square can be seen from Stratford Road	This is covered within the Development Brief
	Enlarge public square on Church Street – I think its 15 x 15 currently	The small public square has now been removed, see Development Brief comments for more details
45	Undecided	Noted
46	Need to maintain the number of parking spaces otherwise the number of visitors is restricted	Agreed
	Architecture needs to be sympathetic to Victorian surroundings and history – not something modern that quickly becomes redundant (eg. The agora)	Noted, this is considered within the Development Brief
	New homes at Mcquorcadale reflect history of Wolverton – flats at McQuorcadales are faceless blocks	Noted

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	High quality multi-functional public space – must be pedestrian only – i.e. no motor vehicles	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage. There is increased emphasis in the plan for community space for events and activities.
47	Undecided – no opinion	Noted
48	Not enough focus on leisure opportunities – MK Council or Town Council should be supporting the roller skating to relocate when the Agora goes.	See objective 6 which covers leisure facilities in general terms and the SA (Sustainability Appraisal) now includes consideration of two further options, including retaining the building as a leisure venue. Milton Keynes Council are working with the owners of the roller skating to see if it can be re-located elsewhere
	Town Council should be supporting The Crauford Arms in getting their late licence back following constant complaints from one resident.	This is outside the scope of the Neighbourhood Plan
	Do not open Radcliffe Street for vehicles – maybe open for service vehicles.	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage
	Have highways officers been consulted on opening up Radcliffe Street? I have to reverse down Buckingham Street to get out, opening up Radcliffe Street will increase accidents with increase in traffic.	Yes, more comments on this are in the response to the Development Brief comments

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
49	I think it's great that they are knocking down the Agora.	Noted
	Traffic on the way to the station is a big problem.	Agreed, this is covered in objective 1 and addressing this is included with project 3.
50	It's important to establish a traffic link to The Square via Radcliffe Street from Church Street. Policy W1 – the new highway link to The Square will support this proposal as it re-establishes the road grid for the traffic moving around Wolverton – it takes the pressure off Green Lane.	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage
51	What about car parking?	Provision of parking is key to successful redevelopment. This is considered in more detail within the Development Brief.
	Where are the public toilets?	To be decided as part of the planning application process.
	Consider one-way traffic to ease through traffic flow.	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage
52	I think the direction of the approach is superb and applaud the aims of the whole project.	Noted
53	Looks like they are putting Wolverton back t how it was before the monstrosity of the Agora was built.	Noted

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	Wolverton is a Victorian town and any development should be in keeping with this style although modern.	Noted, design is dealt with in more detail within the Development Brief and will be considered as part of the planning application process.
	The council must limit the number of takeaways in Wolverton – at the moment all you get in Wolverton is a gents hair cut and a fried chicken.	Plan now has a separate specific policy on town centre retail and changes of use
54	Pleased to see mention of a care home but feel it is not in the right location (limited space) and is better included in the development on the works area.	This is considered in more detail within the Development Brief.
	Does the parking include parking for St George's Church? Planning for public parking is going to take the skill of a genius given that there are three faith buildings in the vicinity and that on particular days major congestion occurs and can cause tempers to be frayed.	This is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.
	The co-op and post office need to be in a prime position – hopefully a larger co-op	This is made clear within the Development Brief
	I cannot wait to see the back of the Agora and am really looking forward to the development	Noted
55	Would love to see the walk to the station improved – but its in the plan. Open to ideas about one way systems for traffic and on-street parking. Would really like the station open all day. Want to see it happen – well done.	Noted

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	Very important to keep the Post Office in Wolverton while any development of the Agora is being undertaken.	This is a key requirement in the plan and the Development Brief.
56	Accommodation for the elderly in Wolverton should be an important part of any development.	As well as being one of the objectives in the plan, this is considered in more detail within the Development Brief.
57	The plan builds upon and gives practical solutions to the issues that we as a community have been debating since 2002 and the creation of the original Future Wolverton vision.	Agreed
58	Top of the list is to get rid of the Agora – it is an eyesore and drags the town down market from its great heritage	Noted
	A pity the bloomer could not be located more centrally – maybe later in the new “rejoined” town?	Noted
	Please put a halt to and even close the most recent fast food stores	Plan now has a separate specific policy on town centre retail and changes of use
59	New retail units must to be filled with high street retail shops – not takeaways and restaurants – to attract more people.	Design aspects are covered in more detail within the Development Brief. Plan now has a separate specific policy on town centre retail and changes of use
60	Not enough parking for customers – no one way along Church Street.	Noted, this is an aspect that will be subject to further consideration and consultation

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
61	Against Church Street being one-way – not enough parking spaces.	Noted, this is an aspect that will be subject to further consideration and consultation
62	W2 (L) - the supporting information states that 15% of retail premises in Wolverton are hot food takeaways compared to the national average within a small town of 5%. However, the policy to address this refers only to Stratford Road. This gives the impression that hot food takeaway applications will be supported in other parts of the town. I would therefore suggest that this policy is re-worded to cover the whole of the Wolverton plan area.	Plan now has a separate specific policy on town centre retail and changes of use
63	Where will the roller skating go which gives the kids somewhere to go and keeps them off the streets and out of trouble	See objective 6 which covers leisure facilities in general terms and the SA (Sustainability Appraisal) now includes consideration of two further options, including retaining the building as a leisure venue. Milton Keynes Council are working with the owners of the roller skating to see if it can be re-located elsewhere
	Will the other businesses be relocated to the centre of town?	Provision of replacement premises is dealt with in more detail within the Development Brief and something to be dealt with in more detail as part of the planning application process. Ongoing discussions are underway with individual businesses

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
64	Very pleased with all the effort that is going into this important project for Wolverton	Noted
65	Toilets for public use	This is a requirement within the Development Brief and plan
	Important to maximise parking for the public so would be happy to see many of the trees go. We need well plan parking spaces at St George's Way as well as dedicated parking close to the new buildings.	Noted, this is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.
	Very happy with the older person's flats above shops, as I have friends at the Extra Care villages with good lifts – ours would have the advantage of being close to local shops and amenities. Not care home.	Noted
	Would prefer the new Radcliffe Street to be car free or at least only one-way which would accommodate herring bone parking.	Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage
	Would be happy to see a lot of 3 storey in the new buildings as this is a town centre with 4 storey at the Church Street/Radcliffe Street corners	Noted, the plan and Development Brief have been modified to make clear which corners this applies to.
	Very important that we don't insist on things that are not commercially viable – nothing will happen if it doesn't stack up commercially.	Noted, viability has been a key consideration dealt with within the Development Brief and plan.

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	Would be an excellent idea to include a space that would be like a traditional old style market, perhaps with a café in the central space and small, affordable local-ups around the inside that current Agora traders would use.	Noted, the plan now has a separate specific policy on town centre retail and changes of use
	Vital to have phasing to keep all current businesses going, except the skating which would better operate from an industrial unit.	Noted
66	Any new food store must accept being inside the development not stand alone.	Noted
67	Need greater diversity in the type of traders operating – not so many fast food outlets. Also how many barbers/hairdressers can a small town support? Historically there were never so many, so why so many now?	Plan now has a separate specific policy on town centre retail and changes of use
68	Agree	Noted
69	Agree	Noted
70	Public toilets would be useful.	This is a requirement within the Development Brief and plan.
	Why has it become policy to have taller buildings on the corners? They look somewhat over-bearing.	Noted, the plan and Development Brief have been modified to make clear which corners this applies to.
71	Vision admirable – objectives at times look like hopes without being very specific.	Noted

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	Not sure about Glyn Square – do we need on-street parking?	Noted, this is something which will be subject to further consideration and consultation before any implementation
	I do think its dangerous in Church Street when there are 5/6 buses standing in a line – you cross the road at your peril!	Noted
	Do not want a multi-storey car park outside my backgate – however, parking is a priority especially on Friday’s when the mosque takes every space.	Noted, this is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.
72	We are in full support of the proposed developments, and also want to compliment the Town Council and the Steering Committee for the way in which you have involved the community and other bodies in the whole process.	Noted
	As owners of Wesley’s Church, one of the listed buildings in the Town Centre, we are concerned about parking. There are four large community buildings around the car park – St George’s, the Mosque, Wesley and Creed Street Arts Centre – added to this is the existing shops and residential properties, new shops and housing as part of the redevelopment and visitors. It’s important that views of these buildings show them odd at the entrance to the new centre and let them serve the town and its rich heritage.	Noted, this is dealt with in more detail in the Agora Development Brief and will be subject to detailed consideration as part of any planning application.

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
73	<p>Policy W1, bullet A The new Radcliffe street connection should not be for motor vehicles or car parking; it should be for pedestrians and cyclists and occasional uses such as markets. Reasons: The street as proposed by the draft plan would be physically dominated by cars and not be pedestrian and cyclist friendly as required by the neighbourhood plan. It would visually not be in keeping with the towns historic character since cars did not exist in Victorian times and it wasn't designed for cars. A pedestrian/cycle only street would encourage greater street pedestrian activity thereby improving vitality and prosperity. There hasn't been a vehicle route here for over 30 yrs so there doesn't seem to be a need for one now; improved access to the shops on the Square would be achieved with a pedestrian/cycle only street. The street if used by motor vehicles, including HGVs, etc., would create a rat run between Stratford Rd and Stacey Ave, causing increased traffic on unsuitable streets. Pedestrian/cycle only streets are a common and successful feature of other historic town centres.</p>	<p>Wording in the plan has been amended to reflect that any decision on the status of the new link will be dealt with at the planning application stage</p>
	<p>The proposed public space (bullet F) is too small for uses such as markets, so the use of the street would be better.</p>	<p>The proposed space has now been removed from the plan and Development Brief.</p>

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	<p>WI, bullet H The requirement for zero carbon development will need some details clarifying either in the policy or supporting text, suggested as follows; zero carbon” refers to definitions set out in national planning guidance, “any development” means where at least 1 dwelling or 100 sq m floor area for other uses. A proportion of the carbon emissions can be addressed off site in line with national guidance for allowable solutions, and including the MK Carbon Offset Fund. Connection to district heating should be required where feasible. Policy W3 - The same zero carbon requirement should apply for housing and other uses, as in W1 Policy W2 - The same zero carbon requirement should apply for housing and other uses, as in W1</p>	<p>The zero carbon policies have been revised and included in policies W1, W2 and W3.</p>
74	<p>Can you make sure the potholes in Wolverton are repaired?</p>	<p>This is outside the scope of the Neighbourhood Plan</p>
	<p>I am glad the parking issue was raised – we need lots of parking facilities – rubbish dumped in the bushes in the agora car park is awful. We need public toilets</p>	<p>Noted</p>
75	<p>Improved access to the station – I had thought that there had been plans to have an entrance and pathway through the Wolverton Park development?</p>	<p>There are no current plans for this.</p>

Annex 19**Community comments and responses – July 2013**

No	Comment	WGTC response
	Agree that we need to try and encourage a diversity of traders – Wolverton has too many fast food outlets. I am also rather concerned at the number of hairdressers/barbers shops in Wolverton – it deserves a place in the Guinness Book of records!	Plan now has a separate specific policy on town centre retail and changes of use
76	I'm excited by the vision – the Agora remains our ugliest and most community-blocking feature, the Wall's history isn't a good enough reason to keep it. The gateways to Wolverton could do with more distinctive signage. I live in hope of improvement to the walk/cycle between the town centre and railway station.	Noted
77	I think this is fantastic and can't wait for it all to happen	Noted

Community comments and responses – July 2013

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Annex 20**Statutory comments and responses – July 2013**

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
General	The Wolverton Neighbourhood Plan Steering Committee should be congratulated on getting to the stage of preparing their Draft Neighbourhood Plan. The Draft Plan has been prepared with ongoing public engagement and it sets out clearly the community's vision for the future of Wolverton town centre. The document is succinct and focused, and the policies will provide an adequate basis the determination of future planning applications.	Noted.
General	Thought has been given to delivery and how the projects within the Draft Plan can be followed through to implementation. The comments that follow are mostly detailed in nature, and it is the Council's intention that our comments should be seen as constructive and positive. We want to make sure the final Plan is of a high quality, and that the policies within it and the projects and objectives that it is trying to achieve are realistic and deliverable, while still meeting the community's vision.	Noted and agreed.
Paragraph 1.23	Good point about shops benefitting from passing bus users alighting/waiting to board. This should be considered with any alternative proposals for dealing with buses, to ensure this benefit is not lost.	Noted and discussed with Passenger Transport. New bullet point of objective 1 includes an aspiration for a bus interchange which still maintains the link between

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
		town centre trade and bus movements.
Objective 1 Transport and Movement	The Passenger Transport team are fully supportive of the items in Objective 1, although it will be interesting to see how this is to be achieved given some of the contrasting demands in Wolverton and, in particular, Church Street.	Noted.
Objective 1 Transport and Movement	The Development Management (Highways) team however have concerns that the first three bullet points of Objective 1 are not particularly well supported by PolicyW2. The policy states that “ <i>All new development should...provide on-street parking...</i> ”. Given that the town currently suffers from on-street congestion, it is surprising that this policy calls for even more on-street car parking. Further, there is a doubt that the streets have the capacity to accept even a modest increase in on-street car parking, and concern whether this is appropriate for the town centre in any event. Given that there are numerous references in the Plan to improving walking and cycling routes in the town, it would be more appropriate to place a high percentage of development related parking off-street, which would support the bullet points within Objective 1. The current car parking standards would support development related car parking being off-street either on-plot or in appropriately sized purpose designed car parks. There is obviously a need to provide some on-street car parking to promote active frontages to retail units but this has to be limited by virtue of the available on-street capacity.	Discussed, and further research carried out on the residential design guide recommendations on on-street parking and parking to the rear. Changes made to the detail of the policy.

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
Objective 2 Heritage	<p>It is excellent to see an objective for Heritage within the Plan. The industrial and Victorian heritage of Wolverton as a planned railway town is a unique offer of international importance. MKC is investing in the nearby MK Museum to establish a New City Museum to tell the full Story of MK. MK Museum already has unique and important collections of Wolverton and its industrial and railway history which would as part of its ongoing remit assist in delivering bullet 3 of Objective 2. The Town Council has already acknowledged through previous work that MK Museum has a pivotal role to play in delivering the museum and heritage provision for Wolverton and consideration should therefore be given to formally acknowledging the role of MK Museum within this Plan. The Council's Community Facilities Unit believes that this would ensure this existing and expanding MK Museum facility is supported, rather than seeking an alternative separate heritage offer or even museum within Wolverton that would compete for resources. Any exhibition or showcase development on the former Railway site for example should be led by MK Museum. As part of the old Heritage Strategy 2008 – 13, a North West Heritage Hub project idea was created with the help of the Wolverton community to help celebrate the industrial heritage of this part of Milton Keynes recognising the unique character that the canal, railway, transport and industrial revolution had given to this part of Milton Keynes. Following initial engagement around the new Heritage Strategy, it is likely this project will be retained as a major aspiration for the area, with Wolverton playing a central role.</p>	<p>Noted and agreed. References to the role of MK Museum in delivering objective 2, including any new heritage attractions on the Railway Works site, added to the plan.</p>

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Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
	We would be interested in further discussions with the Town Council how this might be taken forward in future which would also help deliver their objective, but holistically linking into the benefit of a much larger area that would substantially attract new visitors and strengthen tourism. Finally as lead MKC area to all major bids to Heritage Lottery Fund (HLF), The Heritage Unit would like to be involved in any major applications to this fund, so that strategic objectives are met and clashes with other bid initiatives are avoided. Any Townscape Heritage Initiative bid should also include the MKC Conservation and Archaeology Manager.	
Objective 4 Housing and Policy W1(G)	Generally supportive of the objectives of the draft Neighbourhood Plan, in particular for the proposal for older people's housing in the redevelopment of the Agora site, in line with the proposals in the emerging Agora Site Development Brief being developed alongside the Neighbourhood Plan.	Noted.
Objective 5 Economic Development	The Economic Development Objective is sound, apart from the last bullet point, to ' <i>increase the town centre population and so encourage an evening economy</i> '. This is a bit vague and would benefit from being reworded to make it clear what it is trying to achieve	Bullet point amended for clarity.
Table 1 Policy Summary	Table 1 could emphasise the transport aspirations in a stronger way, particularly promoting access to/from Wolverton to make it more of an attractive destination	Table amended and vision now includes a reference to travelling sustainably.

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
Paragraph 3.10	The objectives identified relate to both Policy TC11 and TC13 from the Local Plan. Add reference to TC11 for consistency.	Reference added.
Paragraph 3.13	It may be better to say that the Development Brief for the Agora ‘ <i>supports</i> ’ the Plan, rather than ‘ <i>accompany</i> ’.	Amendment made.
Paragraph 3.14	Bullet point 2 refers to servicing of shop units. For smaller shop units, some servicing from the street may be acceptable, but servicing for larger units needs to take place away from the public gaze. Bullet point 3 – see earlier comments under Objective 1 with regards to on-street car parking.	Changes made to reflect this point.
Policy W1 The Agora site	The introductory text within Policy W1 should be reworded to add the following: ‘... <i>which respects the historic <u>design and urban structure</u></i> ...’	Changes made.
Policy W1 The Agora site	The support that the Development Brief SPD will provide to this policy will be valuable in securing its delivery.	Agreed.
Policy W1 The Agora site	The policy could also make reference to the fact that any new development here will be expected to make Section 106 contributions (and Community Infrastructure Levy, if we have a charging schedule in operation at the point an application is determined) to mitigate the impact on existing community facilities and infrastructure as a result of the development.	Reference to section 106 and CIL added throughout the policy.
Policy W1 The Agora site	The Development Management team would also like to see a sentence added which states that the design of the new development should relate well to and enhance the surrounding environment and allow for	Point added.

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
	visual interest through careful detailing, where this is appropriate to the character of the area.	
Bullet point A	Bullet point A requires more clarity as to whether the link is open to all forms of traffic. Does ' <i>highway link</i> ' imply cars, or is it deliberately vague because there is not yet consensus on this issue? Is this detail being left for the Agora Development Brief SPD or future planning application?	The plan has been amended throughout to refer to the reinstatement of this important link, with detail to be decided at planning application stage
Bullet point A	The Development Management (Highways) team also have concerns here about what is meant by ' <i>pedestrian and cycle friendly</i> ' in terms of the reinstatement of Radcliffe Street. Is this a call for a segregated pedestrian/cycle route? If so, there is concern over whether space would allow this. Whilst Figure 9 of the Agora Development Brief shows 3m wide pavements, this is the minimum width that should be expected for pedestrian areas to the front of retail units. A frontage on the new link could provide small units supported by the car parking shown on Figure 9 referred to above. Small units would be particularly appropriate fronting this link given the difference in ground level from The Square to Church Street.	Agora Development Brief includes a reference to the width of the link which will be wide enough to accommodate vehicles, although the decision will be left to the detailed planning stage.
Bullet point A	Although a point of detail, it needs bearing in mind that a one-way traffic flow currently operates around The Square and this may need revision or removal once the link is established. Any reinstatement of two-way traffic flow on the Radcliffe Street section of The Square may require alterations to on-street car parking Orders.	Noted and agreed.

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
Policy W1 The Agora site Bullet point C	The wording of bullet point C requires further thought to achieve a more accurate definition. Taller buildings at the ' <i>corners of the site</i> ' would appear to also encourage taller buildings at the corner of Church Street and St. Georges Way. Whilst there have been buildings on this site previously it may be that placing the taller buildings there now is not necessarily appropriate.	Changes made to reflect the fact that taller buildings are only on the corners of Church Street and the new Radcliffe Street link.
Policy W1 The Agora site Bullet points D and E	Bullet points D and E have some overlap. Could they be combined somehow, or further clarification added about what they are each trying to achieve. In any event, bullet point D could be reworded as follows for clarity: ' <i>Provide an active retail frontage <u>at ground floor</u> on the new Radcliffe Street...</i> '	Bullet points in policy W1 generally re-worded and tightened up, including a merge of D and E.
Policy W1 The Agora site Bullet point F	Is this stating that a public square is required, and in this location? This might be too restrictive, particularly as this space faces north so is going to be in the shade a lot. This will be particularly the case if the policy is also looking to deliver taller buildings on this corner.	Reference to the public square removed, although the aspiration to retain as much space for community events as possible will be retained.
Policy W1 The Agora site Bullet point G	This point could add reference to requiring the provision of affordable housing units in accordance with the Council's Affordable Housing Supplementary Planning Document.	Reference added to the plan.

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
Policy W1 The Agora site Bullet point H	This policy is inflexible and should be amended to reflect the potential for alternative options for achieving zero-carbon, including financial contributions to the carbon- offsetting fund or alternatives to the district heating network.	Policy wording amended following further advice from MK Council.
Paragraph 3.16	The work programme referred to is in Appendix 1, not Appendix 2 as stated.	Change made.
Page 22	The images at the bottom of this page are too small to be legible; they would be useful and interesting to keep in the plan, but at a larger size.	Images removed.
Paragraph 3.30	Although paragraph 3.30 makes reference to the Local Plan policy relating to public transport, it would be useful to add in some background policy justification, given the importance that Church Street plays within the bus network, from the Bus Strategy (2008) and Local Transport Plan 3 (2011) as these both more up-to-date policy resources. This would mirror the significance given to these policy documents in paragraphs 2.18 and 2.19 of the Sustainability Appraisal.	Justification included.

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
Policy W2 General Town Centre Improvements	Development Management officers have some concerns over the inflexibility of using ' <i>improve</i> ' in bullet points A to C. For some proposals, it may be unfeasible to contribute to these improvements, or the requirement to do so may render a specific project unviable. Without moving the policy away from its goals, these points could be reframed along the lines of ' <i>Shall seek to improve...</i> ' or ' <i>Take consideration of and seek to improve...</i> '.	Changes made to the wording of the bullet points throughout policy W2 for clarity.
Policy W2 General Town Centre Improvements	The use of ' <i>generally should</i> ' in the second sub-title is vague. The policy would be stronger if ' <i>generally</i> ' was removed.	Word generally removed.
Policy W2 General Town Centre Improvements	This policy should include references to sustaining and enhancing the significance of the heritage assets affected (for both improvements and development with the town centre).	References added.
Policy W2 General Town Centre Improvements Bullet point A	The link between sustainable travel to the canal and improving bus interchange facilities is not clear. Is it likely that people will travel by bus to visit the canal?	Point removed, although there is leisure traffic to the canal.

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
Policy W2 General Town Centre Improvements Bullet point B	Bullet point B is supported, but it may be difficult to improve surface water run-off given that many of the streets feature long terraced blocks with little change in floor levels.	Noted.
Policy W2 General Town Centre Improvements Bullet point G	See previous comments under Objective 1 with regards to on-street car parking. The introduction of the possibility of landscaped car parks at the rear of properties is encouraging.	Noted and changes made (see above).
Policy W2 General Town Centre Improvements Bullet point H	This goes beyond what is in the Core Strategy and the Local Plan, and arguably the NPPF (paragraph 95, 3 rd bullet point). The policy should be more specific and possibly use some criteria or thresholds for selecting developments that should be zero carbon. Also, district heating should be subject to viability testing. This would be consistent with the wording in Objective 3 and also similar to Policy W1 (bullet H), and comments made above to those parts of the document similarly apply here.	Changes made to the zero carbon policy throughout.

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
Policy W2 General Town Centre Improvements Bullet point L	Bullet point L – While we can understand the wish for this policy, the negative wording does not meet the aims of the National Planning Policy Framework, which looks for plans to be more positive. Further, each application must still be considered on its individual merits. A criteria based policy may be more appropriate in this circumstance, and it should also be made clear which section of Stratford Road this policy applies to. Justification for this policy should be added, for example to ensure that there is not an overconcentration of hot food takeaways and to ensure the vitality and viability of retail units in this part of the town.	Town Centre Retail policy (W4) proposed and to be consulted upon.
Page 27 Projects to support delivery of Policy W2	Comments on the Policy W2 projects are included below under Appendix 2: Delivery of Policy W2	Noted.
Page 28 Figure 4	Annotation: typo – ‘ <i>extentions</i> ’ should be ‘ <i>extensions</i> ’	Change made.
Paragraph 3.38	Replace ‘ <i>national significant history</i> ’ with ‘ <i>nationally significant history</i> ’.	Change made.
Paragraph 3.41	Replace ‘ <i>may not be palatable in detail from a conservation perspective</i> ’ with ‘ <i>must be capable of being delivered in a detailed form which sustains and enhances the significance of the heritage assets</i> ’.	Change made.
Paragraph 3.41	This section should also give recognition to a) that there are also structures on the site of value (aside from the buildings, e.g. traversers) that contribute to the significance of the Conservation Area, and b) that there are railway buildings and structures that form part of the original works that lay beyond the Railway Works Site as defined in the Neighbourhood Plan.	Additional information added.

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
Paragraph 3.47	First bullet point: replace ' <i>to the heritage asset and conservation area</i> ' with ' <i>to the designated heritage asset (Wolverton Conservation Area)</i> '	Change made.
Paragraph 3.47	Second bullet point: insert ' <i>railway</i> ' between ' <i>industrial</i> ' and ' <i>character</i> '.	Change made.
Policy W3 The Railway Works site	<p>The bold introductory text to this policy regarding the retention of employment uses could be reframed to fit with the bullet points in the remainder of the policy. It should also make it clear that it is not expected, through Local Plan policy, that the whole of the site would remain in employment use, and that redevelopment of part of the site for alternative uses is likely to be acceptable assuming the requirements of Local Plan Policy E1 are met.</p> <p>You might also consider including reference to the design of the new development being of a high quality and including materials and designs that take reference from the character and appearance of the existing buildings. Reference could also be made to meeting Secure by Design standards.</p> <p>As with earlier comments under Policy W1, reference to S106 contributions (and Community Infrastructure Levy, if we have a charging schedule in operation at the point an application is determined) could also be made here, with respect to mitigating the impact of any new development.</p>	Changes made to the wording of the bullet points throughout policy W3 for clarity and to reflect the points raised.

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
Policy W3 The Railway Works site Bullet point A	We are supportive of the aim to provide new pedestrian and vehicular links in bullet point A, however there is disagreement that the layout of the existing buildings complements the grid structure of the rest of Wolverton. The present layout is linear in nature and this is determined through the need to provide the rail links between the various workshops. The north-south structure that exists in the rest of the town centre is not reflected in the Railway Works site. The difference in the character of works site and the remainder of Wolverton is brought out in Milton Keynes Council's Conservation Area Review.	Changes made.
Policy W3 The Railway Works site Bullet point B and C	Bullet points B and C, relating to the re-alignment of the access into Tesco and heavy vehicle access to the reconfigured works site seem to be a significant level of detail for this document, particularly when it is ahead of the more technical work that will need to be carried out as part of the Development Framework for the site. In any event, access of McConnell Drive is likely to be the most acceptable option. This policy should be more strategic and considering the principles of development, without being overly prescriptive about finer details at this stage, particularly when there are numerous factors to consider (for example, whether St Modwen are willing for a new road to go through their land, and whether Tesco are willing to amend their proposals to accommodate a re-alignment). If such policy wording is to remain, it should at least be with a caveat that it is subject to further investigative or technical work, to be carried out through the Development Framework process. There is particular concern that realigning the street at the rear of the Tesco site	Changes made.

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
	would result in a crossroads arrangement with Radcliffe Street and be both unsafe and inappropriate.	
Policy W3 The Railway Works site Bullet point D	Bullet point D should be expanded to reflect the significance of the wall as a heritage asset, and its role in dividing the former works from the residential areas. Creating appropriate openings in the wall is supported from a Development Management (Highways) perspective on the basis that they don't result in crossroads arrangements with existing roads that junction with Stratford Road.	Changes made.
Policy W3 The Railway Works site Bullet point E	Bullet Point E should be amended to read ' <i>Subject to an assessment of significance, structural surveys and evaluations as required by the LPA, seek to preserve and re-use the historic buildings and other structures on the site...</i> ' This would then reflect the non-building elements which contribute to the significance of the Conservation Area.	Changes made.
Policy W3 The Railway Works site Bullet point F	Bullet point F – which existing public spaces will be enhanced by this policy? The site is in private ownership, so no public spaces currently exist. Or does it refer to nearby/adjacent public space, in which case how will this policy enhance them?	Changes made to the wording of this point to clarify that it relates to links to the canal.
Policy W3 The Railway Works site Bullet point G	Bullet point G - again, as with W2(H), the zero carbon requirement here should also be subject to viability testing, which would be consistent with the wording in Objective 3. See comments made previously about options around delivery of carbon neutrality. Reference could also be made to leisure as part of the overall mix of uses that would be acceptable on this site.	Zero carbon policy changed throughout the plan.

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
Paragraph 3.48	Amend reference to ' <i>with the support and co-operation of</i> ' to ' <i>in partnership with</i> '.	Change made.
Paragraph 3.49	Replace ' <i>character</i> ' with ' <i>significance</i> '. Again add in a reference to ' <i>other structures</i> ' after ' <i>historic buildings</i> '.	Change made.
Paragraph 4.12	Correct typo ' <i>...during it's the preparation.</i> '	Change made.
Appendix 2 Delivery of Policy W2 Project 1	This project suggests buses staying on Church Street and an improved environment. This is good to see, but the Passenger Transport team accept that this is not the only solution and would be willing to explore alternative options if the end product can offer something better for bus users, whilst creating a more integrated solution, and addressing concerns in paragraph 1.23.	Reference now made to investigating a site for a bus station in project 1.
Appendix 2 Delivery of Policy W2 Project 1	The team are also supportive of the one-way scheme in Church Street, possibly as a trial, but this will not be delivered in Summer 2013 and may have to wait until early 2014 depending on the overall programme, further work on the scheme, and public engagement.	Change to date made.
Appendix 2 Delivery of Policy W2 Project 3	This project suggests improving bus interchanges at Wolverton Station. This has been looked at a number of times and the view is that there is not a safe solution to allow buses to stop in this area and provide oncoming vehicles enough forward visibility. Improved information will help at the station, but bus stops alongside the station, unfortunately, are too problematic to implement safely.	Changes to the wording made, but aspiration left in.

Annex 20

Draft Plan – paragraph/ policy/ page number	Milton Keynes Council comment	WGTC response
Appendix 2 Delivery of Policy W2 Project 4	Project 4 includes the use of backways for use as pedestrian and cycle routes. This already happens to an extent but we have doubts that the backways could be promoted as attractive alternative routes to the existing streets for cycling and walking to a greater extent. It is considered that the backways don't provide legible routes for cycling through the town centre.	Use of backways as redways removed from the plan, although the aspiration to extend redways into the town centre remains.
Appendix 2 Delivery of Policy W2 Project 5	As part of project 5, consideration should be given to a specific reference to the bridge over McConnell Drive whose above road level appearance significantly detracts from the area.	Specific reference made.
Appendix 3 Monitoring targets Page 47	Reference is made to the ' <i>Percentage of people who use the town centre and access services</i> '. Is this the percentage of the local population of Wolverton, the Neighbourhood Plan area, or the whole of Wolverton and Greenleys parish? If the latter, then the results may be skewed as Greenleys has its own local centre with some services provided there. In any case, it is worth clarifying the area/populace that this refers to.	Change made to clarify percentages.

Consultation leaflet on new policies – November 2013

Front page (printed on A3 folded to A3)

**Wolverton Town Centre
Neighbourhood Development Plan - 2013 to 2023
CONSULTATION UPDATE – NOVEMBER 2013**

In January 2012 the local community began work on a Neighbourhood Plan for Wolverton Town Centre. Neighbourhood Plans were introduced by the Localism Act 2012, with the aim of giving local people greater ownership of plans and policies that affect their local area.

Our plan is designed to “kick-start” the redevelopment of the Agora site, whilst improving the wider Town Centre for business, residents and visitors. The plan also looks at the broad principles that would guide any redevelopment of the Railway Works site should that happen at some point in the future.

Once complete, our Plan will be “adopted” by Milton Keynes Council and used to determine any future planning applications in the Town centre and on the Railway Works site.

Progress to date:

A draft of the Plan (and an accompanying Sustainability Appraisal) was consulted on during June/July 2013. We had a good response from local people and local and national organisations.

As a result of this, we have made a number of changes to the Neighbourhood Plan, and it is the most significant of these changes that we are writing to you about. We are carrying out a limited consultation until Friday 29th November 2013 on the proposed new policies.

As a direct result of feedback from local people and Milton Keynes Council, we have strengthened some parts of the neighbourhood plan, and re-organised others and this has resulted in some new policies being included. These policies focus on town centre retail and improvements to shop fronts and are designed to address the main concerns raised by people during the June and July consultation.

The concerns raised by local residents can be summarised as:

- The need for a greater range of shops to improve the shopping experience for local residents and attract more people into the town centre.
- A desire to retain independent and small retailers and provide opportunities for new businesses to develop “on the high street”.
- The need to limit the number of hot food takeaways.
- Concern over the possibility of a further large food retailer as part of the Agora redevelopment
- Concern over whether or not Tesco will implement their planning permission to expand the store, and the impact this might have on the town centre
- Concern over the poor appearance of some of the retail premises, which has a negative impact on the Conservation Area.

There are a number of different ways to read the revised sections of the draft plan:

- **Read a copy at a Library or at Town Hall:** Copies of the plan are available at the Town Hall, Wolverton Library, Stony Stratford Library and Central Milton Keynes Library.
- **If you have access to the internet, view or download a copy from:** www.FutureWolverton.co.uk or www.WolvertonAndGreenleysTownCouncil.gov.uk
- **Ask for a copy by email:** Send an email with your details asking for a copy to: info@FutureWolverton.co.uk or Office@WolvertonAndGreenleysTownCouncil.gov.uk
- **Ask for a paper copy of the plan:** To get a paper copy of the documents, for which there will be a small charge for the cost of printing, please contact Town Council office (visit Town Hall, call 01908 326800 or email Office@WolvertonAndGreenleysTownCouncil.gov.uk).

Consultation leaflet on new policies – November 2013

Back page (printed on A3 folded to A3)

COMMUNITY DROP IN
Tuesday 19th November 2013
5:30pm to 7:30pm
at foyer Wolverton Town Hall / Library
Come and find out:

- ❖ What issues the changes to the draft Neighbourhood Plan are trying to address.
- ❖ How the Neighbourhood Plan is trying to improve shopping in Wolverton town centre.
- ❖ What the new policies might mean for your business.
- ❖ How you can give your views.
- ❖ What happen next.

Pop in any time between 5:30pm and 7:30pm to have a chat or call 07967 059423 if you would like to arrange an alternative time for a discussion.

We are carrying out a limited consultation until Friday 29th November 2013 on the proposed new policies.



An artists impression of what the redeveloped Agora site could look like



Wolverton Town Centre Neighbourhood Plan Area



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Annex 21

Consultation leaflet on new policies – November 2013 - Centre pages (printed on A3 folded to A3)

What do the additional sections say?

The additional sections of the Neighbourhood Plan aim to:

- Protect the retail heart of Wolverton Town centre by consolidating retail uses within Wolverton's primary shopping areas.
- Achieve a mix of retail uses, and control uses which may have a detrimental effect on local residents and businesses.
- Support the creation of new street markets.
- Support the retention and growth of independent and small retailers and entrepreneurs.
- Offer a range of trading options from community-run markets, to high quality pop up shops and affordable cost retail units.
- Support the shopping function of the town centre and manage the impact of food, drink, entertainment and other town centre uses.
- Encourage the repair and retention of historic shop fronts within the town centre which have a part to play in creating a vibrant town centre that is enjoyable to visit.

Policy W4A**Protecting the shopping function of the Town Centre**

Wolverton Town Centre currently meets the shopping needs of a wide area of North Milton Keynes. Loss of this primary shopping function would significantly damage the character of the Town and the provision of services to a wide local area.

This policy seeks to protect and support the shopping function of the town centre and manage the effect of non-retail development on the shopping provision.

It protects the shopping function of the town centre by ensuring there is a high proportion of premises in retail use and that uses are appropriate to the size, character and role of Wolverton town centre.

Proposals that help achieve a mixture of suitable uses within the town centres and a variety of uses in each frontage, will be supported.

Controlling non-retail and in particular, food, drink and entertainment uses (A3, A4, A5 and D21) is a key aim of this policy, ensuring the town centre is balanced and vibrant and the amenity of local residents and businesses is protected.

VISION:

"The Neighbourhood Plan seeks to ensure that Wolverton's centre, as the heart of the town, is a vibrant, attractive and distinctive neighbourhood with a variety of retail, commercial, cultural, and leisure uses that reflects the town's rich and proud railway heritage and its diverse business and residential population."

**Policy W4B****Helping and promoting small and independent shops**

Small shops, run by independent businesses and often providing specialist shopping, are already helping to sustain Wolverton Town Centre.

A range of shop types and sizes are clearly needed if Wolverton is to have a vibrant and successful town centre.

However, with redevelopment of the Agora likely, many residents have expressed support for measures to encourage small shops and initiatives to promote retail diversity and entrepreneurialism in Wolverton.

This policy enables the provision of small, affordable shop direct by a developer as part of a planning consent linked to any major redevelopment project within the town centre. It also encourages existing landlords to convert retail property which is large enough into small, affordable units.

Policy W4C**Supporting the creation of new street markets**

As a result of feedback from the consultation in June, the Neighbourhood Plan now has a specific section on encouraging the creation of a range of new street markets in Wolverton Town Centre.

Markets can make an important contribution to the variety and attraction of shopping in a town centre and the character of the local area. They:

- Support independent retailing and business start-ups
- Attract footfall into town centre shops
- Improve access to affordable fresh food and street food
- Provide a valuable space for social interaction

This policy seeks to enable the creation of new street markets in Wolverton by supporting things like improvements to the existing highway and public open space to create suitable space for markets to take place.

Policy W5**Improving shop fronts**

With the exception of the Agora, Glyn Square and Tesco developments, properties in Wolverton Town Centre are mainly of Victorian construction.

Those Victorian shops which have been properly looked after positively contribute to the Conservation Area and shopping experience, but there is widespread concern about the run-down and inappropriate appearance of some of the shop units.

This is despite the efforts of Wolverton Society for Arts & Heritage, which included a successful shop fronts improvement scheme that significantly improved the look of many shop fronts in the town centre through hand-painted traditional signage.

The shop fronts policy is designed to:

Ensure that original or historic shop fronts within Wolverton Town Centre are repaired and retained unless their condition prohibits this approach.

If repair is not feasible then the presumption will be for a faithful reproduction of the original shop front.

In the case of modern buildings, the policy seeks to achieve a high standard of design, signage and advertisement which contribute to the character of the conservation area.

Wherever possible alterations to, and replacement of shop fronts should result in an improvement to the physical access to the premises, for example it may be feasible to replace a stepped entrance with a level threshold, or a wider door may be possible.

Efforts should be made to ensure corporate design - based on specific materials, colours and logos - are reconciled with the unique quality of the building or street.

External solid security shutters should be avoided as they have a deadening effect on the appearance of the shop front and the shopping area itself. They are also susceptible to graffiti.

Annex 21

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Annex 22**Milton Keynes Council comments on proposed new retail policies and response**

Draft Plan – paragraph/ policy/page number	MKC comment	WGTC response
General	<p>We appreciate the aim of the new policies, and understand that the issues the policies try to address are important to the community. We also support the overall objectives of the Neighbourhood Plan, and wish to ensure the Plan is effective as possible.</p> <p>However, we have some concerns over the deliverability of some of the elements of the policy (in particular the affordable retail unit policy) and how practical the policy to restrict certain uses in the town centre will be to implement. These issues are covered in more detail below. These comments are intended to help strengthen the Plan, as the policies must be as robust as possible if they are to deliver their purpose.</p>	<p>Noted.</p> <p>Noted and changes will be made.</p>
Paragraph 1.36	<p>The Local Plan policy isn't quite as blunt as implied here, and certainly doesn't set 'absolute' limits. For example, non-retail to non-retail may be acceptable, and some permitted development will mean that uses can change without planning permission (sometimes for a temporary period). It may be worth rephrasing this paragraph.</p>	<p>Paragraph to be re-phrased.</p>

Annex 22**Milton Keynes Council comments on proposed new retail policies and response**

Draft Plan – paragraph/ policy/page number	MKC comment	WGTC response
Paragraph 1.37	We understand that there is a desire to encourage viability and vitality through continuing retail uses in the town centre. However, it may be worth considering how allowing a wider variety of uses could help to make the area a more vibrant place and address the decline of the town centre. This could include, for example, encouraging more office or community uses on ground floors so that there is a greater number of people using the town centre during the day, a concept that was raised through the Town Team work in Wolverton. The new policy could undermine the potential for those sorts of opportunities to be considered acceptable in the town centre.	Noted – changes will be made to ensure that a wider range of non-retail uses are not precluded whilst protecting shops in the Town Centre
Figures 2 and 3	The captions or the maps are the wrong way round, so the themselves should be swapped over.	Changes to be made.
Paragraph 1.40	You may want to add reference to NPPF paragraph 23, bullet point 5 which provides support for markets, to help strengthen this paragraph.	Reference to be added

Annex 22**Milton Keynes Council comments on proposed new retail policies and response**

Draft Plan – paragraph/ policy/page number	MKC comment	WGTC response
Paragraph 1.45	You state that appropriate rent levels will be derived on a case by case basis. It would be useful to understand how those rent levels will be determined and what evidence will be used to set those levels. Previously, we had indicated our concerns that that the Council would struggle to justify requiring affordable rents (below market rents) through planning obligations.	Further pro-bono advice secured from Peter Wilson at Kirkby & Diamond to discuss these issues.
Policy W4, Part A	We recommend amending the wording of the policy to avoid confusion between supermarkets and superstores. The policy refers to supermarkets of 2,500 sq m and above, but supermarkets are defined as having a trading floorspace of less than 2,500 sq m. It is superstores which have 2,500 sq m or above of trading floorspace.	Noted – wording to be amended.
	Criteria 2 states 'They do not create a continuous frontage of two or more units in non-retail uses within a primary frontage.' Local Plan policy TC18 refers to a continuous frontage of three or more units in non-retail use. What is the explanation for this change and how many properties would be affected by it?	To be checked – linked to the % restriction on non-retail use in each frontage.

Annex 22**Milton Keynes Council comments on proposed new retail policies and response**

Draft Plan – paragraph/ policy/page number	MKC comment	WGTC response
Criteria 1	Criteria 1 places general restrictions on the location and proportion of non-retail uses set out in Tables 2 and 3. This is highly prescriptive and extends controls of what uses are permitted in the town centre to secondary locations. As the best defence against development where you don't want it, is to point to where you do want it, may we suggest you review the extent of secondary area as well as the restrictions in those secondary areas (see comments below). This would also frame the policy more positively. As you know, Neighbourhood Plans must contribute to achieving sustainable development and that communities cannot use neighbourhood planning to block the building of new homes or businesses. Changing the emphasis of the policy to demonstrate where you would encourage a certain sort of development would help meet that objective.	Noted – we will re-phrase to make it more positive and emphasize the way in which the policy promotes sustainable development.
Policy W4	'There are no locations within the town centre which are considered appropriate for uses such as an amusement arcade as it would be located close to housing and several places of worship.' This is a very blunt statement and given Wolverton's history of amusement arcades: how is this statement justified?	Amusement arcades are not in Wolverton because of community demand but because of the gaming interests of the Agora owners. This statement will remain.

Annex 22**Milton Keynes Council comments on proposed new retail policies and response**

Draft Plan – paragraph/ policy/page number	MKC comment	WGTC response
Tables 2 and 3	We have major concerns over the percentages shown in this table. How have the percentages been determined and what justification is there for the different levels? We are concerned that such a policy would be extremely difficult to implement.	A meeting is proposed with council officers to explain the rationale behind the percentages. A similar policy is already in place in the London Borough of Camden.
	<p>With regard to this table and the rest of the policy, it would be very helpful to have a consistent approach to references to retail, food and drink establishments, or the use of the Use Class Order classifications. Using A1, A2 etc will be more accurate, but you need to make clear reference to Annex 2 where these terms are explained.</p> <p>It isn't clear what uses are considered acceptable in the percentage of units that fall between the minimum retail use and the maximum food and drink uses. In this respect, along with the differences in the percentages for the different frontages, this policy may be very difficult to implement.</p>	<p>Noted and changes will be made to make this consistent.</p> <p>A meeting is proposed with council officers to talk through the detail of implementation to see if any changes can be made whilst retaining the overall aims of the policy.</p>
Policy W4 B	Is the intention to support the creation of several markets in the town centre? Is there sufficient demand to sustain more than one?	Not necessarily – probably one location for a market with several types of specialist market happening through the year.

Annex 22**Milton Keynes Council comments on proposed new retail policies and response**

Draft Plan – paragraph/ policy/page number	MKC comment	WGTC response
Policy W4, C	<p>Is it better to say that this policy ‘encourages’ the provision of small, affordable shops, rather than ‘enables’? It should also clarify whether it is all major redevelopment projects, or just retail projects that would be expected to provide such units. This point is also true for the first bullet point under paragraph 1.</p> <p>It is also unclear what is meant by provision. Would that constitute a proportion of the overall floorspace, or a specific number of units? How would we determine if the policy requirement has been met?</p>	<p>Wording to be amended – this policy kicks in only if major redevelopment is happening.</p> <p>To consider further, with a view to implementation issues.</p>
Policy W4, C	<p>Under the third bullet point under paragraph 1, when might such a proposal to combine units be considered acceptable?</p> <p>In the second part, would conversion of existing retail premises only apply to a certain size unit or above a particular threshold? Are there any size of units that you would want to maintain as they are; does there need to be a threshold over which you would encourage sub-division?</p>	<p>Further thought to be given.</p> <p>Circumstances for conversion to be considered further.</p>
Policy W4, C	<p>As with paragraph 1.45 above, the third bullet point requires a developer to demonstrate affordability. However, without saying what is affordable, it will be difficult to enforce.</p>	<p>Definition of affordability to be added.</p>

Annex 22**Milton Keynes Council comments on proposed new retail policies and response**

Draft Plan – paragraph/ policy/page number	MKC comment	WGTC response
Policy W4, C	<p>Throughout this policy, it is unclear how a requirement to provide affordable retail units could be monitored and managed. Would they remain affordable in perpetuity, as is the case for affordable housing? If so, how would that be controlled? Further, how would you ensure that access to these units is restricted to independent retailers? The Council would wish to remind the authors of this document that the planning system is a weak instrument; it cannot be used to discriminate in favour of small independent shops and against a multiple high street retailer.</p> <p>It should also be borne in mind that the justification for requiring affordable retail units as part of a new development would need to be considered on a case-by-case basis, and that S106 obligations could only be used to require their delivery if they met the statutory tests.</p>	To be discussed further with council officers.

Annex 22**Milton Keynes Council comments on proposed new retail policies and response**

Draft Plan – paragraph/ policy/page number	MKC comment	WGTC response
Policy W5	<p>This policy has a lot of detail, which may be better suited to guidance rather than being within policy.</p> <p>Point 2, what is meant by “continuity is important in Wolverton where a terrace of shops provides a close relationship between the units”? Is this in relation to rhythm and regularity in design terms?</p> <p>Under part B, in support of the points made in bullets 2 and 5, we would recommend adding a further bullet point to say that internally-lit and back-lit signs will normally be discouraged.</p>	To be discussed further with council officers.

Annex23**Pre-submission community comments and responses – July 2014**

No	Comment	WGTC response
1	<p>I would just like to say that I have read the plan and feel that you have responded well to comments made on previous iterations and at public meetings. Inevitably, the various constituents of Wolverton will have their different views on some of the detail. For my own part, I feel that you have put together a vision that is worthy of wholehearted support. Thank you for your continued efforts, and here's wishing that the plan is implemented.</p>	<p>Noted with thanks.</p>
2	<p>Improving Creed Street traffic situation since ASDA took over surface is appalling. I don't consider any areas left out of the "Town Centre" as identified in the plan.</p> <p>Secure walking link from the footpath by St George's Church and through the Agora car park when developed - redevelopment needs to keep the walking routes and connections to the existing highway and infrastructure. Is it part of the Agora Dev Brief or Public Realm Design Guide?</p> <p>In improving the walking route to the railway station I suggest the steps from the canalside flats should be reopened so you can walk down one side, through past Buskers and over the canal and up through the closed steps at the end of the flats. This avoids walking along the road although I understand this is not a public highway.</p>	<p>Noted – Creed Street due for re-surfacing</p> <p>Point added about retaining existing pedestrian links where viable and practicable</p>

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Annex23**Pre-submission community comments and responses – July 2014**

No	Comment	WGTC response
4	I don't think I've got anything further to say about the town plan – a lot has been covered now. Thank you for all your hard work and amazing patience and persistence.	Noted with thanks.
5	<p>The proposal to have a street market in The Square without any mention of directional signs to the shops or the street market shows the proposal has not been thought through properly. Without directional signs the public will not know about the new street market! Link or lattice shutters inside shops are not sufficient to stop break-ins. An external pinhole shutter should also be added as an option which allows pedestrians to get inside the shop.</p> <p>Policy W1 A – the direct highway link should be specified as one way to The Square to ensure the present one way system is mentioned. This will allow parking on both sides of the roads to The Square which is essential to maintain the viability and vitality of the shops in The Square.</p> <p>The one hour parking duration in The Square works very well with a high turnover of visitors to the chemist, opticians etc. This successful parking duration needs to be protected and included in the neighbourhood plan as it is essential to the protection of the viability and vitality of the shops in The Square.</p>	<p>Directional signage on the highway and for pedestrians added to Policy W5.</p> <p>Pinhole shutters not favoured in a Conservation Area.</p> <p>The exact nature of the highway link and priorities for traffic are deliberately left open in the plan, with the detail being resolved as part of any consultation/planning application process.</p>
6	<p>Agrees with the plan.</p> <p>I consider "Wolverton" to include everything south of the River Ouse, east from the Galleon Pub, North of Stacey Bushes and west of the Railway Station – it is far more than the conservation area.</p>	Noted.
7	Agrees with the plan	Noted.

Annex23**Pre-submission community comments and responses – July 2014**

No	Comment	WGTC response
8	<p>Agrees with the plan.</p> <p>Having read the policies I agree with the plans that are being proposed and think it's a great structure within which to maximise future developments whilst retaining the history of the town.</p> <p>I consider Wolverton to include the Railway works, and from the canal to Gloucester Road.</p>	Noted.
9	<p>Agrees with the plan.</p> <p>Policy W3 is a fantastic opportunity to breathe new life into the Railway Works.</p>	Noted.
10	<p>Great to see support for street markets.</p> <p>Policy W2 parking continues to be the problem particularly on one way streets no sure how improvements can be made/enforced as residents tend to ignore parking restrictions.</p> <p>I consider Wolverton to be town centre, Wolverton railway works and surrounding streets as they are most in need of regeneration. Also The Gables and surrounding flats are not in keeping with the rest of Wolverton in terms of design.</p>	Noted – parking issues in wider town centre not an issue for the plan.
11	<p>Agrees with the plan.</p> <p>I believe that the NP will ensure that the town centre attracts more people and that the increase in small shops that replace the Agora will be attractive to people who just shop at Tesco and leave.</p> <p>I consider Wolverton to include the conservation area, old Wolverton, Wolverton mill, Wolverton park.</p>	Noted.

Annex23**Pre-submission community comments and responses – July 2014**

No	Comment	WGTC response
12	The documents seem to cover most of the concerns raised – opening of Radcliffe Street, use of The Square, problems in Church Street etc. I do feel that residents have been listened to. Just hope it comes to fruition.	Noted.
13	Agrees with the plan. Excellent policies – I hope they can be achieved. Would hope that access to the canal can be implemented. As we lost sheltered housing on the McCorquadale development, I think it should be a priority – perhaps on the works site? Wolverton is bounded by Grafton Street, Monks Way, Millers Way, Old Wolverton Road.	Noted. Addition made to W3 to highlight the need for sheltered housing.
14	Agree with the plan. Difficult to absorb all the detail to do justice to this full (and no doubt expensive) report without spending hours on it. But good to know of stages towards redevelopment of the Agora. Need more time to study the policy for the railway works site. I consider Wolverton to include Wolverton town, Old Wolverton, College Fields and Waterways, Stratford Park and Wolverton Mill.	Noted.
15	Agrees with the plan. Policy W4 services within superstore will have impact on local businesses – do not kill them by giving permission within the superstore.	Noted – Policy W4 is trying to prevent services being provided within superstores not promoting it.
16	Everything is going to fall into place.	Noted.

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<p>The problem is particularly acute immediately outside the Co-op. The one place, regeneration or not, where traffic wardens should be authorised to use lethal force are the double yellow lines on Church Street just West of Radcliffe Street. Not only does it make turning right into Church Street hazardous, not only does it make it dangerous for pedestrians crossing Church Street but it makes deliveries to the Co-op problematic. And if shoppers find the Co-op shelves bare they will go to Tesco and not return.</p> <p>Buses</p> <p>I'm generally in favour of public transport (using it every working day) but the local buses seem to have overwhelmed Wolverton. Not only do they cut corners (at speed) at both the Church Street / Radcliffe Street and Church Street / Creed Street roundabouts but they pretty much block half of Church Street on a continuous basis.</p> <p>The installation of the electric charging point (Well Done by the way!) for bus's makes it a bit late for further action but the chance could have been taken to "lose" six feet off the Agora car park and develop (say) three more off-road bus spaces. This would re-open two-way traffic on Church Street and provide the opportunity for new departure points and shelters with dot-matrix displays for "next bus due in...". Getting the bus's off the main road would also have made it easier to discourage the operator from treating the rest of Church Street as a convenient storage area.</p> <p>Residential – why?</p> <p>I know the stock answer but why, when there are thousands of new homes appearing in Old Wolverton, Stoney Stratford, Calverton End... Why, when there are lots of apartments in the new / (now old) flats at</p>	<p>Noted – WGTC to raise with MK Council.</p> <p>Noted – the plan leaves paves the way for new bus infrastructure in the town centre.</p>
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Annex23**Pre-submission community comments and responses – July 2014**

	<p>the old railway works or the site between the canal and the railway sitting vacant or up for sale... Why are we so determined to build more accommodation on the Agora site?</p> <p>In today's 24/7 lifestyle; mixing retail, leisure or industry with residential is asking for trouble. Leisure wants to open for longer and longer hours with louder and louder entertainment (look at the Queen Vic or the North Western) whilst residential areas fill with people working shifts or nights (or, like me, the elderly) who want peace and quiet. The Agora is tatty and needs doing away with but more residential units, whether for young or old are not the answer.</p>	<p>Comments noted – residential is key to the viability of the scheme.</p>
18	<p>I support the retail policy because it will encourage a greater range of shops within the centre. We have too many takeaway food outlets and need more shops. I fully support the NP and in particular the Agora redevelopment and can't wait for it all to happen.</p> <p>I consider "Wolverton" to include just Wolverton not the whole Town council area.</p>	<p>Noted.</p>

Annex 24**Pre-submission comments from Milton Keynes Council – July 2014**

Draft Plan – paragraph/ policy/page number	MKC comment	WGTC response
Objective 1	Highways Development Control concerned about the reference to the use of backways as a walking and cycling routes	The word “informal” added to the network of walking and cycling routes, since this is how they are used. The plan is not suggesting formalising this is anyway.
Objective 2	References need to be made to the objectives of the new heritage strategy, specifically the Heritage Hub project and the MK Museum expansion project.	Two new points added to Objective 2: Support the Milton Keynes Heritage Hub project which recognises the rich identity of the industrial, transport and rural past of Wolverton and surrounding areas. Support the Milton Keynes Museum expansion project, ensuring enhanced pedestrian and cycle links to the Museum from Wolverton Town Centre.
Policy W1 - A	Highways Development Control concerned that we haven’t clarified whether the new link between Church Street and The Square is a highway link.	The exact nature of the highway link and priorities for traffic are deliberately left open in the plan, with the detail being resolved as part of any consultation/planning application process.
Policy W1 - G	Highways Development Control concerned that the height of the buildings on the new Radcliffe Street will create a tunnel effect.	Design issue to be dealt with at planning application stage.

Annex 24**Pre-submission comments from Milton Keynes Council – July 2014**

Draft Plan – paragraph/ policy/page number	MKC comment	WGTC response
Policy W1 – H	Alternative wording suggested by Senior Planning Officer on separation of servicing from private amenity and parking space.	Wording now reads “Where practicable ensure service yards do not conflict with private amenity space or private parking provision for residents or undermine the quality of the environment at the front
Policy W1 – S	Question mark over deliverability of a district heating system	Aspiration retained whilst issues of viability acknowledged.
Policy W1 – T	Suggestion to add provision of community facilities to mitigation measures.	Wording changed to “Ensure that the necessary on and off-site infrastructure, for example school places, and community facilities are provided to support and mitigate the impact of development”
Policy W2 – K	Highways Development Control concerned that the opportunity is taken to improve the crossing points at the junction of Creed Street and Stratford Road should Glyn Square be redeveloped.	Wording changed to “In Glyn Square where they are of a smaller scale which helps to deliver a more traditional street with active shop frontages, improves pedestrian crossing points at the junction of Creed Street with Stratford Road.”

Annex 24**Pre-submission comments from Milton Keynes Council – July 2014**

Draft Plan – paragraph/ policy/page number	MKC comment	WGTC response
Policy W3 – C	Highways Development Control concerned about crossing points on Stratford Road into the new development on the Railway Works site	Wording of policy slightly changed to say that the new development should complement the grid layout of Wolverton rather than replicate it in its entirety. This avoids the issue of cross-roads on Stratford Road.

Annex 24**Pre-submission comments from Milton Keynes Council – July 2014**

Draft Plan – paragraph/ policy/page number	MKC comment	WGTC response
Policy W4	<p>Senior Planning Officer concerned with the complexity of the policy and believes amalgamating A3 to A5 uses, D2 and sui generis uses as food and drink in places in the plan does not help.</p> <p>The Town Council are asked to clarify what use classes are being referred to in this table? A note at the bottom of the table should suffice.</p> <p>The Town Council need to clearly indicate how the percentages in this table have been arrived at? Has a survey been done of retail and other uses in the town at a particular base date, which can serve as a base line position to measure change against?</p> <p>Putting to one side that the NPPF says at paragraph 23 that it is for local planning authorities in drawing up Local Plans to define the extent of town centres and primary shopping areas based on a clear definition of primary and secondary frontages in designated centres, MKC officers suggest deleting the primary shopping frontage notation on the western side of Creed Street as if no A1 retail uses at this location are proposed? NB Assumes no market proposed here. Buildings at this location comprise the Town Council offices, Madcap Theatre, Library on the western side of Creed Street.</p>	<p>Changes made to expand upon the evidence base for the policy and simplify the tables to make use class issues clearer.</p> <p>Further explanation given as to how the percentages have been arrived at, and what the baseline position is.</p> <p>Reasons given for the Neighbourhood Plan to define frontages.</p> <p>Town Hall side of Creed Street changed to a secondary frontage.</p>

Annex 24**Pre-submission comments from Milton Keynes Council – July 2014**

Draft Plan – paragraph/ policy/page number	MKC comment	WGTC response
Policy W4	In view of the proposed changes by the Government to the Use Classes Order and the General Development Order the easiest thing to do is to delete policy W4 and let MKC review primary and secondary frontages and restrictions on uses in Wolverton when things have settled down in Plan:MK.	Independent advice obtained, and decision made to retain the policy until such time the proposals become law.
Policy W4 – D	Highways Development Control querying why we think more 4 hr plus parking is needed in Wolverton	To reference Benchmarking Survey car parking data.
Policy W6 – C	Senior Planning Officer querying what the legal position is on using financial contributions to subsidise the operation of start-up shops.	Advice taken and policy position retained.
Policy W7	Suggestion that we have a glossary of terms to help explain the shopfronts policy	Glossary of terms used throughout the plan added to appendix.
Policy W7 – B	Highways Development Control concerned about projecting signs respecting the walking space and providing sufficient vertical clearance	Point added to policy to address this concern.
Delivery section	Senior Planning Officer believes we should propose how W4 is delivered within the plan.	Discussions held with Development Management at MK Council to discuss delivery of the plan.

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Pre-submission comments from Milton Keynes Council – July 2014

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Annex 25**Pre-submission comments from statutory consultees – July 2014**

Draft Plan – paragraph/ policy/page number	Statutory organisation comment	WGTC response
NATURAL ENGLAND		
General	Natural England believe that there are still opportunities for Green Infrastructure provision in certain parts of the plan policies – for instance there is likely to be a big opportunity under Policy W3 – The Railway Works site – to provide good additional linkages between different elements of the Green Infrastructure network within Wolverton. That potential new development could also of course provide new SUDS for all new development.	GI part of W3 policy strengthened and SUDS added to W1 and W2.
SA - Section 4 paragraph 4.5	It is noted that the Grand Union Canal runs nearby and is of moderate ecological value – this should be promoted and where possible public access to and along the canal should be promoted. This would help achieve targets around biodiversity gain and will of course have public health benefits for local residents and those who work on the Railway works site.	Change made to SA to strengthen the importance of access to the canal.

Annex 25**Pre-submission comments from statutory consultees – July 2014**

Draft Plan – paragraph/ policy/page number	Statutory organisation comment	WGTC response
SA – Monitoring targets	There could be more added to take account of the number of planning applications granted with green roofs or walls for instance and there could be a number of hectares of new open space created as part of new development.	Addition made to the monitoring targets

Annex 25**Pre-submission comments from statutory consultees – July 2014**

ENGLISH HERITAGE		
General	English Heritage welcomes and supports the recognition of the town's important railway heritage in the Vision and Objectives 2: Heritage and 3: Environment and Design. We also welcome paragraph 3.25 on the Wolverton Conservation Area and the recognition of the historical significance of the railway works in paragraphs 3.74, 7.2 and 7.3.	Noted
	We welcome the community's principle that new development in the town centre should not obscure or detract from important heritage assets and listed buildings (which are heritage assets as well) in the town centre, as set out in paragraph 6.4.	Noted
	We also particularly welcome requirements B, F and G of Policy W2. We also welcome the substantial local support for the retention and re-use of the historic buildings, ideally with heritage uses and are pleased to see this reflected in principle F of Policy W3 (although we would prefer <i>"Conserve and enhance the historic buildings on the site, informed by further investigative work as part of the development framework for the site, and promote heritage uses"</i>).	Wording of Policy F of W3 changed as per EH's recommendation

Annex 25**Pre-submission comments from statutory consultees – July 2014**

Policy W3	<p>We have previously expressed the view that requirement E (formerly D) of Policy W3 is self-contradictory: the express purpose of the wall along Stratford Road was to separate the works from the town. Indeed, the “abrupt distinction” between the two is one of the key features that helps to define Wolverton’s special interest as identified in the Conservation Area Review 2009 (as noted in paragraph 7.16). Its integrity cannot be retained if it is opened up.</p> <p>In paragraph 7.19 it should be noted that the historic buildings are of significance in their own right, not just for their contribution to the significance of the Conservation Area.</p> <p>We generally welcome the monitoring targets for Objective 2, although it would be helpful if the baseline included the condition of all heritage assets in the Plan area.</p>	<p>Noted but viability of development requires some breaches in the wall.</p> <p>Amendment made to the wording to reflect the significance of buildings in their own right.</p> <p>Monitoring factor added to include a baseline on condition of heritage assets.</p>
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Annex 25**Pre-submission comments from statutory consultees – July 2014**

SA	<p>In Appendix 3, the comments we submitted on the Scoping Report are summarised, and it is stated that listed buildings have been included in the baseline. However, whilst there are references to listed buildings in the Appraisal there is no such reference in the sub-section in the Sustainability Baseline on cultural heritage.</p> <p>In the Assessment Matrix for Policy W3, the adverse effect of opening up views through the wall along Stratford Road should be noted against Objective 5.</p>	<p>Addition made to the sustainability baseline.</p> <p>Addition made to assessment matrix.</p>
ANGLIAN WATER		
	<p>Anglian Water promotes the use of water efficiency measures and we would be keen for this to be included within the document.</p> <p>The used water flows from future growth will have an impact on the existing used water network. The used water infrastructure requirements will be dependant on the location, size and phasing of the development. All sites will require a local connection to the existing sewerage network which may include network upgrades. Upgrades will be funded by developers through the provisions of the Water Industry Act 1991 and will not be required to form part of the CIL provisions.</p>	<p>Noted – added to policy W1, W2 and W3</p>

Annex 25**Pre-submission comments from statutory consultees – July 2014**

	<p>All developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). We would wish to see that all developments should adhere to the surface water management hierarchy outlined in Part H of Building Regulations with disposal to a surface water sewer seen as a last resort. Under no circumstances will surface water be permitted to discharge to the public foul sewerage network.</p> <p>Any brownfield sites marked for redevelopment must take the opportunity to completely remove or significantly reduce any surface water flows currently discharging to the surface water network. The demolished site should be, where practical, treated as if it was greenfield. Brownfield sites must still follow the surface water management hierarchy to determine whether infiltration techniques or a connection to a watercourse can be utilised prior to the consideration of a connection to a public surface water sewer.</p>	<p>SUDS added to W1 and W2</p> <p>Point added to W3</p>
NETWORK RAIL		
	<p>There is a small section of Network Rail land within the area (shaded in green on the attached plan). The land is a lease for special train shed at the maintenance depot, Wolverton.</p>	Noted

Annex 26**Pre-submission comments from G L Hearn on behalf of St Modwen – July 2014**

Draft Plan – paragraph/ policy/page number	St Modwen comment	WGTC response
Development of an Supplementary Planning Document (SPD) for the Railway Works site	We do not consider it to be appropriate or necessary to develop an SPD to guide redevelopment of the Railway Works site. We consider that there is already sufficient Policy and Supplementary Planning Guidance to guide any development	<p>The Town Council are of the view that the redevelopment of the Railway Works site warrants a comprehensive approach, with a plan being developed for the whole of the 37 acres rather than planning applications being submitted for individual parts of the site.</p> <p>We recognise the timescales that your client is working to, and would remind you that the policy always allowed for proposals to be brought forward prior to the development of an SPD as long as they were in compliance with the principles outlined.</p> <p>The policy wording has been amended to retain the aspiration for an SPD but without making this an absolute requirement.</p> <p>However, we would reiterate that the Town Council wishes to ensure a comprehensive approach is taken to the site, and that we will be working closely with Milton Keynes Council to ensure that this is achieved.</p>

Annex 26**Pre-submission comments from G L Hearn on behalf of St Modwen – July 2014**

Draft Plan – paragraph/ policy/page number	St Modwen comment	WGTC response
Enhanced routes	Reference is made to enhancing pedestrian and vehicle routes through the site. We note that it will not be appropriate to provide any public routes through any area of the site retained for railway use.	The policy wording has been amended to refer to “those parts of the site that are publicly accessible”. We hope this will be sufficient to address your concerns, regarding pedestrian and vehicular routes through those parts of the site retained for railway use.
Grid layout	We do not consider that the policy or objectives should make reference to any prescriptive layout at this stage until the masterplanning process for the site has progressed.	The reference to a grid layout of the residential part of Wolverton remains, but with clarity that the new development should complement this layout rather than replicate it in its entirety. We are hopeful that lessons can be learnt from the McQuorcadale development which has successfully replicated the Wolverton grid pattern.

Annex 26**Pre-submission comments from G L Hearn on behalf of St Modwen – July 2014**

Draft Plan – paragraph/ policy/page number	St Modwen comment	WGTC response
Home zones	We seek further clarification on the reference to home zones and what these would comprise.	The direct reference to home zones has been removed. However, point I of the policy now asks that consideration is given to designing a proportion of homes which “meet the needs of pedestrians, cyclists, children and residents and where the dominance of the car is reduced”. We look forward to exploring how this might be achieved during the consultation process.
Reference to specific access points in to the site	Whilst we support in principle the future use of access points under section D of the proposed policy, these have not yet been modelled. Further investigation of these access points is required before a commitment can be made.	The issue of heavy vehicles passing along Stratford Road is one of significant concern amongst local residents, and there is a strongly held local belief that McConnell Drive is the most appropriate route for such vehicles to access the Railway Works site. We would also like to see this route used for deliveries to the discount food retailer should this development go ahead.
Stratford Road wall .	We support this policy in principle where it is possible and commercially viable to open up parts of the wall.	This part of the policy has been slightly amended to ensure that should parts of the wall be removed it is replaced by appropriate structural features which retain the “sharp lines” that characterise the conservation area

Annex 26**Pre-submission comments from G L Hearn on behalf of St Modwen – July 2014**

Draft Plan – paragraph/ policy/page number	St Modwen comment	WGTC response
Re-use of buildings	We have previously made representations stating our concerns regarding the viability of re-using the existing buildings on the site. We note the point on viability, but we still do have concerns regarding the proposed policy wording. The future use of the Railway Works element of the site will be driven by the requirements of the future occupier. We also query the suggestion that heritage uses should be incorporated.	From a community perspective, the retention of as many of the existing historic buildings on the site as possible is a key requirement of the redevelopment of the site. The Town Council believes that Wolverton Park is a fine example of how historic buildings can be re-used. We look forward to participating in ongoing discussions about this issue once appropriate investigative work has been carried out.

Annex 26**Pre-submission comments from G L Hearn on behalf of St Modwen – July 2014**

Draft Plan – paragraph/ policy/page number	St Modwen comment	WGTC response
Canal access and reference to a Marina	There is currently no access to the canal via the Railway Works site The towpath is located on the north side of the canal. We consider a more appropriate solution to canal access would be to promote the route along the northern edge of the canal rather than through the site. We note the long term ambition to deliver a new marina. However we do not consider this to be viable, practicable or commercially desirable.	The reference to a Marina has now been removed from this part of the policy, but the aspiration to maximise the opportunities to access the Grand Union Canal from the town centre remains.
Self-build homes	Given the conservation constraints, remediation costs, general viability issues and also the proposed master planning of the site, we do not consider [self -uild homes] to be appropriate.	We recognise the issues that conservation constraints, remediation costs and general viability issues relating to self-build, and have removed this requirement within the policy.
Lifetime Homes standards	We see no justification for the emerging neighbourhood plan to support this suggested requirement which above all else will further challenge the viability of the development proposals.	The Town Council is aware of the aspiration of many older people who currently live in Wolverton to stay living in the town as they get older. We would therefore like to see a proportion of homes provided on the site meet Lifetime Homes standards.

Annex 26**Pre-submission comments from G L Hearn on behalf of St Modwen – July 2014**

Draft Plan – paragraph/ policy/page number	St Modwen comment	WGTC response
Zero Carbon requirement and connection to a Local Energy Network	We see no justification for these proposed standards or requirement for a connection to a local energy network. These requirements would impose significant cost to an redevelopment of the site.	The sustainability requirements for new homes on the Railway Works site remain in the policy as aspirations, subject to viability and practicability.